

28285215

SOUTHERN CALIFORNIA RAPID TRANSIT DISTRICT

METRO RAIL PROJECT

FINAL DESIGN AND CONSTRUCTION

Submitted: January 31, 1984

Revised: August 14, 1984

MTA LIBRARY



John A. Dyer
General Manager

September 21, 1984

Mr. Ralph Stanley, Administrator
Urban Mass Transportation Administration
Office of the Secretary
U. S. Department of Transportation
400 Seventh Street, S. W.
Washington, D. C. 20590

Dear Mr. Stanley:

Metro Rail Project
Minimum Operable Segment 1 (MOS - 1)

Pursuant to your letter of July 19, 1984, the District submits herewith its amended application for a four-mile, five-station Minimum Operable Segment - 1 (MOS - 1).

This grant application amendment modifies the January 30, 1984, application and requests a revised budget of \$1,174,900,000 total (\$574.2 million Section 3 funds) to construct initially the first segment in the Metro Rail Project, which includes Central Yard and Shops and five stations (Union Station, Civic Center, 5th and Hill, 7th and Flower, and Wilshire/Alvarado). This represents a revised increase in new funds totaling \$952.8 million (\$428.8 million Section 3 funds).

The Application consists of the following documents:

Updated Form 424, Updated Opinion of Counsel, Board Resolution, Certification, Budget Information Part III, Proposed Project Budget, Project Description/Justification, Notices of Intent for Public Hearings on Application and Environmental Assessment Report, Transcripts of the Public Hearings, and Certification of Findings of the Public Hearing.

To document the support and commitment of key jurisdictions, also enclosed are the following:

- o California Transportation Commission resolution of March 6, 1984 approving \$361.2 million as the California Transportation Commission's Commitment to the Metro Rail Project.
- o Grant contract of August 31, 1984 between the Los Angeles County Transportation Commission and the District, with the former committing \$406.6 million to the Metro Rail Project.
- o Grant contract of September 11, 1984 between the City of Los Angeles and the District, with the former committing \$69 million (\$7 million in Fiscal Year 1985) to the Metro Rail Project.

In addition, the following information is enclosed in response to your request:

1. A Report on Response to Comments on the Environmental Assessment for MOS - 1

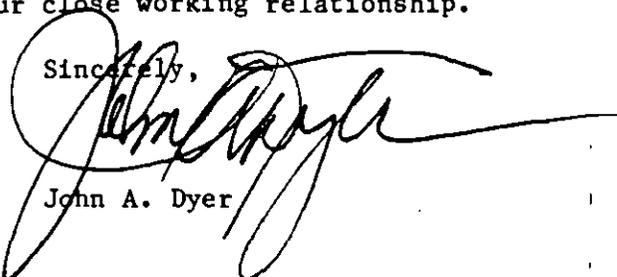
The 30-day comment period for the Environmental Assessment Report ran from August 15, 1984 through September 21, 1984. The Environmental Assessment and Application Hearings were held August 30, 1984.

2. Preliminary Financial Operating Plan for Metro Rail; Los Angeles/Long Beach; and Bus - FY 1985-FY 2000
3. Documentation on our Transportation System Management Alternatives
4. The Cost Effectiveness Evaluation will be sent under separate cover on September 24, 1984.

I request your favorable consideration of the enclosed application and supporting documents. Specifically, we are requesting a Letter of Intent to construct the Minimum Operable Segment - 1 (MOS - 1), and a Letter of No Prejudice (LONP) for the balance of the 18.6-mile Locally Preferred Alternative.

I appreciate the assistance and guidance provided by you and UMTA staff and look forward to a continuation of our close working relationship.

Sincerely,

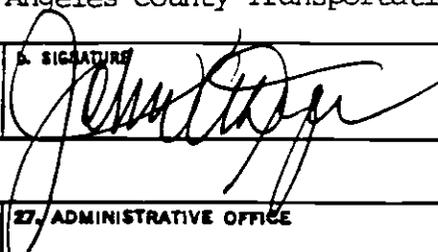


John A. Dyer

Enclosures

cc: S. Zimmerman, UMTA, Washington (with attachments)
E. Thomas, UMTA, Washington
B. Hynes-Cherin, UMTA, San Francisco
G. Grainger, UMTA, San Francisco
I. Showell, UMTA, San Francisco
R. Remen, California Transportation Commission
M. Pisano, SCAG
R. Richmond, LACTC

Application

FEDERAL ASSISTANCE		2. APPLICANT'S APPLICATION		a. NUMBER		3. STATE APPLICATION IDENTIFIER		a. NUMBER			
1. TYPE OF ACTION <input checked="" type="checkbox"/> PREAPPLICATION <input checked="" type="checkbox"/> APPLICATION <small>(Mark appropriate box)</small> <input type="checkbox"/> NOTIFICATION OF INTENT (Opt.) <input type="checkbox"/> REPORT OF FEDERAL ACTION		Leave Blank		b. DATE 19 <u> </u> <u> </u> <u> </u>		b. DATE 19 <u> </u> <u> </u> <u> </u>		b. DATE ASSIGNED 19 <u> </u> <u> </u> <u> </u>			
4. LEGAL APPLICANT/RECIPIENT						5. FEDERAL EMPLOYER IDENTIFICATION NO. 95-197856					
a. Applicant Name : So. California Rapid Transit District b. Organization Unit : Office of Mgmt. & Budget-Grants c. Street/P.O. Box : 425 So. Main Street d. City : Los Angeles e. County : Los Angeles f. State : California g. ZIP Code: 90013 h. Contact Person (Name & Telephone No.) : George Kagawa (213) 972-6628						6. PROGRAM <small>(From Federal Catalog)</small>		a. NUMBER 2 0 • 5 0 0 b. TITLE Urban Mass Transportatic Capital Improvements			
7. TITLE AND DESCRIPTION OF APPLICANT'S PROJECT						8. TYPE OF APPLICANT/RECIPIENT					
Metro Rail Project Minimum Operable Segment 1 (MOS-1)						A-State H-Community Action Agency B-Interstate I-Higher Educational Institution C-Substate J-Indian Tribe District K-Other (Specify): D-County State Chartered Transit E-City District F-School District Enter appropriate letter <input checked="" type="checkbox"/> K G-Special Purpose District					
10. AREA OF PROJECT IMPACT <small>(Names of cities, counties, States, etc.)</small>						11. ESTIMATED NUMBER OF PERSONS BENEFITING		12. TYPE OF APPLICATION			
Los Angeles County						7,000,000		A-New C-Revision E-Augmentation B-Renewal D-Continuation Enter appropriate letter <input checked="" type="checkbox"/> E			
13. PROPOSED FUNDING			14. CONGRESSIONAL DISTRICTS OF:			15. TYPE OF CHANGE <small>(For 12c or 12e)</small>					
a. FEDERAL \$ 428,800,00000 b. APPLICANT -0- .00 c. STATE 190,300,00000 d. LOCAL 277,600,00000 e. OTHER 56,100,00000 f. TOTAL \$ 952,800,00000			a. APPLICANT 20-35 b. PROJECT 20-35 16. PROJECT START DATE 19 <u> </u> <u> </u> <u> </u> 17. PROJECT DURATION <u> </u> Months 18. ESTIMATED DATE TO BE SUBMITTED TO FEDERAL AGENCY 19 <u>84</u> <u>08</u> <u>30</u>			A-Increase Dollars F-Other (Specify): B-Decrease Dollars C-Increase Duration D-Decrease Duration E-Cancellation Enter appropriate letter(s) <input type="checkbox"/> A <input type="checkbox"/> - <input type="checkbox"/> -					
20. FEDERAL AGENCY TO RECEIVE REQUEST <small>(Name, City, State, ZIP code)</small>						21. REMARKS ADDED					
Urban Mass Transportation Administration, San Francisco, CA						<input type="checkbox"/> Yes <input type="checkbox"/> No					
22. THE APPLICANT CERTIFIES THAT		a. To the best of my knowledge and belief, data in this preapplication/application are true and correct, the document has been duly authorized by the governing body of the applicant and the applicant will comply with the attached assurances if the assistance is approved.		b. If required by OMB Circular A-95 this application was submitted, pursuant to instructions therein, to appropriate clearinghouses and all responses are attached:		None Response attached		(1) So. Calif. Assoc. of Governments <input type="checkbox"/> <input type="checkbox"/> (2) Los Angeles County Transportation Comm. <input type="checkbox"/> <input type="checkbox"/> (3) <input type="checkbox"/> <input type="checkbox"/>			
23. CERTIFYING REPRESENTATIVE		a. TYPED NAME AND TITLE John A. Dyer General Manager		b. SIGNATURE 		c. DATE SIGNED Year month day 19 <u>84</u> <u>08</u> <u>14</u>					
24. AGENCY NAME						25. APPLICATION RECEIVED					
						19 <u> </u> <u> </u> <u> </u>					
26. ORGANIZATIONAL UNIT						27. ADMINISTRATIVE OFFICE					
29. ADDRESS						30. FEDERAL GRANT IDENTIFICATION					
31. ACTION TAKEN		32. FUNDING		33. ACTION DATE		34. STARTING DATE		35. CONTACT FOR ADDITIONAL INFORMATION			
<input type="checkbox"/> a. AWARDED <input type="checkbox"/> b. REJECTED <input type="checkbox"/> c. RETURNED FOR AMENDMENT <input type="checkbox"/> d. DEFERRED <input type="checkbox"/> e. WITHDRAWN		a. FEDERAL \$ <u> </u> .00 b. APPLICANT <u> </u> .00 c. STATE <u> </u> .00 d. LOCAL <u> </u> .00 e. OTHER <u> </u> .00 f. TOTAL \$ <u> </u> .00		19 <u> </u> <u> </u> <u> </u>		Year month day		Year month day		Year month day	
						Year month day		Year month day		Year month day	
						Year month day		Year month day		Year month day	
						Year month day		Year month day		Year month day	
						Year month day		Year month day		Year month day	
						Year month day		Year month day		Year month day	
38. FEDERAL AGENCY A-95 ACTION						37. REMARKS ADDED					
a. Is taking above action, any comments received from clearinghouses were considered, if agency response is due under provisions of Part 1, OMB Circular A-95, it has been or is being made.						b. FEDERAL AGENCY A-95 OFFICIAL (Name and telephone no.)					

SECTION I - APPLICANT/RECIPIENT DATA

SECTION II - CERTIFICATION

SECTION III - FEDERAL AGENCY ACTION

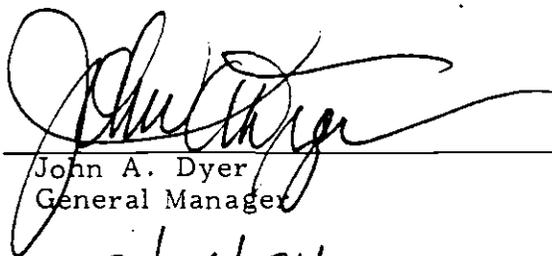
CERTIFICATION

I hereby certify that effective upon execution of the grant contract incidental to Project No. _____ the Southern California Rapid Transit District will not engage in charter bus operations outside of the area within which regularly scheduled mass transportation service is provided. I further certify that the Southern California Rapid Transit District will not engage in school bus operations, exclusively for the transportation of students and school personnel, in competition with private school bus operators.

I understand that a violation of either provision will preclude the Southern California Rapid Transit District from receiving any other financial assistance under:

- (1) subsection (a) or (c) of Section 142, Title 23, United States Code;
- (2) paragraph (4) of subsection (e) of Section 103, Title 23, United States Code; or
- (3) The Urban Mass Transportation Act of 1964.

The terms of this certification shall be applicable for so long as, and only to the extent that the Federal law requires inclusion thereof, and upon enactment of any law which eliminates the prohibition, then this certification shall be deemed amended accordingly.



John A. Dyer
General Manager

8/14/84

Date



Richard T. Powers
General Counsel

To: John A. Dyer, General Manager
From: Richard T. Powers, General Counsel
Subject: UMTA Capital Grant for Metro Rail
Minimum Operable Segment 1 (MOS 1)

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

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

There is presently the following litigation pending to which the District is a party:

1. Rapid Transit Advocates et al. v. SCRTD, UMTA, et al.

No. CV 80-0248 and CV 80-2160; Appellate No's 83-6149 and 83-6150

In 1980, suit was filed against SCRTD and UMTA to enjoin preliminary engineering and expenditure of state and federal funds on the Metro Rail Project on the grounds of non-compliance with environmental laws and planning requirements. In June of 1983, the claims against UMTA were dismissed. In August of 1983, the claims against RTD were dismissed. Plaintiffs have appealed to the U.S. Court of Appeals for the Ninth Circuits. Oral argument has been heard and we are awaiting the Court's decision.

Mr. John A. Dyer
Page 2

2. Rapid Transit Advocates et al. v. SCRTD
L. A. Superior Court Case No. C 479 185

In December of 1983, suit was filed by the same group and individual defendants seeking, in effect, to enjoin final design and construction of the Metro Rail Project on the grounds that the state environmental impact report was inadequate and incomplete. No hearing has been set.



Richard T. Powers
General Counsel.

RESOLUTION

Resolution authorizing the filing of an amendment to a grant application with the Department of Transportation, United States of America, for funding of Metro Rail Minimum Operable Segment - 1 (MOS - 1) under Section 3 of the Urban Mass Transportation Act of 1964, as amended.

WHEREAS, the Secretary of Transportation is authorized to make grants for mass transportation projects; and

WHEREAS, with financial assistance from the U.S. Department of Transportation, the California Department of Transportation, and the Los Angeles County Transportation Commission, the District has been undertaking continuing preliminary engineering work on the Metro Rail Project and wishes to proceed with construction of the four-mile, five-station segment from the yards and shops through the Wilshire/Alvarado Station, which is the first increment (Minimum Operable Segment - 1) in the 18.6 mile Metro Rail Project.

WHEREAS, it is required by the U.S. Department of Transportation in accordance with the provisions of Title VI of the Civil Rights Act of 1964, that in connection with the filing of an application for assistance under the Urban Mass Transportation Act of 1964, as amended, the applicant give an assurance that it will comply with Title VI of the Civil Rights Act of 1964 and the U.S. Department of Transportation requirements thereunder; and

WHEREAS, it is the goal of the Applicant that disadvantaged business enterprise be utilized to the fullest extent possible in connection with this project, and that definitive procedures shall be established and administered to ensure that disadvantaged businesses shall have the maximum feasible opportunity to compete for contracts when procuring construction contracts, supplies, equipment contracts, or consultant and other services;

NOW, THEREFORE, BE IT RESOLVED by the Board of Directors of the Southern California Rapid Transit District:

1. That the General Manager is authorized to execute and file an amendment to the application submitted January 31, 1984 under Section 3 of the Urban Mass Transportation Act of 1964, as amended, on behalf of the Southern California Rapid Transit District with the U.S. Department of Transportation for \$428,800,000 in Section 3 funds to proceed with construction of the four-mile, five-station segment from the yards and shops through the Wilshire/Alvarado Station and to fund related project costs. The total cost for this portion of the project is estimated at \$952,800,000 including local match.
2. That the General Manager is authorized to execute and file with such application an assurance or any other document required by the U.S. Department of Transportation effectuating the purposes of Title VI of the Civil Rights Act of 1964.

3. That the General Manager is authorized to furnish such additional information as the U.S. Department of Transportation may require in connection with the application or the project.
4. That the General Manager is authorized to set forth and execute affirmative disadvantaged business policies in connection with the project's procurement needs.
5. That the General Manager is authorized to execute all other necessary documents and contracts in connection with said application for grant amendment filed with the U.S. Department of Transportation, Urban Mass Transportation Administration.

CERTIFICATION

The undersigned, duly qualified and acting as District Secretary of the Southern California Rapid Transit District, certifies that the foregoing is a true and correct copy of the Resolution adopted at a legally convened meeting of the Board of Directors of the Southern California Rapid Transit District held on July 26, 1984.



Dated: July 31, 1984

AMENDED GRANT APPLICATION

SOUTHERN CALIFORNIA RAPID TRANSIT DISTRICT

METRO RAIL PROJECT

PROJECT SUMMARY

PROJECT DESCRIPTION

The MOS-1 Alignment includes a yard and shops and five stations (Figure I): Union, Civic Center, 5th/Hill, 7th/Flower, and Wilshire/Alvarado. The alignment begins at the yard and shops proceeding north to Union Station, where it turns northwest and runs through the Central Business District (CBD) along Hill Street. Turning on Seventh Street, the alignment heads toward the west side of downtown, past the Harbor Freeway, and continues along Wilshire Boulevard to the Wilshire/Alvarado Station where crossover tracks will be constructed east of the station.

The rail line is proposed as a subway system, with virtually all line segments tunneled by tunnel boring machines and stations excavated from street level by cut-and-cover construction techniques.

The system is serviced by the main storage yard and maintenance facility at ground level along the west bank of the Los Angeles River south of Union Station. Primary access to the rail line will be by the bus network that will be revised to offer more convenient bus-rail connections. A bus terminal will be provided at Union Station and on-street bus turnouts at the Civic Center and Wilshire/Alvarado Stations. Provisions for auto access include a park and ride facility at Union Station, and a passenger drop-off (kiss and ride) area at the Wilshire/Alvarado Station.

KEY SYSTEM CHARACTERISTICS

The proposed two-track rail line will use proven steel wheel and steel rail components. The vehicles, approximately 75 feet long and 10 feet wide, are designed to seat 76 and to comfortably accommodate 170 passengers including standees. Four vehicles will be linked to form a train.

Average daily rail transit ridership in the year 2000 is forecast to be 55,000 boardings. A ride from the Wilshire/Alvarado Station to Union Station on the initial 4 mile segment will take about 7 minutes, including station stops. Additional data are shown in Table I.

All but a few portions of the subway will be tunneled, involving little or no surface disruption. Station structures, crossovers, vent shafts, and ancillary structures will be constructed by the cut-and-cover excavation method. Temporary decking will be erected and excavation will be phased so that key streets will remain open to traffic during construction. Excavation and station construction will then continue beneath the decking. Following completion of construction the area will then be backfilled and the street restored.

Vehicle repair will be performed at the main yard and shops on a site east of the CBD, between the Los Angeles River and Santa Fe Avenue.

Estimated cost of construction for the MOS-1 is approximately \$1.175 billion escalated at 7% to the mid-point of construction. Of this total, 49 percent federal section 3 funding is being requested. The balance will be locally funded, primarily using State Proposition 5, SB620, Proposition A funds, and revenues from local/private sources.

Additional Project Description and System Characteristics information can be found in the Environmental Assessment (EA) that was prepared to document the impacts of the MOS-1 segment.

TABLE I
SYSTEM CHARACTERISTICS

SYSTEM CHARACTERISTICS

RAIL

System Length	4 miles
Alignment	All underground
Number of Stations	5
Daily Boardings	55,000
Daily Passenger Miles	78,758
Round Trip Train Time (in minutes)	20
Total Capital Costs Escalated at 7%	\$ 1,174,900,000
Annual Operating and Maintenance Costs (in 1983 dollars)	\$ 15,384,000

BUS

Buses Required for Peak Hour Service	2,051
Daily Boardings	2,118,000
Daily Passenger Miles	8,405,000
TOTAL	
Daily Transit Boardings	2,173,000
Daily Passenger Miles	8,484,000

Source: SCRTD Planning and Metro Rail Departments.

PROJECT JUSTIFICATION

Long term beneficial effects compared to a "do nothing alternative" are summarized below.

- o The rail system will attract 55,000 daily boardings. Along with the supporting bus network, this would result in an increase in transit travel and a rise in transit's share of total trips from 3.25 percent to 3.42 percent.
- o The land use and environmental policies of local and regional plans would be supported.
- o A reduction of 225,000 automobile vehicle miles traveled (VMT) per day is projected.
- o The MOS-1 will result in a positive savings in energy use in the CBD. This includes both construction and operation energy over the life of this project. However, when compared to total energy use in the region, this savings is relatively minor.
- o The project could support the housing supply increase in the CBD called for by SCAG, the county, and the city in their land use plans.
- o A vehicle reduction of almost 1.6 tons a day in the Los Angeles region of vehicular emissions of carbon monoxide and lesser reductions in reactive hydrocarbons, oxides of nitrogen, sulfur dioxide, and suspended particulates would be realized. While this is a positive benefit of the Project, these reductions only represent minor improvement in overall regional air quality.
- o Mobility in the CBD, availability of commercial services, and accessibility to both commercial and public facilities would be improved.
- o A minor reduction in traffic will be realized, primarily on freeways and major arterial streets.
- o Employment and gross regional product will increase, as well as sales and property tax income.



Southern California Rapid Transit District Metro Rail Project METRO RAIL ALIGNMENT & STATIONS

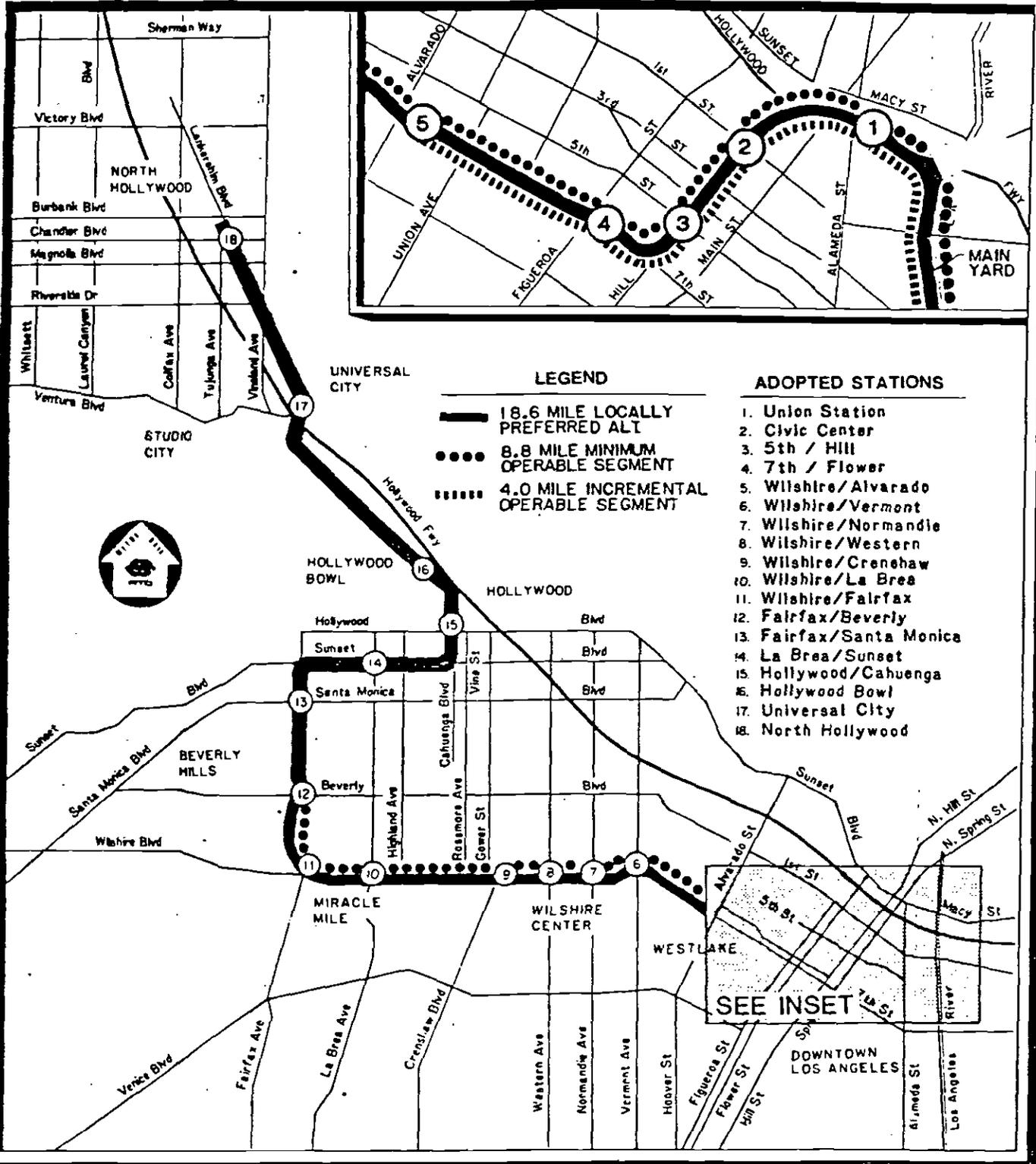


Figure I

METRO RAIL PROJECT
PROPOSED FUNDING SOURCE SCHEDULE
(Millions of Dollars)

SOURCES	FY 83	FY 84	FY 85	FY 86	TOTAL	PROJECT SHARE %
SECTION 3	\$ 40.0	\$117.2	\$175.0	\$242.0	\$ 574.2	49%
STATE	39.3	30.0	72.7	72.0	214.0	18%
LACTC	5.4	38.0	54.0	55.0	152.4	13%
LOCAL/PRIVATE	-0-	-0-	60.3	70.0	130.3	11%
SECTION 9	-0-	40.0	20.0	20.0	80.0	7%
CITY OF L.A.	-0-	7.0	7.0	10.0	24.0	2%
ANNUAL TOTALS	\$ 84.7	\$232.2	\$389.0	\$469.0	\$1,174.9	100%

PART III -- BUDGET INFORMATION

Page 1

FORM 101, DO NOT WRITE IN THESE SPACES

SECTION A -- BUDGET SUMMARY
(in millions)

Grant Program, Function or Activity (a)	Federal Catalog No. (b)	Estimated Unobligated Funds		New or Revised Budget		
		Federal (c)	Non-Federal (d)	Federal (e)	Non-Federal (f)	Total (g)
1. UMTA-CAPITAL		\$	\$	\$ 428.8	\$ 524.0	\$ 952.8
2.						
3.						
4.						
5. TOTALS		\$	\$	\$ 428.8	\$ 524.0	\$ 952.8

SECTION B -- BUDGET CATEGORIES

G. Object Class Categories	Grant Program, Function or Activity				Total (5)
	(1)	(2)	(3)	(4)	
n. Personnel	\$ 65.2	\$	\$	\$	\$ 65.2
b. Fringe Benefits					
c. Travel					
d. Equipment	133.4				133.4
e. Supplies	8.4				8.4
f. Contractual	32.9				32.9
g. Construction	575.9				575.9
h. Other ROW, INSUR. & CONT.	131.9				131.9
i. Total Direct Charges	947.7				947.7
j. Indirect Charges	5.1				5.1
k. TOTALS	\$ 952.8	\$	\$	\$	\$ 952.8
7. Program Income	\$	\$	\$	\$	\$

PART III -- BUDGET INFORMATION

Page 2

OMB NO. 49 110 106

SECTION C -- NON-FEDERAL RESOURCES

(a) GRANT PROGRAM	(b) APPLICANT	(c) STATE	(d) OTHER SOURCES	(e) TOTALS
8. METRO RAIL	\$ 0	\$ 190.3	\$ 333.7	\$ 524.0
9.				
10.				
11.				
12. TOTALS	\$ 0	\$ 190.3	\$ 333.7	\$ 524.0

SECTION D -- FORECASTED CASH NEEDS
(in millions)

	Total for 1st Year	1st Quarter	2nd Quarter	3rd Quarter	4th Quarter
13. Federal	\$ 70.7	\$ 24.2	\$ 10.6	\$ 10.6	\$ 25.3
14. Non-Federal	69.3	23.8	10.4	10.4	24.7
15. TOTAL	\$ 140.0	\$ 48.0	\$ 21.0	\$ 21.0	\$ 50.0

SECTION E -- BUDGET ESTIMATES OF FEDERAL FUNDS NEEDED FOR BALANCE OF THE PROJECT

(a) GRANT PROGRAM	FUTURE FUNDING PERIODS (YEARS)			
	(b) FIRST	(c) SECOND	(d) THIRD	(e) FOURTH
16. UMTA CAPITAL - (SEE PROPOSED FUNDING SOURCES CHART)	\$ 11.8*	\$ 175.0	\$ 242.0	\$
17.				
18.				
19.				
20. TOTALS	\$ 11.8	\$ 175.0	\$ 242.0	\$

SECTION F -- OTHER BUDGET INFORMATION

(Attach additional Sheets if Necessary)

21. Direct Charges:

22. Indirect Charges:

23. Remarks:

*Balance between \$117.2 million programmed in FY 84 and \$105.4 million received.

PROPOSED PROJECT BUDGET

Grantee: Southern California Rapid Transit District.

The Project budget and corresponding cost estimates are as follows:

<u>PROJECT BUDGET LINE ITEM CODE</u>	<u>DESCRIPTION</u>	<u>AMOUNT</u>
20.01.00	Purchase of Passenger Vehicles	\$ 60,600,000
20.02.01	Purchase of Support Vehicles	70,000
20.02.02	Purchase and Install Support Equipment	5,600,000
20.02.04	Purchase and Install Fare Collection Equipment	12,200,000
20.02.05	Purchase and Install Automatic Train Control Equipment	33,000,000
20.02.07	Purchase and Install Management Infor- mation Equipment	5,000,000
20.02.08	Purchase and Install Communications Equipment	17,414,000
20.03.01	Purchase of Auxiliary Vehicles	2,000,000
20.06.00	Real Estate	96,300,000
20.08.01	Professional Services Contracts for Engineering and Design	125,053,000
20.08.02	Professional Services Contracts for Construction Management	31,946,000
20.11.01	Owner-Controlled Insurance	33,400,000
20.11.10	Construction of Stations	268,864,000
20.11.20	Construction of Maintenance and Repair Facilities	29,724,000
20.11.30	Construction of Storage Yards	13,354,000
20.11.40	Construction of Parking Facilities	1,500,000
20.11.90	Construction of Other Facilities - Operations Control Center	1,900,000
20.13.11	Railroad Relocation	17,000,000

PROPOSED PROJECT BUDGET
(Continued)

<u>PROJECT BUDGET LINE ITEM CODE</u>	<u>DESCRIPTION</u>	<u>AMOUNT</u>
20.13.12	Utility Relocation	6,700,000
20.13.20	Subway Tunnel Construction	253,836,000
20.15.02	Project Sponsor Force Account	72,330,000
20.16.00	Project Administration Support Services - Cost Allocation Plan	5,800,000
20.16.90	Other Supporting Services	11,200,000
32.00.00	Contingencies	<u>70,109,000</u>
	ESTIMATED GROSS PROJECT COST	\$ 1,174,900,000
	Revenue Financing	(<u>412,633,333</u>)
	ESTIMATED NET PROJECT COST	\$ <u>762,266,667</u>

PROPOSED FINANCING

<u>UMTA GRANTS</u> (80%)	\$40,000,000	
(75%)	<u>534,200,000</u>	
TOTAL		\$574,200,000
<u>LOCAL SHARE</u> (20%)	\$10,000,000	
(25%)	<u>178,066,667</u>	
TOTAL		\$188,066,667
<u>REVENUE FINANCING</u>	31,549,668	
	<u>381,083,665</u>	
TOTAL		<u>\$412,633,333</u>
	ESTIMATED GROSS PROJECT COST	<u>\$1,174,900,000</u>

DESCRIPTION OF BUDGET ELEMENTS

BUDGET LINE
ITEM CODE

DESCRIPTION

20.01.00 Passenger Vehicles

The Passenger Vehicles will be dependent pairs, in which two cars are coupled together. Maximum speed is 70 mph, and the traction motors will provide propulsion and electric braking. A total of 30 vehicles is required.

20.02.01 Support Vehicles

Those vehicles needed to transport District staff to construction work sites, consultant offices and other locations as required.

20.02.02 Support Equipment

Support Equipment includes all typewriters, furniture, word processing equipment, cameras, calculators and related items.

20.02.04 Fare Collection System

This system is a barrier-type fare collection system requiring passengers to use gates to enter and exit stations. The fare collection system includes bill changers, ticket vendors, fare gates, revenue carts, control panels, transfer dispensers and add-fare equipment, support equipment, test equipment, spare parts, and initial provisioning materials necessary to operate and maintain the system. Also included will be the central revenue counting equipment.

20.02.05 Automatic Train Control System (ATC)

Automatic Train Control will include all the subsystems necessary to perform the automatic train protection (ATP), automatic train operation (ATO), and automatic train supervision (ATS) functions. This includes the equipment located along the guideway (wayside), the equipment in the train control rooms (TCR), in the vehicles and in the yard.

DESCRIPTION OF BUDGET ELEMENTS
(continued)

20.02.07 Management Information Equipment

Management Information Systems include all computer hardware (CPU, Disc Control, TP Controller, Disk Drive, Printers, Displays, Drum Plotters, etc.), software packages, and consultant services pertinent to the installation and implementation of the systems.

20.02.08 Communications System

This system includes all communication equipment within the Metro Rail System. Most communications take place between the Central Control and the various rapid transit vehicles and stations, supervisory and security personnel, and maintenance control personnel. A second major hub of the communications system is the Yard Control, which communicates to vehicles in the yard and to the various offices, shops, and other yard locations.

20.03.01 Auxiliary Vehicles

This includes all railborne equipment necessary for operating and maintaining the entire transit line, such as: a diesel locomotive to move unpowered work cars and trains that are disabled or in power outages; a small self-propelled crane; flat cars, rerailling equipment for handling derailments; rail grinding equipment to repair track; a tunnel cleaning and maintenance vehicle; and miscellaneous support equipment and material necessary for the initial provisioning of this equipment.

20.06.00 Real Estate

This item covers easements and property acquisition for the MOS-1. Costs include purchase amounts and closing costs, condemnation, relocation, maintenance costs and permanent and temporary easements.

20.08.01 Professional Service Contracts for Engineering and Design(General Consultant)

Proceed with final designs so the General Consultant can further develop the design of all facilities and system elements. The work will be administered under subcontracts to the General Consultant or will be performed by the General Consultant or other consultants, and will be based upon the data, products and concepts established in Preliminary Engineering.

DESCRIPTION OF BUDGET ELEMENTS
(continued)

20.08.02 Professional Services Contracts for Construction Management

The District has selected a consultant to perform construction management services. The Construction Management Consultant will provide the following services during construction:

1. Review and evaluate design and construction criteria, standard directive and shop drawings and provide an evaluation of cost-effectiveness and constructibility and recommend cost-savings measures.
2. Evaluate preliminary cost estimates for reasonableness and provide comparative cost studies as required for alternative materials and construction methods.
3. Review contract packaging, long lead procurements, construction and procurement schedules and recommend modifications, if appropriate.
4. Assist in pre-bid conference and assist in evaluation of bids including comparative analyses of bid items.
5. Notify the District of any changes to the work and of potential claims.
6. Implement and administer an instrumentation program.
7. Provide construction safety engineering service, in coordination with the District's Insurance Administrator.
8. Coordinate all aspects of construction work with all local municipal authorities, other governmental agencies, utility companies and others who may be involved in the project.
9. Insure through proper inspection that all materials furnished and work performed on the Project are in accordance with contract documents.

DESCRIPTION OF BUDGET ELEMENTS
(continued)

20.11.01 Owner Controlled Insurance Program (OCIP)

From the findings and recommendations of a consultant study of insurance needs and alternatives, the District has elected to institute an Owner-Controlled Insurance Program for the Project. Since the District does not have the internal staff to handle such a program, the services of an outside firm will be required. This Program is required to support design and construction management activities.

20.11.10 Stations

The major components or estimating categories of a station are the station shell, architectural finishes, mechanical equipment, electrical equipment, heating and ventilation equipment, fire protection equipment, plumbing equipment, and site development.

20.11.20 & Maintenance and Repair Facilities and Storage Yards
20.11.30 (Main Yard and Shops)

The Main Yard and Shops are the facilities where transit vehicles will be stored and maintained and which provide for the maintenance of the Metro Rail fixed physical plant. This item will include all the facilities beyond the portal east of Union Station such as the train storage yard, shops, and the structures necessary to construct the yard leads.

20.11.40 Parking Facilities

Included in the parking facilities costs are demolition, site preparation, landscaping, lighting and paving of the facilities along with bicycle racks or lockers at most stations. One station provides park-and-ride spaces and one station has kiss-and-ride (short term) parking.

20.11.90 Operations Control Center (OCC)

The OCC, will be located in the vicinity of the yard and shops. The facility will contain the following functional centers and equipment: The Operations Center, Communications Center, Surveillance and Security Center, Data Processing Room and Communications Equipment Room.

DESCRIPTION OF BUDGET ELEMENTS
(continued)

20.13.11 Railroad Relocation

This item covers the railroad track relocation to be performed by the Santa Fe Railway Company. This relocation work is required to make the First Street Yard available for the Metro Rail yard and shops.

20.13.12 Utility Relocation

Since the subway construction will use tunnel boring machines, utility systems will not be disturbed over most of the route. However, at stations, crossovers, ventilation shafts and any other facilities that require cut and cover construction, utility systems must be supported in place, relocated or otherwise protected. Utility systems generally encountered include: water, sanitary sewer, storm drains, telephone, natural gas, and electricity. Cost estimates reflect the specific measures necessary at each cut and cover location.

20.13.20 Subway Tunnel
(Guideways)

The guideway is that portion of the system on which trains travel between stations. In the Metro Rail Project, the entire system is in a subway configuration. Guideway sections will be twin tunnels constructed by tunnel boring machines in a conventional side-by-side arrangement.

Cost elements in the tunnel portions of the guideway include:

- o Tunnel excavation by tunnel boring machine
- o Tunnel lining made of 6- to 10- inch precast segments generally 3- to 4 feet wide to provide the primary ground support.
- o Tunnel invert concrete construction to provide a flat tunnel floor at the proper elevation and dimension for rail installation
- o Tunnel walkway constructed to provide for personnel movement in emergency or maintenance conditions
- o Handrail installation along walkway
- o Installation of ductwork, fire mains, and pumping mains as necessary
- o Mining (excavation) and concreting of cross passages
- o Installation of fire doors, fire mains and fittings
- o Dewatering in areas of high ground water

DESCRIPTION OF BUDGET ELEMENTS
(continued)

- o Special liners in areas of high gas potential.
- o Track structure and hardware necessary to support the vehicles (trackwork)
- o Equipment and materials required to provide electrical power for train operations along the route as well as in the yards and shops area.

20.15.02 Project Sponsor Force Account

The salaries that SCRTD must pay staff personnel for project administration. Included is both Metro Rail staff and support from other SCRTD departments.

20.16.00 Project Administration Support Services - Cost Allocation Plan

Administrative costs incurred in support of Metro Rail which are not directly attributable to the Project.

20.16.90 Other Supporting Services

Includes costs for temporary employment services, phone bills, printing services, petty cash, express mail, office supplies, entertainment, subscriptions, travel expenses, advertisements for staff positions, relocation expenses for staff, seminars, and court reporters.

32.00.00 Contingencies

The contingency cost is an unallocated allowance to cover design and construction uncertainties stated in terms of percent of total estimated cost.

City, State, LACTC
Contracts



RECEIVED

MAR 9 1984

LEGISLATIVE AFFAIRS

CALIFORNIA TRANSPORTATION COMMISSION

1120 N STREET, P.O. BOX 1139

SACRAMENTO 95805

(916) 445-1690

March 6, 1984

John Dyer
Southern California Rapid Transit District
425 South Main Street
Los Angeles, CA 90013

Dear Mr. Dyer:

I am enclosing a copy of the California Transportation Commission resolution that commits the State to participation in the construction of the Los Angeles Metro Rail. At the request of the Southern California Rapid Transit District (SCRTD), the Commission developed a resolution format that is more formal and explicit than the one used for approval of other major, multi-year projects.

I look forward to continuing the close relationship this Commission, the Department of Transportation, and SCRTD have formed to make the Metro Rail a successful project. In addition to working with you to get the needed federal commitment and appropriation for the project, these items will involve our agencies during the rest of the fiscal year:

- The Commission's commitment to the Metro Rail is contingent upon your Board adopting a resolution that concurs in the limitation of the State's participation in the initial Metro Rail project's costs to \$361.2 million (a copy of the resolution is included in the enclosed package). To date, Sacramento, Santa Clara, and San Diego have adopted the same type of resolution.
- Allocation of \$30 million in State funds to the project is now scheduled for the March meeting. The allocating resolution will specify a federal match of \$157.2 million and a local match of \$45 million for the current federal fiscal year, the amounts specified in SCRTD's current financial plan for the project. At the request of SCRTD, the Commission agreed to provide funds for construction activities this year, despite uncertainty about the ability of SCRTD to receive \$60.3 million from private sector sources for the project next year. However, the Commission will probably postpone action on this allocation if your Board has not yet acted on the resolution limiting the State's participation in the project.

- The Commission has agreed to request a 1984/85 State appropriation for guideways sufficient to permit the allocation of \$58 - \$72.7 million to the Metro-Rail project in 1984/85. The Department of Transportation had recommended limiting next year's allocations to \$53 million; SCRTD and Commission staff have requested \$72.7 million. The Commission will decide upon the specific limit for next year when adopting the 1984/85 Transit Capital Improvement priority listing at the March 22, 1984 meeting.
- SCRTD has agreed to submit in May, a plan for implementing its private sector financing mechanisms. The plan should include specific milestone dates for providing \$60.3 million in private financing for the Metro Rail's financial plan in 1984/85. The allocation of State funds in 1984/85 will depend upon meeting these milestones and securing the federal and local public funds specified in the financial plan.
- The Commission has requested private consultants to report on the benefits and costs associated with including additional pocket tracks, crossovers, and turnaround track to the Metro Rail project. The report should be available in March. At the request of SCRTD, the Commission agreed to consider these enhancements during the 1984/85 STIP cycle.

Again, I look forward to working with the District in the coming year on the implementation of the Metro Rail project.

Sincerely,



MICHAEL P. EVANHOE
Executive Director

Enclosure

Printed by GTC
FEB 21 1984RESOLUTION APPROVING STATE MATCHING FUNDS
FOR THE LOS ANGELES METRO RAIL PROJECT

WHEREAS, the California Transportation Commission has programmed \$287.2 million in the 1983 State Transportation Improvement Plan (STIP) for State matching funds for the Los Angeles Metro Rail Project, as part of a \$400 million commitment made to the project in the 1982 STIP;

WHEREAS, the Commission has previously allocated \$45.2 million for the project; and

WHEREAS, it is the Commission's policy that the responsibility for financing those capital costs that exceed a guideway project's financial plan is that of the agency proposing the project, not the State of California's; and

WHEREAS, the Commission has reviewed the Southern California Rapid Transit District's current proposal for construction of the project in detail;

NOW THEREFORE BE IT RESOLVED, that the Commission approves the use of State matching funds of \$361.2 million, in the annual increments and with the understanding stated in the attached Statement of the California Transportation Commission's Commitment to the Los Angeles Metro Rail project, with the following condition:

The Board of Directors of the Southern California Rapid Transit District shall adopt the attached resolution, which makes explicit their intention not to request any additional State funding to complete the basic Metro Rail Project as it is described in the Statement of Commission Commitment to the Los Angeles Metro Rail project.

RESOLUTION AGREEING NOT TO SEEK ADDITIONAL STATE FUNDING
FOR BASIC LOS ANGELES METRO RAIL PROJECT

RESOLVED, that the Southern California Rapid Transit District will not request any State funding for the Los Angeles Metro Rail project, as described in the Statement of the California Transportation Commission's Commitment to the Los Angeles Metro Rail project, in addition to the amounts identified in the Statement; and

BE IT FURTHER RESOLVED, that this resolution does not imply that the District will not in the future request additional State funding for enhancements to the Los Angeles Metro Rail, or for extensions to it.

STATEMENT OF THE CALIFORNIA TRANSPORTATION COMMISSION'S COMMITMENT
TO THE LOS ANGELES METRO RAIL PROJECT

Final Report
2-1984

1. PURPOSE OF STATEMENT

The purpose of this Statement is to set forth the understandings, terms and conditions relating to the schedule and extent of financial commitment by the Commission to the Los Angeles Metro Rail Project. Part II sets forth the Project Scope, Budget, and Schedule.

2. FUNDING COMMITMENT

The Commission hereby agrees to provide the following annual increments of funds to the District for implementation of the Project:

<u>Year</u>	<u>Annual Increment</u>	<u>Cumulative Total</u>
FY 1984	\$30,000,000	\$ 30,000,000
FY 1985	\$58,000,000 - \$72,000,000	102,700,000
FY 1986	72,000,000	174,700,000
FY 1987	72,000,000	246,700,000
FY 1988	57,000,000	303,700,000
FY 1989	57,000,000	361,200,000

3. MAXIMUM COMMITMENT

The funding commitment of \$361.2 million set forth in Section 2 represents the maximum commitment of the Commission to the Project.

4. PROJECT REPORTS

The District shall pursue the completion of the Project with all due diligence and shall provide progress reports to the Commission and the Department of Transportation on at least a quarterly basis. Such progress reports shall include the overall status of the Project in addition to the financial status of the State's funds. These reports shall also identify areas in which the Commission and the Department of Transportation may assist in bringing the Project to completion.

5. FUND ALLOCATION

Upon approval of the State Transportation Improvement Program and enactment of the State Budget, and fulfillment of any conditions placed on allocations by the Commission during the annual process for adopting the guideway element of the State Transportation Improvement Program, the Commission will approve annual allocations during the first quarter of the State fiscal year.

6. ANNUAL INCREMENTS

The annual allocations to the project shall be those identified in Section 2, unless adjustments in the project's current financial plan, developed by the Southern California Rapid Transit District and approved by the Los Angeles County Transportation Commission, are required. These adjustments will be made during the annual process for developing the guideway element of the STIP.

Chairperson of the California Transportation Commission

Executive Director of the California Transportation Commission

G R A N T C O N T R A C T

BETWEEN

LOS ANGELES COUNTY TRANSPORTATION COMMISSION

AND

SOUTHERN CALIFORNIA RAPID TRANSIT DISTRICT

This Agreement is made and entered into by and between the Los Angeles County Transportation Commission ("Commission") and the Southern California Rapid Transit District ("District") on this 31st day of August, 1984.

W I T N E S S E T H

WHEREAS, the District, under Section 30000 et seq. of the Public Utilities Code of the State of California, has the authority to plan, design and construct an exclusive public mass transit guideway system within the boundaries of the District;

WHEREAS, the Commission, under Chapter 4 of Division 12, of the Public Utilities Code, commencing with Section 130200, has responsibility for planning and approving short-range transportation improvement programs, including exclusive public mass transit guideway technology, location, capacity, staging and scheduling, and terms under which federal transit funds are sought, for such systems to be constructed in Los Angeles County;

WHEREAS, the Commission is the entity authorized by Public Utilities Code Sections 130350 and 130354 to impose and

1 administer a one-half percent retail transaction and use tax
2 ordinance in Los Angeles County ("Proposition A Revenues")
3 subject to the approval of a majority of the voters within its
4 jurisdiction;

5
6 WHEREAS, such ordinance, titled Proposition A, was approved
7 by a majority of the voters on November 4, 1980;

8
9 WHEREAS, a statutory percentage of Proposition A Revenues
10 must be expended on the design and construction of a rail rapid
11 transit system consisting of some 150 route miles to be deter-
12 mined by the Commission;

13
14 WHEREAS, the District has adopted the 18-mile Mass Transit
15 Project, hereinafter sometimes called "Metro Rail Project" or
16 "Project," as described herein for construction, such Project
17 being a component of the mass transit guideway system in the
18 County of Los Angeles; and

19
20 WHEREAS, the District and the Commission have executed a
21 Memorandum of Understanding dated April 28, 1980, which specifies
22 roles and responsibilities of each agency, in regard to the
23 Project;

24
25 NOW THEREFORE, in consideration of the mutual covenants and
26 promises as herein provided, the Commission and the District do
27 hereby agree as follows:
28

1 1.0 DEFINITIONS.

2
3 1.1 "Act" - The Urban Mass Transportation Act of 1964, as
4 amended, 49 USC 1601, et. seq.

5
6 1.2 "Project" - Those activities delineated in Exhibit I
7 to this Agreement which are necessary to meet the objective of
8 constructing and placing in revenue operation the rail rapid
9 transit project as identified in the Final Environmental Impact
10 Statement of December, 1983, adopted by the District Board of
11 Directors on November 10, 1983, and December 8, 1983, and by the
12 Commission on December 21, 1983, and which are eligible for
13 funding by the Secretary of Transportation under the Act as well
14 as those elements hereinafter defined as "Extraordinary Costs".

15
16 1.3 "Initial Construction Segment" - Those activities ne-
17 cessary to construct and place in revenue operation the first
18 segment of the rail rapid transit project identified herein as
19 MOS-1. This segment is approximately 4.0 miles in length and
20 includes the line section from Union Station through the
21 Wilshire/Alvarado Station, including the main yard and shops and
22 is more fully described in the District's grant application to
23 the Federal Urban Mass Transportation Administration (UMTA)
24 dated August 14, 1984.

25
26 1.4 "Extraordinary Costs" - Those costs which are the
27 result of events which are outside the control and anticipation
28 of the District in the preparation of its project costs esti-

1 rates, and which are acknowledged by UMTA to be eligible
2 extraordinary costs, as well as the costs of delay if that delay
3 is caused by the unavailability of funding to the District in
4 accordance with the proposed funding sources schedule contained
5 in Exhibit I.

6
7 1.5 "Project Estimate" - The total Project cost as esti-
8 mated by District upon Project adoption on November 10, 1983, as
9 amended December 8, 1983. Such Project estimate is \$3,309
10 million in 1983 dollars escalated to the mid-point of
11 construction at the rate of 7 percent per annum.

12
13 1.6 "Initial Construction Segment Estimate" (MOS-1) - The
14 total segment cost as estimated by the District is \$1,174.9 mil-
15 lion in 1983 dollars escalated to the mid-point of construction
16 at the rate of 7 percent per annum.

17
18 2.0 PURPOSE OF AGREEMENT

19
20 The purpose of this Agreement is to set forth the mutual
21 understandings, terms and conditions relating to the design and
22 construction of the Project, and the schedule and extent of
23 financial commitment by the Commission to the Project. Exhibit I
24 to this Agreement sets forth the Project Scope, Budget, Schedule
25 and Contract Unit Descriptions, and collectively defines the
26 design and construction activities to be undertaken by the
27 District. Each year the Proposed Fiscal Year Budget and an
28 annual funding source schedule will be provided to the

1 Commission.

2
3 3.0 FUNDING COMMITMENT
4

5 Subject to any pledge of Proposition A Revenues hereafter
6 made by the Commission to secure the repayment of any indebted-
7 ness of the Commission, the Commission hereby agrees to provide a
8 total of \$406.6 million of Proposition A and other revenues to
9 the District for implementation of the Project. The funds are
10 expected to be provided in annual increments as shown below:
11

12 <u>Year</u>	<u>Annual Increment</u>	<u>Cumulative Total</u>
13		
14 FY 1984	\$ 38,000,000	\$ 38,000,000
15 FY 1985	54,000,000	92,000,000
16 FY 1986	55,000,000	147,000,000
17 FY 1987	56,000,000	203,000,000
18 FY 1988	70,000,000	273,000,000
19 FY 1989	70,000,000	343,000,000
20 FY 1990	42,600,000	385,600,000
21 FY 1991	21,000,000	406,600,000
22		

23 Funding increments in FY 1984-1986 are to be applied only
24 toward the cost of the Initial Construction Segment MOS-1.
25 Increments to be provided FY 1987 and subsequent years may be
26 provided earlier or later at the Commission's option during the
27 course of the project provided that the cumulative commitment
28 shall not exceed \$406.6 million, except as provided for in

1 Section 4.

2
3 Notwithstanding the foregoing, or anything else herein con-
4 tained, the obligation of the Commission to provide Proposition A
5 Revenues to the District hereunder shall be subject to the right
6 of the Commission to pledge Proposition A Revenues to secure, in
7 whole or in part, any indebtedness of the Commission. The
8 Commission hereby reserves the right to pledge any or all of
9 Proposition A Revenues to secure the repayment of any or all
10 indebtedness of the Commission, wherever incurred and whether now
11 or hereafter authorized by law, and any such pledge may, as
12 specified and provided by the Commission, be prior in right to
13 the funding commitment hereunder. The District hereby agrees
14 that, if requested by the Commission, it will execute one or more
15 acknowledgments of the prior rights of the holders of any in-
16 debtedness of the Commission in Proposition A Revenues.

17
18 4.0 MAXIMUM COMMITMENT

19
20 The funding schedule set forth in Section 3.0 hereof shall
21 represent the maximum commitment of the Commission to the Project
22 except to the extent that:

23
24 4.1 The project cost increases due to Extraordinary Costs
25 as herein defined. Such increased costs shall be applied pro-
26 portionately among all funding sources being used for the Project
27 in accordance with the Proposed Funding Source Schedule contained
28 in Exhibit I.

1 4.2 The District is required to modify the project scope
2 and definition due to changed conditions or other circumstances
3 beyond the control of the District, such conditions or circum-
4 stances being accepted by the Commission. Increased costs re-
5 sulting therefrom shall be applied proportionately among all
6 funding sources being used for the Project in accordance with the
7 Proposed Funding Source Schedule contained in Exhibit I.

8
9 4.3 The Commission requests modifications in the scope,
10 configuration or design of Project facilities to accommodate land
11 use requirements or design criteria which were not originally
12 anticipated as part of the Project Estimate and which are not
13 included in the System Description in Exhibit I. Upon agreement
14 by all funding agencies, the cost of such changes shall be
15 applied proportionately among all funding sources being used for
16 the Project in accordance with the Proposed Funding Source
17 Schedule contained in Exhibit I. Otherwise, the cost of such
18 changes shall be borne exclusively by the Commission.

19
20 Any adjustment in the maximum commitment of Proposition A
21 Revenues contemplated by this Section 4. shall be at the option
22 of the Commission and subject in all instances to any prior
23 pledge of Proposition A Revenues, to secure indebtedness of the
24 Commission, all as more fully described in Section 3.0.

1 5.0 ADVANCEMENT OF FUNDS

2
3 The Commission, at its option, may provide funding to the
4 District in advance of the annual increments specified in Section
5 3.0 to maintain the Project schedule. In the event of delays in
6 the appropriations processes of other funding agencies. Such
7 advancement of funds shall not jeopardize participation in
8 Project elements by any other funding source and costs incurred
9 by the District under this provision shall be in accordance with
10 such procedural and grant requirements as to ensure such
11 participation. The total amount of all advancements shall not
12 exceed the Commission's \$406.6 million share of the cost of the
13 Project. The obligation of the Commission to advance funds shall
14 be subject to any prior pledge of Proposition A Revenues to se-
15 cure indebtedness of the Commission, all as more fully provided
16 in Section 3.0.

17
18 6.0 PROGRESS REPORTS

19
20 The District shall pursue the completion of the Project with
21 all due diligence and shall provide progress reports to the Com-
22 mission on at least a quarterly basis in the same form and in the
23 same detail as its submittals of quarterly progress reports to
24 UMTA. Such progress reports shall relate the actual expenditures
25 against Commission funds paid over to the District and shall
26 include the detailed construction schedule status of the Project,
27 in addition to the status of funds available, committed and
28 expended from all sources of Project funds. These progress

1 reports shall also identify areas in which the Commission may
2 assist in bringing the Project to completion.

3
4 7.0 FUNDS REQUISITIONS

5
6 The Commission shall program funds in its transportation
7 improvement program (TIP) consistent with the annual increments
8 listed in Section 3.0 or as modified pursuant to the terms of
9 this Agreement.

10
11 On or about the 25th day of each month, the District shall
12 submit to the Commission an estimate of the Commission's share
13 the total costs which will be due on the Project for that month
14 (the "Payment Estimate"). The Commission shall cause payment to
15 be made to the District for the Payment Estimate within 10
16 business days of the date the Payment Estimate is received by the
17 District. Any difference between the Payment Estimate for any
18 month and the actual payment made by the District for the Project
19 for such month shall be adjusted by the Commission upon payment
20 of the first possible Payment Estimate.

21
22 Payments to the District in advance of expenses being
23 incurred may be made at the option of the Commission.

24
25 The Commission's obligation to make payments to the District
26 from Proposition A Revenues, but not other revenues, shall be
27 subject to any prior pledge of Proposition A Revenues to secure
28 indebtedness of the Commission, all as more fully described in

1 Section 3.0.

2
3 8.0 AUDIT AND INSPECTION OF RECORDS

4
5 The District shall maintain such books and records as are
6 necessary to properly document the expenditure of funds payable
7 to the District hereunder.

8
9 Such books and records shall be available for inspection by
10 the Commission and its representatives at all reasonable times.
11 The District shall provide the Commission at least annually with
12 an audited report by a nationally recognized independent
13 certified public accounting firm relating to all financial
14 aspects of the Project.

15
16 The District shall retain such books and records for a
17 period of three years after termination of this agreement.

18
19 9.0 INDEMNIFICATION

20
21 The District shall indemnify the Commission and hold it
22 harmless against any claims, demands and suits at law or equity
23 arising out of, or relating to, the District's or its agent's and
24 contractor's actions in connection with the design, construction
25 or operation of the Project.

1 10. COMPLIANCE WITH LAW

2
3 The District shall contract for all work delineated in
4 Exhibit I to this Agreement in accord with all applicable federal
5 and state law and the Commission shall have no liability or
6 responsibility for assuring that the District carries out its
7 responsibilities in this respect.

8
9 11.0 NO THIRD PARTY BENEFICIARIES.

10
11 This Agreement is between the parties hereto only and shall
12 not be construed to benefit any party other than those
13 governmental agencies participating in the funding of the
14 Project.

15
16 12.0 PARTICIPATION OF OTHER FUNDING SOURCES

17
18 The Commission's funding commitment pursuant to this
19 Agreement is subject to the continuing condition precedent that
20 the District secure funds from other sources provided for in the
21 Proposed Funding Source Schedule contained in Exhibit I at the
22 time and in the amounts set forth in the Proposed Funding Source
23 Schedule. In the event that funding is not secured from such
24 other sources in accord with the Proposed Funding Source
25 Schedule, the Commission may at its option after the expiration
26 of 180 days from the date it so notifies the District delay,
27 adjust or terminate its own participation in the funding of the
28 Project.

1 13.0 TERM OF AGREEMENT

2
3 This Agreement shall become effective upon execution and
4 shall remain in full force and effect until July 1, 1991, or com-
5 pletion of the Project, whichever occurs first. For purposes of
6 this Agreement, completion of the Project shall be defined as the
7 placement in revenue service of the last of the transit stations
8 identified in the approved Project. However, the provisions of
9 paragraphs 9.0 and 11.0 shall continue in full force and effect
10 for the useful life of the Project.

11
12 14.0 AUTHORIZED REPRESENTATIVE

13
14 The following individuals and their successors are desig-
15 nated by the Commission and the District as the authorized
16 representatives of the two parties for implementation of this
17 Agreement and all correspondence and notices relative hereto will
18 be considered delivered when received by these individuals at the
19 following addresses:

20
21 For the Commission: Executive Director
22 Los Angeles County Transportation
23 Commission
24 354 South Spring Street
25 Suite 500
26 Los Angeles, California 90013

27 For the District: General Manager
28 Southern California Rapid Transit
 District
 425 South Main Street
 Los Angeles, California 90013

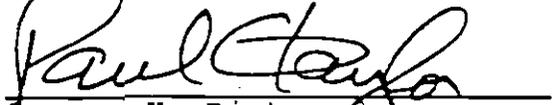
1
2
3
4
5
6
7
8
9
10
11
12
13
14
15
16
17
18
19
20
21
22
23
24
25
26
27
28

This Agreement constitutes the full and complete understanding between the parties, and may be modified only through written amendments hereto approved and executed in the same manner as this original Agreement. To the extent that any prior memorandum or agreement may be inconsistent with this Agreement, the terms of this Agreement shall govern.

The parties hereto agree to execute such further documentation as may be necessary to effectuate the spirit of this Agreement.

IN WITNESS WHEREOF, the parties hereto have made and executed this Agreement the day, month and year first above written.

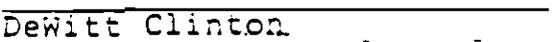
LOS ANGELES COUNTY
TRANSPORTATION COMMISSION:


George U. Richmond
Executive Director

SOUTHERN CALIFORNIA RAPID
TRANSIT DISTRICT:


John A. Dyer
General Manager

APPROVED AS TO FORM:


DeWitt Clinton
County Counsel

APPROVED AS TO FORM:


Richard Powers
General Counsel

By 
RONALD L. SCHNEIDER
Principal Deputy County Counsel

AP 9/17

SEP 17 1984

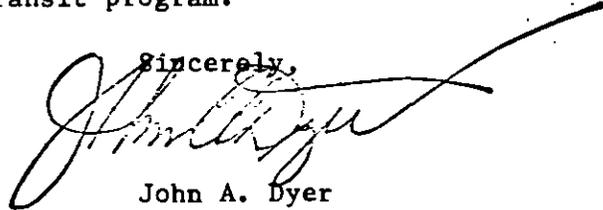
The Honorable Tom Bradley
Mayor, City of Los Angeles
City Hall
200 North Spring Street
Los Angeles, California 90012

Dear Mayor Bradley:

I am pleased to forward to you a fully executed Grant Contract between the City of Los Angeles and the Southern California Rapid Transit District for the Metro Rail Project. This agreement marks the continuation of the strong cooperative relationship between the City of Los Angeles and the RTD that has brought the Metro Rail Project to an important juncture. It now remains for the Urban Mass Transportation Administration to commit its participation in financing project construction. We are hopeful that a positive decision will be made within the next 30 to 60 days, and that construction can be initiated before the end of the year.

RTD is appreciative of the support the City of Los Angeles has provided, and we look forward to continuing our positive relationship as we move forward in developing the area-wide rapid transit program.

Sincerely,



John A. Dyer

Attachment

cc: Council President Pat Russell
Los Angeles City Clerk
RTD Board of Directors
Rick Richmond, LACTC

bc: Executive Staff
Department Heads

JAD/AP/cor

CONTRACT NO.
3467

1
2
3
4
5
6
7
8
9
10
11
12
13
14
15
16
17
18
19
20
21
22
23
24
25
26
27
28

G R A N T C O N T R A C T

B E T W E E N

C I T Y O F L O S A N G E L E S

A N D

S O U T H E R N C A L I F O R N I A R A P I D T R A N S I T D I S T R I C T

CITY OF LOS ANGELES)	CONTRACT NO: 3467
)	
)	FUNDING
and)	SOURCES:
)	
SOUTHERN CALIFORNIA RAPID)	
TRANSIT DISTRICT)	

This Agreement is made and entered into by and between the City of Los Angeles, California ("City") and the Southern California Rapid Transit District ("District") on this 11th day of September, 1984.

W I T N E S S E T H

WHEREAS, the City is a municipal corporation incorporated under the laws of the State of California and is a designated recipient of sales tax receipts pursuant to an ordinance approved by the voters of the County of Los Angeles on November 4, 1983 (Cal. Pub. Util. Code, 13001 et. seq. hereinafter referred to as "local return funds"); and

1 those elements hereinafter defined as "extraordinary costs."
2 Eligible activities are described in detail in PART II hereof.

3 1.3 "Initial Construction Segment" - Those activities
4 necessary to construct and place in revenue operation the first
5 segment of the rail rapid transit project identified herein as
6 MOS-1. This segment is approximately 4.0 miles in length and
7 includes the line section from Union Station through the
8 Wilshire/Alvarado Station, including the main yard and shops and
9 is more fully described in the District's grant application to
10 the Federal Urban Mass Transportation Administration (UMTA)
11 dated August 14, 1984.

12 1.4 "Extraordinary Costs" - Those costs which are the result of
13 events which are outside the control and anticipation of the
14 District in the preparation of its project cost estimates, and
15 which are acknowledged by Federal Urban Mass Transportation
16 Administration (UMTA) to be eligible extraordinary costs. Such
17 costs shall include:

18 1.4.1 Inflation beyond the rate estimated by the
19 District in the preparation of its estimate.

20 1.4.2 Costs due to Acts of God.

21 1.4.3 Costs of eminent domain awards and settlements
22 which exceed approved appraisals, provided UMTA has concurred in
23 any settlements in accordance with UMTA Circular 4530.1.

24 1.4.4 The incremental costs of new Federal or State laws
25 and regulations enacted after the effective date of the Project
26 estimate.

1 1.4.5 The costs of delay if that delay is caused by the
2 unavailability of funding to the District in accordance with the
3 proposed funding sources schedule contained in PART II.

4 1.5 "Project Estimate" - The total Project cost as estimated
5 by the District upon Project adoption on November 10, 1983, as
6 amended December 8, 1983. Such Project estimate is understood to
7 be \$3,309 million estimated in 1983 dollars escalated to the
8 mid-point of construction at the rate of 7 percent per annum.

9 1.6 "Initial Construction Segment Estimate" (MOS-1) - The
10 total segment cost as estimated by the District is \$1,174.9
11 million in 1983 dollars escalated to the mid-point of construc-
12 tion at the rate of 7 percent per annum.

13 1.7 "Proposition A Local Return Funds" - Funds made available
14 to the City from the Los Angeles County Transportation Commission
15 by passage of the November, 1980 Proposition A ballot measure.

16 2.0 PURPOSE OF AGREEMENT

17 The purpose of PART I of this Grant Contract is to set
18 forth the mutual understandings, terms and conditions relating to
19 the design and construction of the Metro Rail Project, and the
20 schedule and extent of financial commitment by the City to the
21 Project. PART II of this contract sets forth the Project Scope,
22 Budget, Schedule and Contract Unit Descriptions, and collectively
23 defines the design and construction activities to be undertaken
24 by the District. Each year the Proposed Fiscal Year Budget and
25 an annual funding source schedule will be provided to the City.

26
27
28

1 3.0 FUNDING COMMITMENT

2 The City agrees to provide \$7 million solely from its
3 Proposition A local return funds to the District during Fiscal
4 Year 1984-85 according to the payment procedure described under
5 Section 7.0. Subject to mutual agreement between the District
6 and the City, this contract will be amended annually to provide
7 additional allocations solely from Proposition A funds. The
8 allocations are expected to be in annual increments as shown
9 below:

10	<u>Year</u>	<u>Annual Increment</u>	<u>Cumulative Total</u>
11	FY 1984	\$ 7,000,000	\$ 7,000,000
12	FY 1985	7,000,000	14,000,000
13	FY 1986	10,000,000	24,000,000
14	FY 1987	10,000,000	34,000,000
15	FY 1988	11,000,000	45,000,000
16	FY 1989	11,000,000	56,000,000
17	FY 1990	10,000,000	66,000,000
18	FY 1991	3,000,000	69,000,000

19
20 Funding increments in FY 1984-1986 are to be applied only
21 toward the cost of the Initial Construction Segment MOS-1.
22 Increments to be provided FY 1987 and subsequent years may be
23 provided earlier or later at the City's option during the course
24 of the project provided that the cumulative allocation shall not
25 exceed \$69 million, except as provided in Section 4.
26
27
28

1 4.0 MAXIMUM ALLOCATION

2 The funding schedule set forth in section 3.0 hereof shall
3 represent the maximum allocation of the City to the Project
4 except to the extent that:

5 4.1 The Project cost increases due to extraordinary costs as
6 herein defined. Such increased costs shall be applied propor-
7 tionately among all funding sources being used for the Project in
8 accordance with the Proposed Funding Source Schedule contained in
9 PART II.

10 4.2 The District is required to modify the Project Scope and
11 Definition due to mitigation measures identified in the Final
12 Environmental Impact Statement to be finalized during final
13 design, or due to changed conditions or other circumstances
14 beyond the control of the District, such conditions or
15 circumstances being accepted by the City. Increased costs
16 resulting therefrom shall be applied proportionately among all
17 funding sources being used for the Project in accordance with the
18 Proposed Funding Source Schedule contained in PART II.

19 4.3 The City requests modifications in the scope, configura-
20 tion or design of Project facilities which were not originally
21 anticipated as part of the Project Estimate and which are not
22 included in the System Description in PART II. Upon mutual
23 agreement of all funding agencies, the cost of such changes shall
24 be applied proportionately among all funding sources being used
25 for the Project in accordance with the Proposed Funding Source
26 Schedule contained in PART II. Otherwise the cost of such
27 changes shall be borne exclusively by the City.

28

1 4.4 Any financial commitment of the City as provided herein
2 shall be an obligation solely of Proposition A local return
3 funds.

4 5.0 ADVANCEMENT OF FUNDS

5 The City, at its option, may provide funding to the
6 District in advance of the annual increments specified in Section
7 3.0 to maintain the Project schedule in the event of delays in
8 the Federal appropriations process. Such advancement of funds
9 shall not jeopardize participation in Project elements by any
10 other funding source and costs incurred by the District under
11 this provision shall be in accordance with such procedural and
12 grant requirements as to ensure such participation.

13 6.0 PROGRESS REPORTS

14 The District shall pursue the completion of the Project
15 with all due diligence and shall provide progress reports to the
16 City on at least a quarterly basis. Such progress reports shall
17 be in the same form and detail as the reports submitted by the
18 District to other funding agencies, and shall include the overall
19 status of the Project in addition to the financial status of the
20 City's local return funds. These reports shall also identify
21 areas in which the City may assist in bringing the Project to
22 completion and significant issues which need to be resolved under
23 any master agreements between the District and any City Agencies
24 and Departments.

25 7.0 FUNDS REQUISITIONS

26 Upon approval of its annual Budget and upon requisition by
27 the District to the City Department of Transportation, the City
28

1 shall pay to the District the annual amounts in equal quarterly
2 payments due at the end of the first month of each quarter, but
3 no such obligations shall occur before UMTA has issued a Letter
4 of Intent committing funding for the Project in the approximate
5 amount of \$534.2 million, and a Letter of No Prejudice on
6 portions of line beyond the initial 4.1-mile minimum operable
7 segments, but within the 18.6-mile Project. Following the City's
8 first payment to the District, the District will submit a
9 quarterly progress report for the previous quarter with each
10 requisition for payment.

11 8.0 AUDIT AND INSPECTION OF RECORDS

12 The District shall maintain such books and records as are
13 necessary to properly document the expenditure of funds payable
14 to the District hereunder. Such books and records shall be
15 available for inspection and audit by the City at all reasonable
16 times.

17 9.0 TERM OF AGREEMENT

18 This Agreement shall become effective upon execution and
19 shall remain in full force and effect until July 1, 1991, or
20 completion of the Project, whichever occurs first. For purposes
21 of this Agreement, completion of the Project shall be defined as
22 the placement in revenue service of the last of the transit
23 stations identified in the approved Project.

24 10.0 PARTICIPATION OF OTHER FUNDING SOURCES

25 The City's funding commitment pursuant to this Agreement
26 is subject to the continuing condition precedent that the
27 District secure funds from other sources provided for in the
28

1 Proposed Funding Source Schedule contained in Part II at the time
2 and in the amounts set forth in the Proposed Funding Source
3 Schedule. In the event that funding is not secured from such
4 other sources in accord with the Proposed Funding Source
5 Schedule, the City's participation in the funding, and any other
6 obligations shall terminate forthwith.

7 11.0 EXCLUSION OF RESIDENTIAL PROPERTY FROM ASSESSMENT

8 The City's funding commitment, pursuant to this Agreement,
9 is further subject to the non-assessment of residential
10 properties by the District for the funding of the Project.

11 Should the District, pursuant to Division 10, Part 3, Chapter 12,
12 of the California State Public Utilities Code, or any other law
13 or authority, levy a special benefit assessment, or any other
14 form of assessment or charge, upon residential property, for the
15 Project, or any part thereof, including, but not limited to,
16 rapid transit facilities and services, the City's obligations
17 under this Agreement shall terminate forthwith. "Residential
18 property", as used herein, means property in use for residential
19 purposes, except hotels and motels, and any property which would
20 be so used if not vacant.

21 12.0 AUTHORIZED REPRESENTATIVE

22 The following individuals and their successors are
23 designated by the City and the District as the authorized
24 representatives of the two parties for implementation of this
25 Agreement, and all correspondence and notices relative hereto
26 will be considered delivered when received by these individuals
27 at the following addresses:
28

1
2
3
4
5
6
7
8
9
10
11
12
13
14
15
16
17
18
19
20
21
22
23
24
25
26
27
28

For the City:

Tom Bradley
Mayor, City of Los Angeles

Attn: Don Howery
Department of Transportation
200 North Spring Street
Los Angeles, CA. 90012

For the District:

John A. Dyer
General Manager
Southern California Rapid
Transit District
425 South Main Street
Los Angeles, CA 90013

13.0 COMPLETE AGREEMENT

This Agreement constitutes the full and complete understanding between the parties, and may be modified only through written amendments hereto approved and executed in the same manner as this original Agreement.

Made and entered into on the date first above written, this Agreement is hereby executed.

City of Los Angeles:

Southern California Rapid
Transit District:



Tom Bradley
Mayor



John A. Dyer
General Manager

APPROVED AS TO FORM:

APPROVED AS TO FORM:



Ira Reiner
City Attorney



Richard Powers
General Counsel

PART II: PROJECT SCOPE, BUDGET,
SCHEDULE, AND CONTRACT
UNIT DESCRIPTION

PROJECT SCOPE

SYSTEM DESCRIPTION

ROUTE DESCRIPTION AND ALIGNMENT

The proposed route includes 17 stations, with provisions for future construction of a station at the Hollywood Bowl. The bus system would contain 1,969 buses and is described in SCRTD's Milestone 9 Report: Supporting Services Plan. The rail rapid transit route begins at Union Station, where it turns southwest and runs through the CBD along Hill Street. Turning on Seventh Street, the route heads towards the west side of downtown, past the Harbor Freeway, and continues along Wilshire Boulevard past MacArthur Park in the Westlake area. Proceeding along Wilshire Boulevard, the route serves the Mid-Wilshire and Miracle Mile business centers. At Fairfax, the line turns north to serve the Fairfax and West Hollywood communities and then turns eastward along Sunset Boulevard. The line continues for approximately two miles through Hollywood before it veers northwest at Cahuenga Boulevard. The route proceeds under the Santa Monica Mountains through the Cahuenga Pass and enters the Santa Fernando Valley near Universal City. It continues in a northwest direction along Lankershim Boulevard to its final stop at the North Hollywood Commercial Core.

The Project is proposed as a subway system, with virtually all line segments tunneled by proven tunnel boring machines, and stations excavated from street level by cut and cover construction techniques. Preliminary drawings have been prepared to show the alignment and the location where different construction techniques will be used, where special tracks will be installed, where stations will be built, and where the tunnel configuration will change.

STATION DESIGN FEATURES

The following discussion describes some of the components and features of station design. A detailed presentation can be found in SCRTD's Milestone 10 Report: Fixed Facilities.

Platform. Metro Rail station loading platforms would be approximately 450 feet long to accommodate trains consisting of six 75-foot-long cars. The platform size is based on the ultimate system design capacity (generally thought of as being reached about 20 years after system opening) and provides for the safe and efficient circulation of passengers. As a cost reduction measure, center support columns are proposed in the platform area. Platforms may be "center" type, with a single platform flanked by the two tracks, or "side" type, with the tracks between two platforms. The center platform design is planned for most of the stations because it makes it easier for patrons to decide which train to take while they are on the platform, and because station costs are typically lower.

Entrance. Plaza entrances and entrances within existing or planned developments are favored. Where such off-street entrances are not possible, on-street entrances leading directly from the sidewalk to the fare collection area are proposed. Patronage levels are high enough to support entrances at each end of a station only in the CBD and at Wilshire/Fairfax. Particular site considerations also led to a "double-ended" station at North Hollywood.

Mezzanine/Concourse. This is the transition area between the entrance to the station and the train loading platform. Depending on the station site and whether it is an above ground or subway station, this area may be between the street surface and the platform(s), where it is called a mezzanine, or at street level, where it is called a concourse. The mezzanine/concourse provides space for various functions and typically includes the entire fare collection process, directional and information signs, and amenities for patrons' needs and comfort. The space that patrons enter before ticketing is designated a "free" area, and the space after ticketing is designated a "paid" area. As a cost reduction measure, center support columns are proposed in the mezzanine area.

Architectural Design. Certain station elements will be standardized for economy and ease of use and to establish an identity for the system as a whole. Escalators, stairs, and elevators connect access points to fare collection areas and train platforms and all stations will have appropriate lighting and ventilation.

Fare Collection. This subsystem deals with the collection of fares from passengers as well as the provision of change and tickets. Locations and types of fare collection areas vary at individual stations. The number of pieces of individual station equipment will vary according to patronage projections for that station, and arrangements may vary as a function of site specific mezzanine and station configurations. A barrier ticketing system is being designed for the rail transit project.

Parking. At rail transit stations, two types of parking can be provided:

- o Drop-off and pick-up of patrons by auto (termed "kiss and ride") requires only a small amount of space for temporary parking.
- o "Park and ride" locations provide long term parking where a significant number of patrons are expected to drive themselves to the station. This will consist of surface parking lots initially. Parking structures will be built later to provide planned parking capacity.

Kiss and ride spaces are proposed at seven stations: Wilshire/Alvarado, Wilshire/Vermont, Wilshire/Fairfax, Fairfax/Beverly, Hollywood/Cahuenga, Universal City, and North Hollywood. The projected demand for kiss and ride at other stations

is generally smaller and will be accommodated on streets near the station entrances. Park and ride facilities are proposed at Union Station, Wilshire/Fairfax, Fairfax/Beverly, Universal City, and North Hollywood. In order to reduce the initial cost of the system, construction of parking structures at these locations is planned, but they will be deferred until alternative funding sources have been identified. The total number of park and ride spaces planned is 3,105 initially and 9,500 ultimately. The structures at Universal City and North Hollywood would be about five levels, while those at the other three stations would be four levels. (An alternative at Universal City would provide two structures of three levels each.)

Bus Access. An important criterion in the location of stations is their proximity to major bus routes that provide feeder service. Bus access is provided either as off-street terminals or on-street bus bays. Off-street terminals are planned for seven stations plus the Wilshire/Crenshaw Station. These will include separate areas for passenger boarding/alighting and bus layover and will be used in most cases by buses terminating at the stations. On-street bus bays, or turnouts, will be provided adjacent to ten stations and will generally be used by buses not terminating at the stations.

Bicycle Access. Bicycle racks or lockers for bicycles are provided at all but the three CBD and Wilshire/Normandie Stations.

Equipment Spaces. These facilities house the equipment required to operate and maintain the station. The facilities include electrical distribution rooms, fan rooms, and traction power substations that supply power to propel the passenger trains, as well as rooms for more general purpose functions such as trash collection, etc. Equipment spaces would generally be located at the track level beyond the platforms and at mezzanine levels beyond the public areas.

STATION LOCATIONS

Station locations are shown on the attached map.

YARDS AND SHOPS

The central maintenance facility will be a 45-acre major repair shop and storage yard, proposed for the downtown industrial area. The yards and shops provide space for the following functions: storage of trains when not in mainline service; dispatch, receipt, and change in trains for mainline service; interior and exterior cleaning of trains; preventive and corrective maintenance of cars; and testing of cars before revenue service and after major repairs. Operating storage will be provided by two stub-ended tail tracks, 500 feet long, north of the terminal station at Lankershim/Chandler.

SUBSYSTEMS

Subsystems, the operating equipment portions of the rail transit project, include passenger vehicles, train control, communications, traction power, and fare collection. The following discussion covers train control, communication, and traction power.

Train Control. Metro Rail trains will be equipped for both automatic and manual operation. A central control facility will be located in a separate operations control center in the downtown area near Union Station. The facility will house the necessary displays, control consoles, communication apparatus, and operating personnel responsible for the overall safety and security of passengers, and for the daily operation of:

- o Radio service between various areas for operations and maintenance, security purposes, and emergency needs.
- o Telephone services, including direct line emergency, administrative, maintenance, and public telephone service.
- o Public address and intercommunication systems within the passenger stations.
- o Closed circuit television surveillance at passenger stations.
- o Transmission via wire and cable to carry communications between the stations and Central Control.

Traction Power. The traction power subsystem provides power to the passenger vehicles. Substations along the route would convert the higher commercial AC voltage to the lower DC voltage (600-750 volts) used by the trains. From the substations, the energy would be transferred to the third rail that supplies power to the train. Components of the traction power subsystem include transformers, rectifiers, switches, and circuit breakers.

OPERATING CHARACTERISTICS

The rail transit system will use proven two track, steel wheel, steel rail components. The system's operating characteristics are based on an analysis of hours of operation, train size, vehicle loading, the duration of each station stop (dwell time), and average operating speed. Further information is contained in the Milestone 12 Report: The System Plan.

Patronage. It is estimated that more than 364,000 passengers will board the rail system daily in the year 2000. Total estimated transit boardings are nearly 2,429,000, of which about 2,065,000 would be on the bus network. The greatest number of rail boardings arrive by feeder buses. This mode of access accounts for 54 percent of the total rail boardings. The highest ridership volume is between the Seventh/Flower Station and the Wilshire/Alvarado Station where about 88,400 patrons are accommodated daily in each direction.

Hours of Operation. Hours of operation for other rail transit systems vary from 14 hours to 24 hours per day. The operating characteristics described here assume a 20-hour day for purposes of estimating fleet size, operating costs, and other system information. The 20-hour day allows a regular period for maintaining the tracks and other parts of the system. The current plan calls for 20-hour per day operation, 7 days a week, but the system is being designed for 24-hour operating capability. Actual operating hours will be determined on the basis of demand.

System Capacity. The ultimate capacity is shown in the table below and shows the maximum number of passengers that could be carried given various schedule headways and passenger loads per car.

TABLE 2-5
MAXIMUM PASSENGERS PER HOUR

Maximum Passengers Per Car	6-Car Trains	
	2 Minute Headways	2.5 Minute Headways
170	30,600	24,480
200	36,000	28,800
231	41,580	33,264

Source: SCRTD, Milestone 1 Report: Preliminary System Definition and Operating Plan, August 1982.

A system using six-car trains would have an hourly maximum capacity of 30,600 passengers with two-minute headways. Higher passenger loadings per car (up to a packed condition with 231 patrons) provide flexibility for unplanned circumstances. These capabilities are adequate to meet expected growth during the first 20 to 30 years of rapid transit system operation.

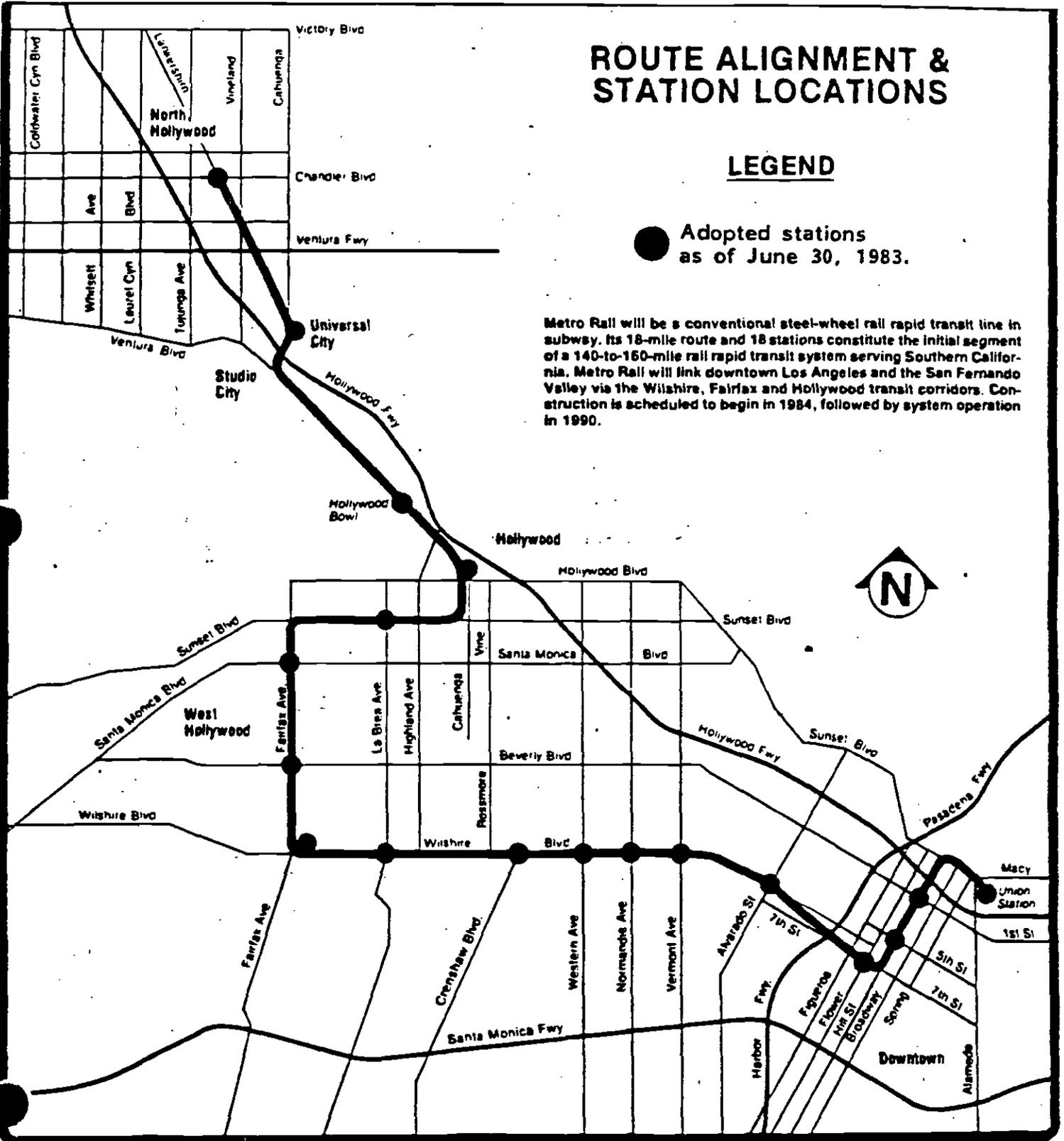
Metro Rail Project

ROUTE ALIGNMENT & STATION LOCATIONS

LEGEND

● Adopted stations as of June 30, 1983.

Metro Rail will be a conventional steel-wheel rail rapid transit line in subway. Its 18-mile route and 18 stations constitute the initial segment of a 140-to-160-mile rail rapid transit system serving Southern California. Metro Rail will link downtown Los Angeles and the San Fernando Valley via the Wilshire, Fairfax and Hollywood transit corridors. Construction is scheduled to begin in 1984, followed by system operation in 1990.



BUDGET

1. Fund Sources
2. Total Project Budget
3. Annual Budget
4. Cost Element Descriptions

**METRO
PROPOSED FUNDING SOURCE SCHEDULE**

(MILLIONS OF DOLLARS)

1. SOURCES	FY 83	FY 84	FY 85	FY 86	FY 87	FY 88	FY 89	FY 90	FY 91	TOTAL	PROJECT SHARE %
SECTION 3											
o 62% Share	0	117.2	175	242	365	365	365	300	82.8	2,012	
o 77% Share*	40	0	0	0	0	0	0	0	0	40	
TOTAL	<u>40</u>	<u>117.2</u>	<u>175</u>	<u>242</u>	<u>365</u>	<u>365</u>	<u>365</u>	<u>300</u>	<u>82.8</u>	<u>2,052</u>	62
STATE	39.3	30.0	72.7	72	72	57	57	0	0	400	12
LACTC	5.4	38	54	55	56	70	70	42.6	21	412	12
LOCAL/PRIV.	0	0	60.3	70	20	19.7	0	0	0	170	5
SECTION 9	0	40.0	20.0	20	25	25	26	30	20	206	7
CITY OF L.A.	0	7	7	10	10	11	11	10	3	69	21
ANNUAL TOTALS	84.7	232.2	389	469	548	547.7	529	382.6	126.8	3,309	100

* AVERAGE OF \$15 MILLION AT 80% AND \$25 MILLION AT 75%.

PROPOSED PROJECT BUDGET

Grantee: Southern California Rapid Transit District.

The Project budget and corresponding cost estimates are as follows:

<u>PROJECT BUDGET LINE ITEM CODE</u>	<u>DESCRIPTION</u>	<u>AMOUNT</u>
20.01.00	Purchase of Passenger Vehicles	\$ 199,700,000
20.02.01	Purchase of Eight Support Vehicles	70,000
20.02.02	Purchase and Install Office Equipment	5,600,000
20.02.04	Purchase and Install Fare Collection Equipment	26,300,000
20.02.05	Purchase and Install Automatic Train Control Equipment	85,700,000
20.02.07	Purchase and Install Management Infor- mation Equipment	6,800,000
20.02.08	Purchase and Install Communications Equipment	30,800,000
20.03.01	Purchase of Auxiliary Vehicles	2,000,000
20.06.10	Right-of-Way	203,100,000
20.08.01	Professional Services Contracts for Engineering and Design	141,200,000
20.08.02	Professional Services Contracts for Construction Management	140,000,000
20.11.01	Construction Insurance	105,300,000
20.11.10	Construction of Stations	920,700,000
20.11.20	Construction of Maintenance and Repair Facilities	32,300,000
20.11.30	Construction of Storage Yards	14,800,000
20.11.40	Construction of Parking Facilities	12,200,000
20.11.90	Construction of Other Facilities - Operations Control Center Building	1,900,000

PROPOSED PROJECT BUDGET
(Continued)

<u>PROJECT BUDGET LINE ITEM CODE</u>	<u>DESCRIPTION</u>	<u>AMOUNT</u>
20.13.12	Utility Relocation	35,700,000
20.13.20	Subway Tunnel Construction	917,500,000
20.15.02	Project Sponsor Force Account	79,300,000
20.16.00	Project Administration Support Services - Cost Allocation Plan	10,400,000
20.16.90	Other Supporting Services	11,200,000
32.00.00	Contingencies	<u>326,430,000</u>
		\$3,309,000,000

PROPOSED FISCAL YEAR 1984 BUDGET

GRANTEE: Southern California Rapid Transit District

The Fiscal Year Budget and corresponding cost estimates are as follows:

<u>PROJECT BUDGET LINE ITEM CODE</u>	<u>DESCRIPTION</u>	<u>AMOUNT</u>
20.02.02	Purchase and Install Office Equipment	\$ 200,000
20.02.07	Purchase and Install Management Information Equipment	730,000
20.06.10	Right-of-Way	45,900,000
20.08.01	Professional Services Contracts for Engineering and Design	107,100,000
20.08.02	Professional Services Contracts for Construction Management	2,100,000
20.11.01	Construction Insurance	7,000,000
20.11.20	Construction of Maintenance and Repair Facilities	32,300,000
20.11.30	Construction of Storage Yards	14,800,000
20.15.02	Project Sponsor Force Account	4,370,000
20.16.00	Project Administration Support Services-Cost Allocation Plan	700,000
20.16.90	Other Supporting Services	1,000,000
32.00.00	Contingencies	<u>16,000,000</u>

ESTIMATED FISCAL YEAR 1984 FUNDING NEEDS

\$232,200,000

DESCRIPTION OF COST ELEMENTS

BUDGET LINE
ITEM CODE

DESCRIPTION

20.01.00 Passenger Vehicles

The Passenger Vehicles will be dependent pairs, in which two cars are coupled together, back-to-back. Maximum speed will be about 70 mph, and the traction motors will provide propulsion and electric braking. A total of 130 vehicles is required.

20.02.02 Office Equipment

Office Equipment includes all typewriters, furniture, word processing equipment, cameras, calculators and related items.

20.02.04 Fare Collection System

This system is a barrier-type fare collection system requiring passengers to use gates to enter and exit stations. The fare collection system includes bill changers, ticket vendors, fare gates, revenue carts, control panels, transfer dispensers and add-fare equipment, support equipment, test equipment, spare parts, and initial provisioning materials necessary to operate and maintain the system. Also included will be the central revenue counting equipment.

20.02.05 Automatic Train Control System (ATC)

Automatic Train Control will include all the subsystems necessary to perform the automatic train protection (ATP), automatic train operation (ATO), and automatic train supervision (ATS) functions. This includes the equipment located along the guideway (wayside), the equipment in the train control rooms (TCR), in the vehicles and in the yard.

20.02.07 Management Information Equipment

Management Information Systems include all computer hardware (CPU, Disc Control, TP Controller, Disk Drive, Printers, Displays, Drum Plotters, etc.), software packages, and consultant services pertinent to the installation and implementation of the systems.

20.02.08 Communications System

This system includes all communication equipment within the Metro Rail System. Most communications take place between the Central Control and the various rapid transit vehicles and stations, supervisory and security personnel, and maintenance control and personnel. A second major hub of the communications system is the Yard Control, which communicates to vehicles in the yard and to the various offices, shops, and other yard locations.

20.03.01 Auxiliary Vehicles

This includes all railborne equipment necessary for operating and maintaining the entire transit line, such as:- a diesel locomotive to move unpowered work cars and trains that are disabled or in power outages; a small self-propelled crane; flat cars, rerailling equipment for handling derailments; rail grinding equipment to repair track; a tunnel cleaning and maintenance vehicle; and miscellaneous support equipment and material necessary for the initial provisioning of this equipment.

20.06.10 Right-of-Way Costs

These are direct project costs to acquire needed real estate for construction of stations, parking, storage yards and other facilities. This cost has been determined by the SCRTD based on right-of-way requirements developed by the consultants.

20.08.01 Professional Service Contracts for Engineering and Design

Included in this cost element are consultant contracts related to Engineering and Design, special professional service requests, and contracts related to Peer Review Boards.

20.08.02 Professional Services Contracts for Construction Management

Included in this cost element are contracts for procurement and management during the construction phase.

DESCRIPTION OF COST ELEMENTS
(Continued)

20.11.01 Insurance

In addition to insurance costs included in contractors' overhead, the owner or agency also incurs indirect insurance costs that must be added. These insurance costs cover insuring the facilities and contractors during the construction for Worker's Compensation, General Liability, and builder's Risk.

20.11.10 Stations

The major components or estimating categories of a station are the static shell, architectural finishes, mechanical equipment, electrical equipment, heating and ventilation equipment, fire protection equipment, plumbing equipment, and site development.

20.11.20 & Maintenance and Repair Facilities and Storage Yards
20.11.30 (Main Yard and Shops)

The Main Yard and Shops are the facilities where transit vehicles will be stored and maintained and which provide for the maintenance of the Metro Rail fixed physical plant. This item will include all the facilities beyond the portal east of Union Station such as the train storage yard, shops, and the structures necessary to construct the yard leads.

20.11.40 Parking Facilities

Included in the parking facilities costs are demolition, site preparation, landscaping, lighting and paving of the facilities along with bicycle racks or lockers at most stations. Five stations provide park-and-ride spaces and eight stations have kiss-and-ride (short term) parking.

20.11.90 Operations Control Center Building (OCCB)

The OCCB, the nerve center of the system, will consist of a separate building in the vicinity of Union Station. In addition to the building and its associated structure, utilities, air conditioning and other amenities, the facility will contain the following functional centers and equipment: The Operations Center, Communications Center, Surveillance and Security Center, Data Processing Room and Communications Equipment Room.

20.13.12 Utilities Relocation

Since the subway construction will use tunnel boring machines, utility systems will not be disturbed over most of the route. However, at stations, crossovers, pocket tracks, ventilation shafts and any other facilities that require cut and cover construction, utility systems must be supported in place, relocated or otherwise protected. Utility systems generally encountered include: water, sanitary sewer, storm drains, telephone, natural gas, and electricity. Cost estimates reflect the specific measures necessary at each cut and cover location.

20.13.20 Subway Tunnel
(Guideways)

The guideway is that portion of the system on which trains travel between stations. In the Metro Rail Project, the entire system is in a subway configuration. Guideway sections will be twin tunnels constructed by tunnel boring machines in a conventional side-by-side arrangement.

Cost elements in the tunnel portions of the guideway include:

- o Tunnel excavation by tunnel boring machine
- o Tunnel lining made of 6- to 10- inch precast segments generally 3- to 4 feet wide to provide the primary ground support.
- o Tunnel invert concrete construction to provide a flat tunnel floor at the proper elevation and dimension for rail installation
- o Tunnel walkway constructed to provide for personnel movement in emergency or maintenance conditions
- o Handrail installation along walkway
- o Installation of ductwork, fire mains, and pumping mains as necessary
- o Mining (excavation) and concreting of cross passages
- o Installation of fire doors, fire mains and fittings
- o Dewatering in areas of high ground water

DESCRIPTION OF COST ELEMENTS
(Continued)

- o Special liners in areas of high gas potential.
- o Track structure and hardware necessary to support the vehicles (trackwork)
- o Equipment and materials required to provide electrical power for train operations along the route as well as in the yards and shops area.

20.15.02 Project Sponsor Force Account

The salaries that SCRTD must pay staff personnel for project administration. Included is both Metro Rail staff and support from other SCRTD departments.

20.16.00 Project Administration Support Services - Cost Allocation Plan

General and Administrative expenses which are not directly attributable to the Project. Examples of these expenses are executive staff salaries, utilities, rent, etc.

20.16.90 Other Supporting Services

Includes costs for temporary employment services, phone bills, printing services, petty cash, express mail, office supplies, entertainment, subscriptions, travel expenses, advertisements for staff positions, relocation expenses for staff, seminars, and court reporters.

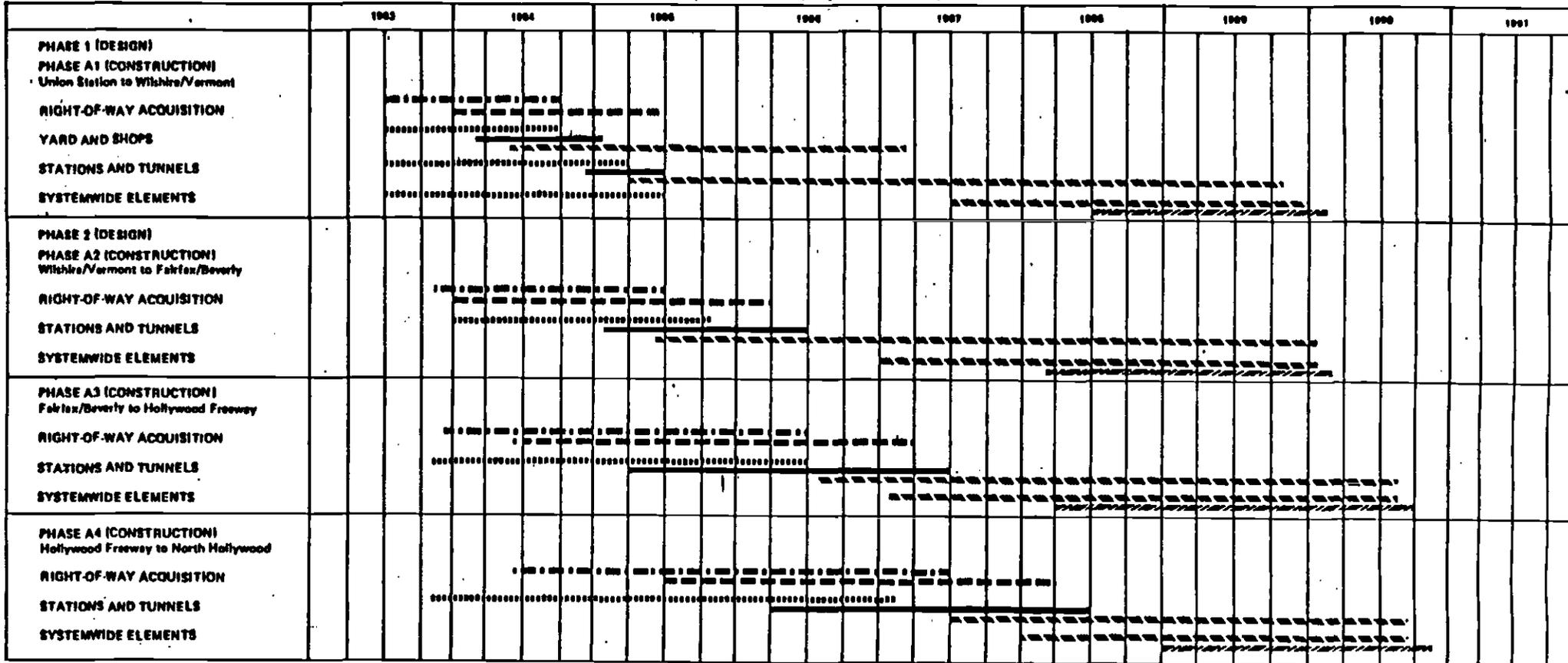
32.00.00 Contingencies

The contingency cost is an unallocated allowance to cover design and construction uncertainties stated in terms of percent of total estimated cost. A combined design and construction contingency of 15 percent has been applied to facilities and 10 percent to system elements.

SCHEDULE

PRELIMINARY MASTER SCHEDULE
 RIGHT-OF-WAY, DESIGN, ADVERTISE/AWARD, CONSTRUCTION, INSTALLATION/TEST

CALENDAR YEAR



- |||| RIGHT-OF-WAY CERTIFICATION
- |||| RIGHT-OF-WAY PURCHASE
- |||| CONTINUING PRELIMINARY ENGINEERING & FINAL DESIGN
- |||| ADVERTISE/AWARD
- |||| CONSTRUCTION/FABRICATION
- |||| INSTALLATION/TEST

CONTRACT UNIT DESCRIPTION

SOUTHERN CALIFORNIA RAPID TRANSIT DISTRICT

METRO RAIL PROJECT

CONTRACT UNIT DESCRIPTIONS

FOREWORD

This document contains a complete listing of Metro Rail Project contracts; it includes general descriptions of the scope of the contracts and geographic reference where applicable.

The information in this document is dynamic in nature and subject to change. As changes are made, users will be kept informed. Supplements or complete revisions will be provided in instances of major or extensive change.

Questions, comments or suggestions may be addressed to the Assistant General Manager for Transit Systems Development, SCRTD Metro Rail Project, by telephone, (213) 972-6431, or by mail as follows:

Southern California Rapid Transit District
Metro Rail Project, 6th Floor
425 South Main Street
Los Angeles, California 90013

CONTENTS

<u>Section</u>	<u>Page</u>
FOREWORD	1
CONTENTS	11
LIST OF FIGURES	111

FACILITIES CONTRACT UNIT DESCRIPTIONS:

Phase A1	Yard & Union Station through Wilshire/Vermont Station	2
Phase A2	From Wilshire/Vermont Station through Fairfax/Beverly Station	8
Phase A3	From Fairfax/Beverly Station through Hollywood/Cahuenga Station	13
Phase A4	From Hollywood/Cahuenga Station through North Hollywood Station & Tail Track	16

SYSTEMWIDE CONTRACT UNIT DESCRIPTIONS

Systemwide Planning Schematic	19
Tentative Assignment of Systemwide Elements in Facilities Contracts	20
Systemwide Contract Unit Descriptions	21

LIST OF FIGURES

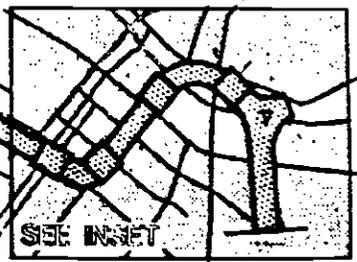
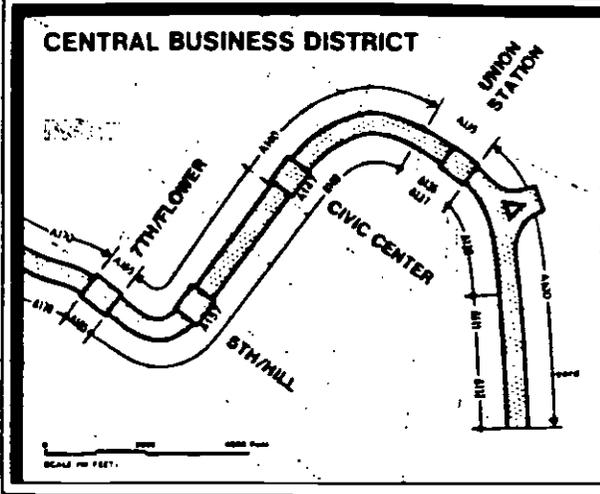
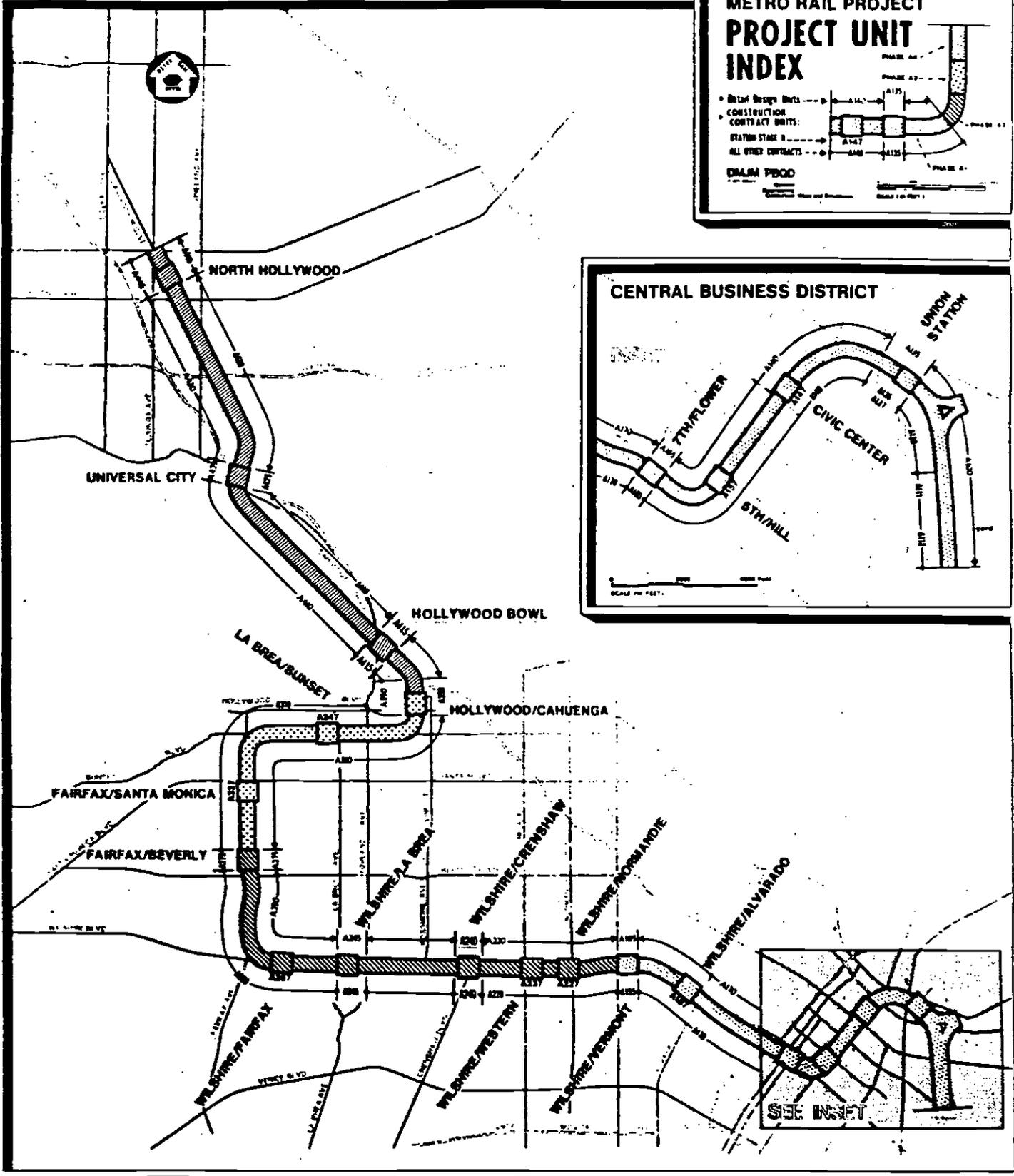
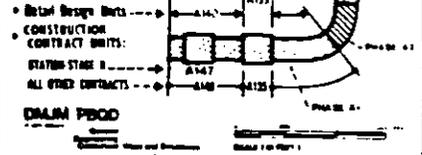
<u>Figure</u>	<u>Page</u>
Project Unit Index	11
Phase A1. Yard & Union Station -- Wilshire/Vermont	1
Phase A2. Wilshire/Vermont -- Fairfax/Beverly	7
Phase A3. Fairfax/Beverly -- Hollywood Cahuenga	12
Phase A4. Hollywood/Cahuenga -- North Hollywood	15
Systemwide Planning Schematic	21

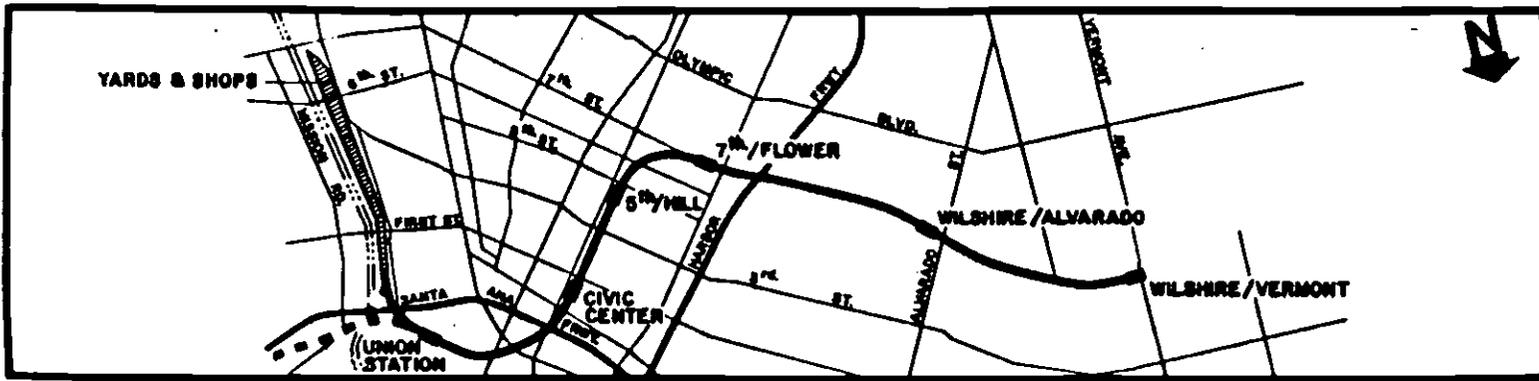
SOUTHERN CALIFORNIA RAPID TRANSIT DISTRICT

APRIL 1983

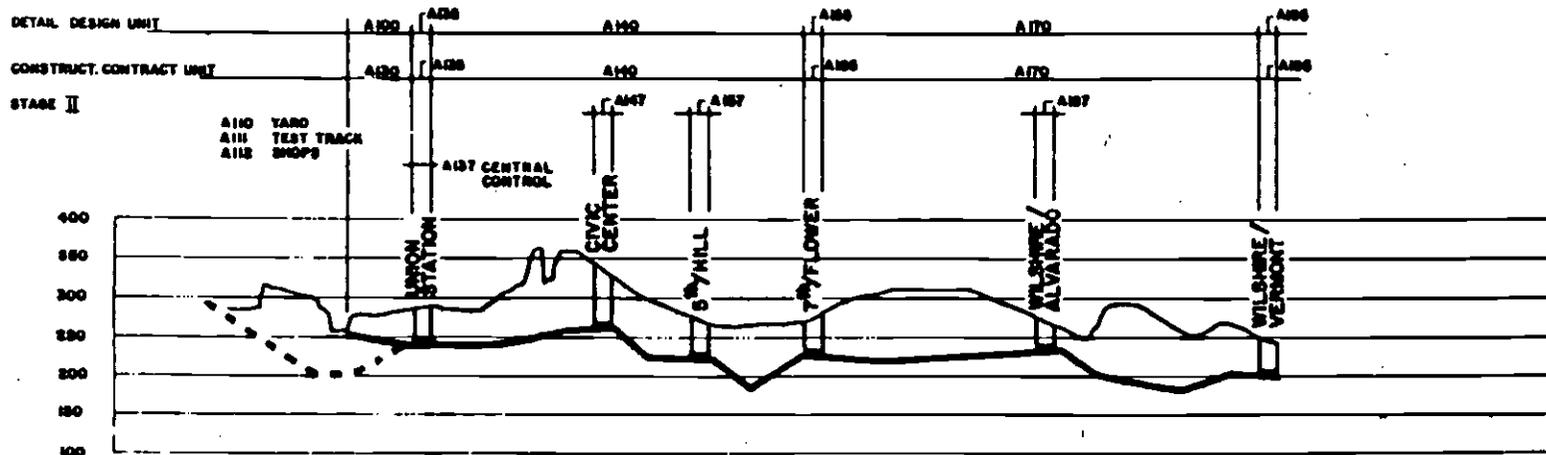


METRO RAIL PROJECT PROJECT UNIT INDEX





PLAN VIEW



PROFILE

PHASE A I

YARD & UNION STATION - WILSHIRE / VERMONT

FIXED FACILITIES
DESIGN & CONSTRUCTION PACKAGES

CONSTRUCTION

METRO RAIL PROJECT

-PHASE A1-

YARD & UNION STATION THROUGH WILSHIRE/VERMONT STATION

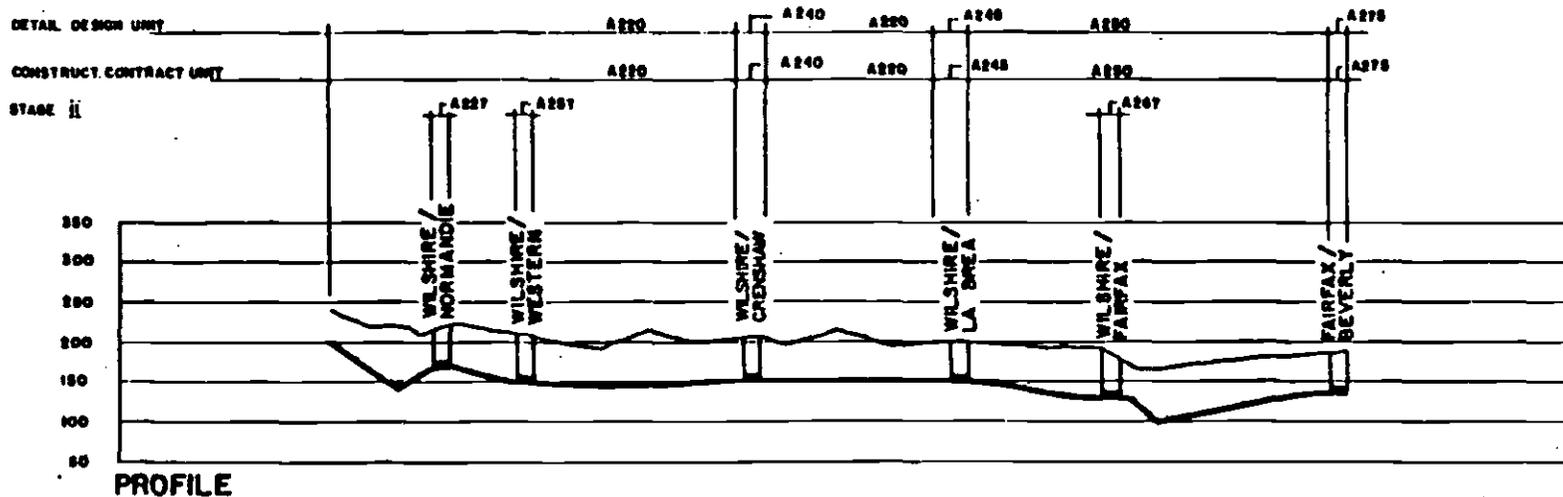
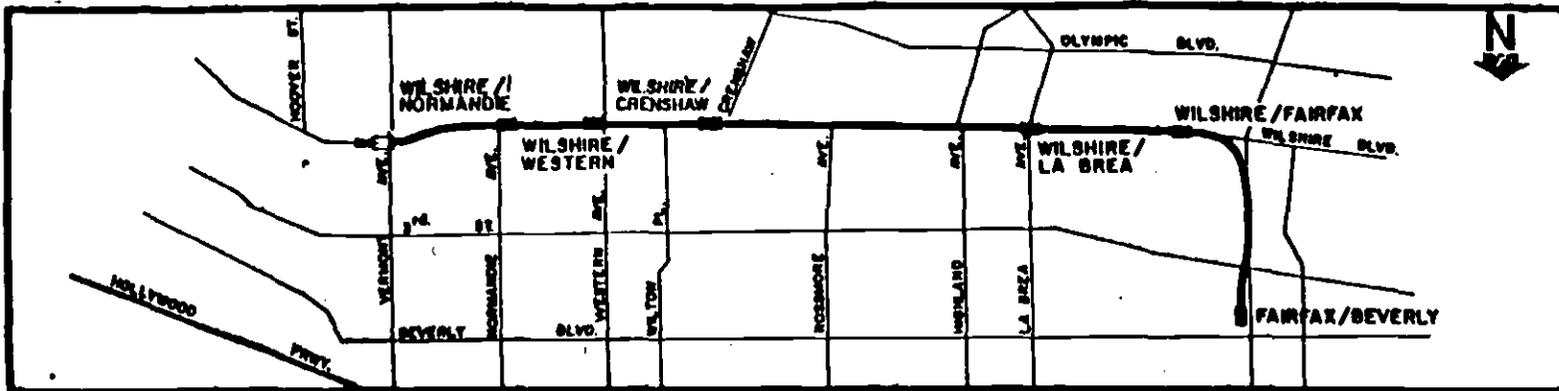
Detail Design Unit	Design Scope	Construction Contract Unit	Length in Feet or Area	Contract Type	Contract Scope	Location/ Stationing (From-To)
A100	Detailed design of following packages: Demolition, grading, utilities, and Yard design Shops design	A110	46 acres	Yard	At-grade construction of Train Storage Yard. Contract includes demolition of old facility, grading and drainage, and relocation of utilities.	
	Transportation Building design	A112	230,610 sq ft	Shops	Construction of Shops, including Service & Inspection Bldg., Major Repairs Bldg., Maintenance-of-Way Bldg., Traction Power Substation Structure, Light Repairs Pit, Train Washer, and Yard Control Bldg.	
		A113	10,633 sq ft	Shops	Construction of Transportation building complete including adjacent site development.	

Detail Design Unit	Design Scope	Construction Contract Unit	Length in Feet or Area	Contract Type	Contract Scope	Location/ Stationing (From-To)
	Line/Yard Leads design	A130	Main Line 940 ft Yard Lead 1,684 ft	Line & Yard Leads	Cut-and-cover construction of main line from Yard Lead to Union Station including crossover east of Union Station and a traction power substation.	91+85 101+25 84+41 101+25
A135	Union Station -- complete station design and crossover structure just north of Union Station	A135	1120 ft	Station complete and double crossover	Union Station construction complete including all architectural, electrical, and mechanical work, and portions of crossover structure.	101+25 112+45
A137	Operations Control Center Building design	A137	10,000 sq ft	Operations Control Center	Construction of Control Center Facility Building	Missing from Schedule
A140	Line design including Stage I of Civic Center and 5th/Hill stations. Includes design for the following:	A140	8,712 ft	Line & 2 stations Stage I	That portion of the Line beginning just west of Union Station, proceeding in tunnel beneath Macy St., deviating at Spring St., crossing under Broadway and continuing under Hill	112+45 199+57

Detail Design Unit	Design Scope	Construction Contract Unit	Length in Feet or Area	Contract Type	Contract Scope	Location/ Stationing (From-To)
					St. just north of Santa Ana Freeway. Line continues through Civic Center Station and 5th/Hill Station, turning east under 7th St. to 7th/Flower Station. Stage I construction of Civic Center and 5th/Hill stations. Construction will provide for portions of double crossover track just west of Union Station.	
	Civic Center Station -- Stage II design	A147	570 ft	Station Stage II	Civic Center Station, Stage II construction including all architectural, electrical, and mechanical work.	146+47 152+17
	5th/Hill Station -- Stage II design	A157	817 ft	Station Stage II	5th/Hill Station, Stage II construction including all architectural, electrical, and mechanical work.	169+91 178+22
A165	7th/Flower Station-- complete station design	A165	646 ft	Station complete	7th/Flower Station and Traction Power Substation construc-	199+57 206+03

Detail Design Unit	Design Scope	Construction Contract Unit	Length in Feet or Area	Contract Type	Contract Scope	Location/ Stationing (From-To)
					tion complete including all architectural, electrical, and mechanical work.	
A170	Line design includes Stage I of Wilshire/Alvarado and crossover structure east of Alvarado Station. Includes design for the following:	A170	10,755 ft	Line & 1 Station Stage I	That portion of the line continuing in a northwesterly direction from 7th/Flower Station under 7th St. curving northwesterly under Alvarado to link with and continue northwesterly under Wilshire Blvd. and terminating at a point just north of Wilshire Boulevard and east of Vermont. Construction will provide for a double crossover track just east of the Wilshire/Alvarado Station. This Contract includes Stage I construction of Wilshire/Alvarado Station.	206+03 313+58
	Wilshire/Alvarado Station -- Stage II design	A187	971 ft	Station Stage II	Wilshire/Alvarado Station Stage II construction in-	254+48 264+19

Detail Design Unit	Design Scope	Construction Contract Unit	Length in Feet or Area	Contract Type	Contract Scope	Location/ Stationing (From-To)
					cluding all architectural, electrical, and mechanical work.	
A195	Wilshire/Vermont Station -- complete station design	A195	558 ft	Station Complete	Wilshire/Vermont Station, and Traction Power Substation & Bus Kiss/Ride facility construction complete including all architectural, electrical, and mechanical work.	313+58 319+16



PHASE A2 WILSHIRE /VERMONT - FAIRFAX /BEVERLY

FIXED FACILITIES
DESIGN & CONSTRUCTION PACKAGES

METRO RAIL PROJECT

-PHASE A2-

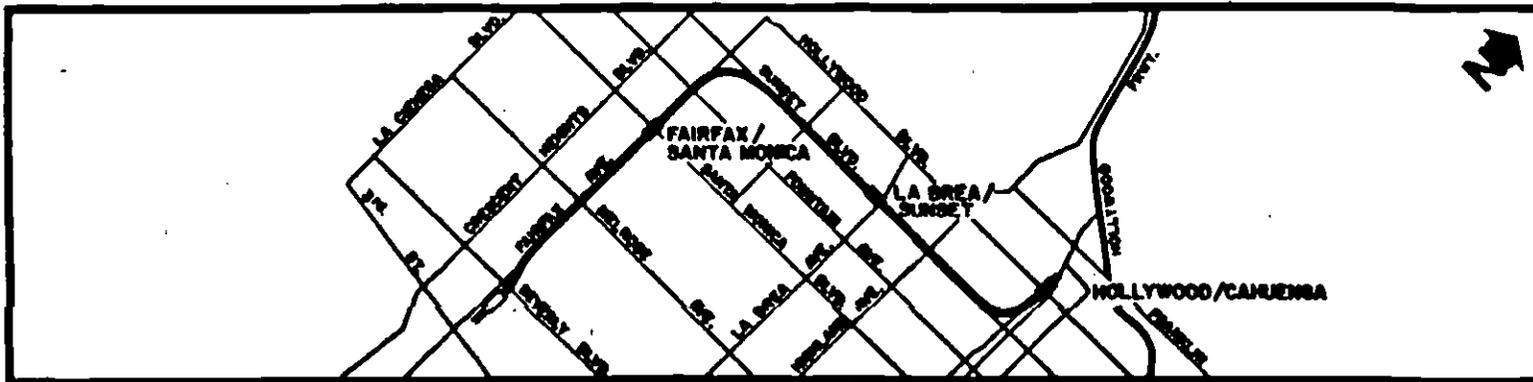
FROM WILSHIRE/VERMONT THROUGH FAIRFAX/BEVERLY STATION

Detail Design Unit	Design Scope	Construction Contract Unit	Length in Feet or Area	Contract Type	Contract Scope	Location/ Stationing (From-To)
A220	Line design including Stage I of Wilshire/ Normandie and Wilshire/Western stations. Includes midline ventilation structure and design for the following:	A220	14,560 ft	Line & 2 stations Stage I	That portion of the line which includes the Wilshire/ Normandie and the Wilshire/Western stations and begins just west of Vermont and proceeds west under Wilshire to the double cross-over easterly of and included with the Wilshire/Crenshaw Station. The line resumes at the westerly end of the station and proceeds to the Wilshire/ La Brea Station. This contract includes Stage I Wilshire/ Western and Wilshire/ Normandie stations, and a midline ventilation shaft.	319+16 395+57 405+28 474+47

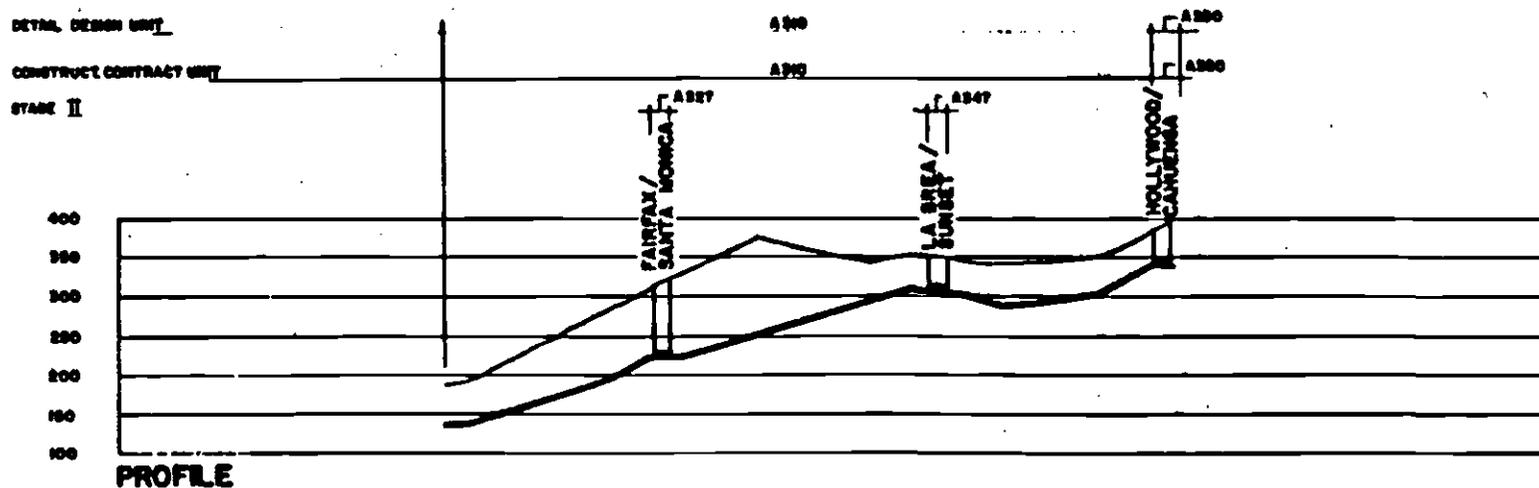
Detail Design Unit	Design Scope	Construction Contract Unit	Length in Feet or Area	Contract Type	Contract Scope	Location/ Stationing (From-To)
	Wilshire/Normandie Station -- Stage II design	A227	558 ft	Station Stage II	Wilshire/Normandie Station Stage II construction including all architectural, electrical, and mechanical work.	345+16 350+74
	Wilshire/Western Station -- Stage II design	A237	558 ft	Station Stage II	Wilshire/Western Station Stage II and Traction Power Substation construction including all architectural, electrical, and mechanical work.	367+57 373+15
A240	Wilshire/Crenshaw Station -- station design complete including crossover structure	A240	971 ft	Station complete and double crossover	Wilshire/Crenshaw Station, crossover Traction Power Substation & off-street bus facilities, including all architectural electrical, and mechanical work. Construction double crossover track just east of the Wilshire/Crenshaw Station.	395+57 405+28
A245	Wilshire/La Brea Station -- complete station and line design	A245	559 ft	Station complete	Wilshire/La Brea Station and Traction Power Substation construction complete	474+47 480+06

Detail Design Unit	Design Scope	Construction Contract Unit	Length in Feet or Area	Contract Type	Contract Scope	Location/ Stationing (From-To)
					including all architectural, electrical, and mechanical work.	
A250	Line design including Stage I of Wilshire/Fairfax Station including midline ventilation structure and design for the following:	A250	8,346 ft	Line & 1 station Stage I	That portion of the Line beginning at the western edge of the Wilshire/La Brea Station and continuing west beneath Wilshire. Line curves north at Spaulding, connecting with Fairfax at Lindenhurst and continuing to south of Fairfax/Beverly Station. This contract includes Stage I construction of Wilshire/Fairfax Station and Traction Power Substation. Construction will provide for portions of a double crossover track just south of Fairfax/Beverly Station and a midline ventilation structure.	480+06 563+52

Detail Design Unit	Design Scope	Construction Contract Unit	Length in Feet or Area	Contract Type	Contract Scope	Location/ Stationing (From-To)
	Wilshire/Fairfax Station -- Stage II design	A267	662 ft	Station Stage II	Wilshire/Fairfax Station Stage II construction including all architectural, electrical, and mechanical work.	510+48 517+10
A275	Fairfax/Beverly Station -- complete station design including double crossover	A275	972 ft	Station complete & double crossover	Fairfax/Beverly Station and Traction Power Substation construction complete, including all architectural, electrical and mechanical work and portions of a double crossover structure just south of Fairfax/Beverly Station.	563+52 573+24



PLAN VIEW



PROFILE

PHASE A 3 FAIRFAX / BEVERLY - HOLLYWOOD / CAHUENGA

FIXED FACILITIES
DESIGN & CONSTRUCTION PACKAGES

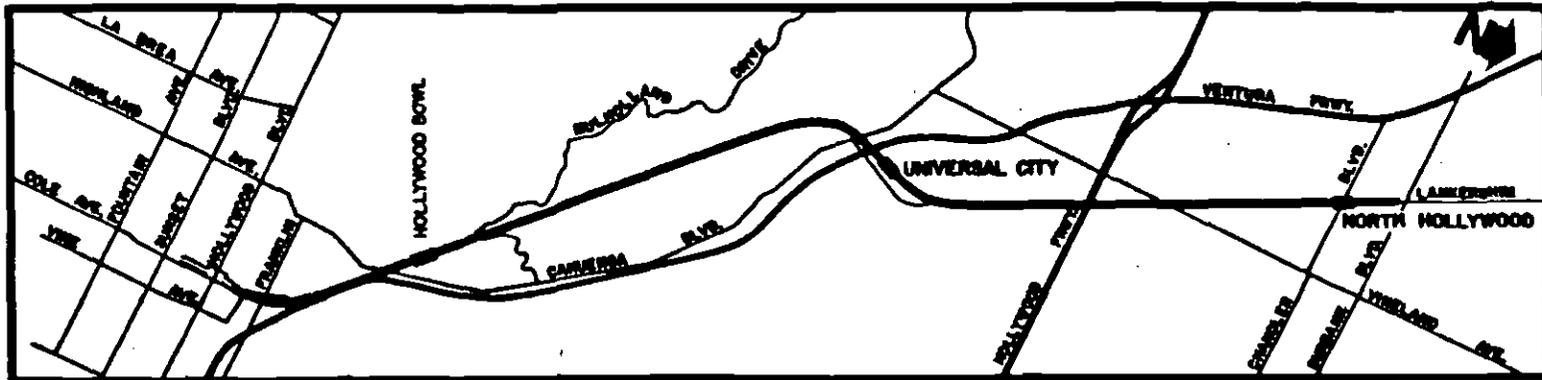
METRO RAIL PROJECT

-PHASE A3-

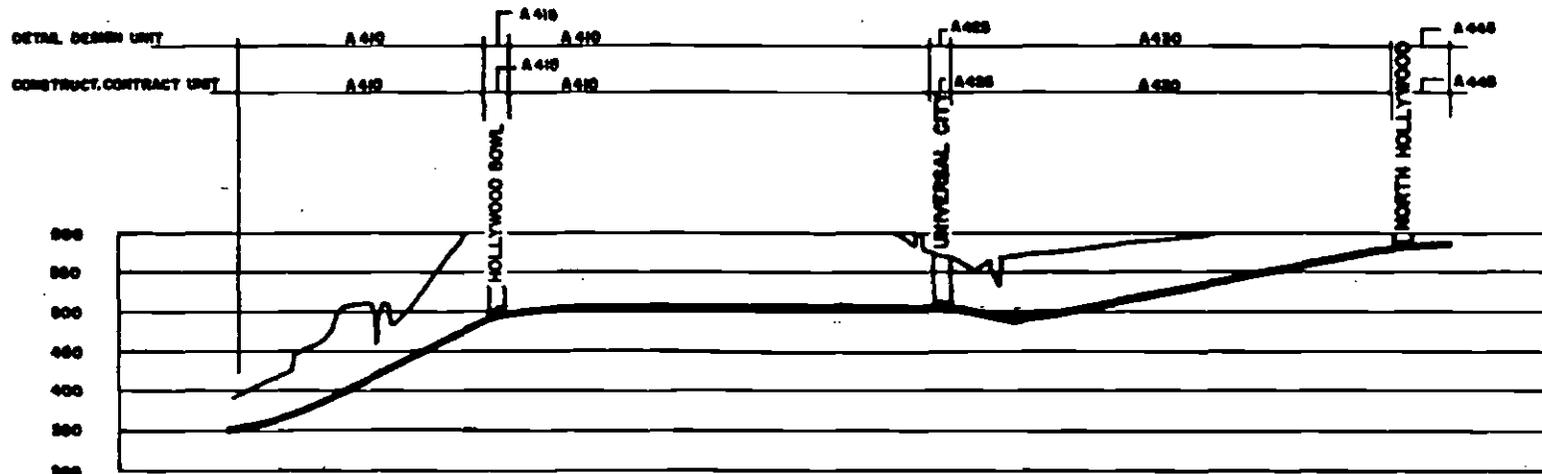
FROM FAIRFAX/BEVERLY STATION THROUGH HOLLYWOOD/CAHUENGA STATION

Detail Design Unit	Design Scope	Construction Contract Unit	Length in Feet or Area	Contract Type	Contract Scope	Location/ Stationing (From-To)
A310	Line design including Stage I of Fairfax/Santa Monica and La Brea/Sunset stations including design for the following:	A310	17,606 ft	Line & 2 stations Stage I	That portion of the Line beginning just north of Fairfax/Beverly Station and continuing north beneath Fairfax. Line begins to curve east midblock between Fairfax and Sunset to join Sunset at Genesee Ave. Line continues east under Sunset, curves north at Hudson Ave. crossing under Wilcox Ave. and continuing up to the Hollywood/Cahuenga Station, just west and parallel to Cahuenga Blvd. This contract includes Stage I construction of Fairfax/Santa Monica, Station, La Brea/Sunset Station and a Traction Power Substation at both stations.	573+24 749+30

Detail Design Unit	Design Scope	Construction Contract Unit	Length in Feet or Area	Contract Type	Contract Scope	Location/ Stationing (From-To)
	Fairfax/Santa Monica Station -- Stage II design	A327	558 ft	Station Stage II	Fairfax/Santa Monica Station Stage II and Traction Power Substation, construction including all architectural, electrical, and mechanical work.	623+91 629+49
	La Brea/Sunset Station -- Stage II design	A347	558 ft	Station Stage II	La Brea/Sunset Station Stage II and Traction Power Substation construction, all architectural, electrical, and mechanical work.	694+90 700+48
A350	Hollywood/Cahuenga Station design complete including double-ended center pocket track	A350	1,660 ft	Station complete & Pocket Track	This contract includes complete construction of the Hollywood/Cahuenga Station, Traction Power Substation and Bus Kiss/Ride facility, including all architectural, electrical and mechanical work. Construction will provide for portions of a double-ended center pocket track just north of Hollywood/Cahuenga Station.	749+30 765+90



PLAN VIEW



PROFILE

PHASE A 4

HOLLYWOOD / CAHUENGA - NORTH HOLLYWOOD

AUGUST 1983

FIXED FACILITIES
DESIGN & CONSTRUCTION PACKAGES

METRO RAIL PROJECT

-PHASE A4-

FROM HOLLYWOOD/CAHUENGA STATION THROUGH NORTH HOLLYWOOD STATION & TAIL TRACK

Detail Design Unit	Design Scope	Construction Contract Unit	Length in Feet or Area	Contract Type	Contract Scope	Location/ Stationing (From-To)
A410	Line design including two midline ventilation structures	A410	15,828 ft	Line	That portion of the Line starting just north of the double-ended center pocket track and proceeds on a curve to the northwest beneath the Hollywood Freeway. Line continues to the south end of the Hollywood Bowl Station. The line resumes on the north end of the Hollywood Bowl Station and continues through the mountain to the Universal City Station just north of the Hollywood Freeway and west of Lankershim. Construction will provide for two ventilation structures, and one Traction Power Substation.	765+90 798+85 804+13 904+11 (Equation) 904+18 929+83

Detail Design Unit	Design Scope	Construction Contract Unit	Length in Feet or Area	Contract Type	Contract Scope	Location/ Stationing (From-To)
A415	Hollywood Bowl Station -- complete station design	A415	558 ft	Station complete	Hollywood Bowl Station, Line Section and Traction Power Substation construction, including all architectural, electrical, and mechanical work.	798+85 804+43
A425	Universal City Station -- complete station design	A425	558 ft	Station complete	Universal City Station, off-street bus Kiss/Ride facility, bridge over freeway, remote roadways & parking construction complete, including all architectural electrical and mechanical work.	929+83 935+41
A430	Line design and the crossover structure. (design also includes mid-line ventilation structure)	A430	11,247 ft	Line	That part of the Line beginning at the north side of the Universal City Station, curving west and linking with Lankershim at the Los Angeles River. Line proceeds northerly under Lankershim up to the North Hollywood Station. Construction will provide for a double crossover track	935+41 1047+86

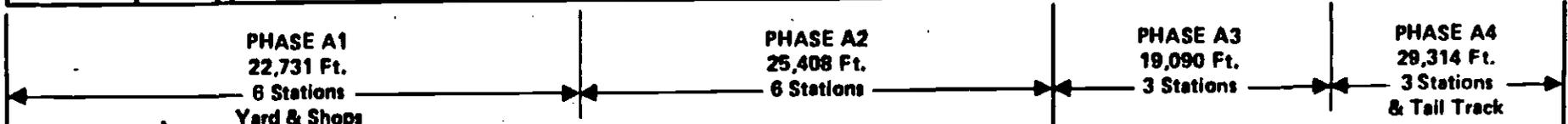
Detail Design Unit	Design Scope	Construction Contract Unit	Length in Feet or Area	Contract Type	Contract Scope	Location/ Stationing (From-To)
--------------------	--------------	----------------------------	------------------------	---------------	----------------	--------------------------------

just south of North Hollywood Station, a midline ventilation structure, and a train control/communications room.

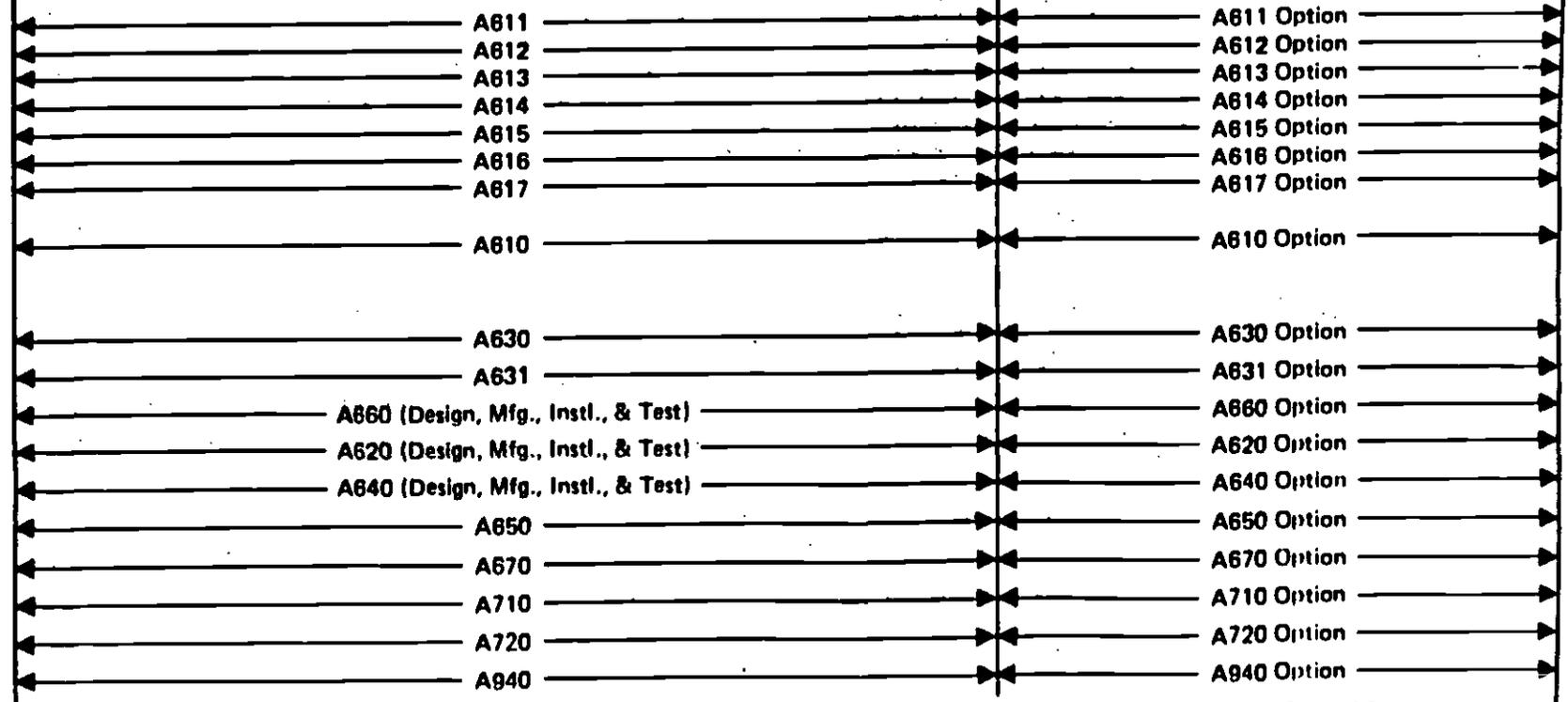
A445	North Hollywood Station -- complete station and tail track design; includes major portion of double crossover structure	A445	967 ft	Station complete & Tail Track	This contract includes complete construction of the North Hollywood Station, tail track, and a Traction Power Substation, off-street Bus Kiss/Ride and roadway relocation construction including all architectural all architectural, electrical, mechanical work and surface parking facilities.	1047+88 1057+55
------	---	------	--------	-------------------------------	---	--------------------

METRO RAIL PROJECT SYSTEMWIDE PLANNING SCHEMATIC

YARD & SHOPS UNION STATION CIVIC CENTER 5TH/MILL 7TH/FLOWER WILSHIRE/ALVARADO WILSHIRE/VERMONT WILSHIRE/NORMANDIE WILSHIRE/WESTERN WILSHIRE/CRENSHAW WILSHIRE/LA BREA WILSHIRE/FAIRFAX FAIRFAX/BEVERLY FAIRFAX/SANTA MONICA LA BREA/SUNSET HOLLYWOOD/CAHUENGA HOLLYWOOD BOWL UNIVERSAL CITY NORTH HOLLYWOOD



- TRACK WORK PROCUREMENT**
- Running Rail
- Contact Rail
- Ties
- Special Track Work
- Cover Boards
- Track Fasteners
- Rail Welding
- TRACK WORK INSTALLATION**
- TRACTION POWER**
- Procurement Switchgear, Rectifiers and Breakers
- Installation and Test
- FARE COLLECTION**
- TRAIN CONTROL**
- COMMUNICATIONS**
- VEHICLES**
- AUXILIARY VEHICLES**
- ESCALATORS**
- ELEVATORS**
- FANS**



SYSTEMWIDE

METRO RAIL PROJECT

TENTATIVE ASSIGNMENT OF SYSTEMWIDE ELEMENTS IN FACILITIES CONTRACT SCOPES OF WORK

GENERAL: In addition to the separate systemwide contracts provided for in the succeeding pages, the following division of systemwide elements is typical of all Facilities Contracts in the Metro Rail Project:

- NOTE 1: Facilities Contract for a Complete Station or a Station Stage II (Finish Contract) includes:
- o Fans Installation (District Furnished Item)
 - o Lights -- Furnish and Install
 - o Signage and Graphics -- Furnish and install within station areas only
 - o Locks, etc., -- Furnish and install within station areas only
 - o All feeder cables from instruments/equipment to interface cabinets/strips in Train Control and Communications Room(s)
 - o HVAC and Auxiliary Electrical System

- NOTE 2: Facilities Contract Line Includes:
- o Lights -- Furnish and install
 - o Fans -- Installation (District Furnished Item)
 - o Wayside Signage -- Furnish & Install

METRO RAIL PROJECT

-SYSTEMWIDE-

DESIGN, INSTALLATION, PROCUREMENT, FURNISH AND INSTALL, AND SERVICE

Detail Design Unit	Design Scope	Construction Contract Unit	Contract Type	Contract Scope	Location/ Stationing (From-To)
A610	Trackwork design including Bid Documents for Phases A1 & A2. Procurement of:	A610	Install	Trackwork -- Includes installation and testing of District furnished running and contact rail, protective cover for contact rail, special trackwork, and ties and fasteners. Furnish and install all other materials including special ties and insulators. Contract includes Yard, and Yard Leads. Contract will specify option for trackwork, Phases A3 & A4	Phases A1 and A2 Including Yard Option: an Phases A3 and A4
A611	Running Rail	A611	Procure	Running Rail	Phases A1 and A2 Option: Phases A3 and A4
A612	Contact Rail- Establish Design Criteria, Specifications, and Test Parameters; prepare Bid Documents for	A612	Procure	Manufacture, test, and deliver Contact Rail, Support Insulators, and Associated Hardware, including Side Approach Sections, End Approach Assemblies, Expansion Joint Assem-	Phases A1 and A2

Detail Design Unit	Design Scope	Construction Contract Unit	Contract Type	Contract Scope	Location/ Stationing (From-To)
	procurement of Contact Rail and Appurtenances for Phases A1 and A2 and for optional procurement for Phases A3 and A4			blies, and Splice Joint Assemblies. The work includes furnishing installation support services. The work does not include: handling and storage after delivery, and installation covered under contract A610 and procurement of the protective cover board (which will be covered under Contract A615.	Option: Phases A3 and A4
A613	Ties	A613	Procure	Ties	Phases A1 and A2 Option: Phases A3 and A4
A614	Special Trackwork	A614	Procure	Special Trackwork	Phases A1 and A2 Option: Phases A1 and A2 A3 and A4
A615	Protective Coverboard- Establish Design Criteria, Specifications, and Test Parameters; prepare Bid Documents for	A615	Procure	Manufacture, test, and deliver Contact Rail Protective Coverboard, Support Brackets and associated hardware, including Fastener Assemblies and Expansion Joint Hardware. The work	Phases A1 and A2

Detail Design Unit	Design Scope	Construction Contract Unit	Contract Type	Contract Scope	Location/ Stationing (From-To)
	procurement of Contact Rail Protective Coverboard and Appurtenances for Phases A1 and A2 and for optional procurement of same for Phases A3 and A4.			does not include: handling and storage after delivery, and installation covered under contract A610, and procurement of contact rail system covered under A612.	Option Phases A3 and A4
A616	Track Fasteners	A616	Procure	Track Fasteners	Phases A1 and A2 Option Phases A1 and A2 Option Phases A1 and A2
A617	Rail Welding (Service)	A617	Service	Rail Welding	Phases A1 and A2 Option Phases A3 and A4
A620	Automatic Train Control- Establish Design Criteria, Specifications, and Test Parameters; prepare	A620	Design, furnish, and install	Design, furnish, and install an Automatic Train Control System. The work includes start-up of the system, which includes test-	Phases A1 and A2 and

Detail Design Unit	Design Scope	Construction Contract Unit	Contract Type	Contract Scope	Location/ Stationing (From-To)
	Traction Power System and furnishing and installing associated substation material and equipment			furnished under this Contract and Contract A631 and the handling and storage of all the materials. The associated miscellaneous materials and equipment to be furnished include: medium voltage ac switchgear assemblies, 2500 kw ac-to-dc conversion assemblies, a 1,000 kw ac-to-dc conversion assembly, metal enclosed dc switchgear assemblies, 1,500 kva auxiliary power transformers and 480 v ac switchgear. The work does not include procurement of the traction power equipment covered in Contract A631, connection of traction power cables to contact rail sections (which will be done under Contract A610, electrical substation building structures, embedded raceways, and lighting and mechanical systems within the buildings.	Option: Phases A3 and A4
A631	Traction Power-Complete Design, Specifications and Drawings, develop Test Parameters, prepare Bid Documents for procurement of Traction Power	A631	Procure	Manufacture, test, deliver, and supervise installation of Traction Power Substation equipment and Auxiliary Power Electrical Substation equipment. The Traction Power Substation equipment includes: medium voltage ac switchgear assemblies,	Phases A1 and A2 including Yard and Shop

Detail Design Unit	Design Scope	Construction Contract Unit	Contract Type	Contract Scope	Location/ Stationing (From-To)
	Substation equipment and Auxiliary Power Electrical Substation equipment			ac-to-dc conversion assemblies rated 750 v dc output, 2.5 MW for mainline traction power substations and 1.0 MW for the yard and shop traction power substation, metal clad dc switchgear assemblies, 1500 kva auxiliary power transformers, and 480 v switchgear. The Contract does not include: installation of the procured equipment (covered under Contract A630, structures in which the equipment is to be installed and central supervisory control equipment.	Option: Phases A3 and A4
A640	Communications- Establish Design Criteria, Specifications and Test Parameters, prepare Bid Documents for a design, furnish, and install contract for a Systemwide Communications System for Phases A1 and A2 including the Yard and Shops, Central Control and Vehicles. Prepare optional documents for Phases A3 and A4	A640	Design, furnish, and install	Design, furnish, and install the Systemwide Communications System and Subsystems for passenger stations, trackway, Wayside Equipment and Facilities, Yard and shops and Central Control. The design includes designing interfaces with Train Control, Traction Power, Vehicles, Ventilation, Central Control, Yard, Shop, Fire and Intrusion Alarms, and Miscellaneous Electro-mechanical Facilities. Installation includes testing, training, making operational and installing all communication cables. The major communications subsystems	Phases A1 and A2 including the Yard and Shop

Detail Design Unit	Design Scope	Construction Contract Unit	Contract Type	Contract Scope	Location/ Stationing (From-To)
				include: radio, telephone, public address, CCTV, cable transmission, communications power, supervisory control, data acquisition, central data processing, display, alarms, print-out and recording.	Option: Phases A3 and A4
A650	Passenger Vehicles - Establish Design Criteria, Specifications, and Test Parameters; prepare Bid Documents for a Passenger Vehicle Contract for Phases A1 & A2. Provide option specifications for Phases A3 & A4 Transit Vehicle requirements	A650	Procure	Contract will require the supplier to furnish 130 vehicles (65 married pairs) along with spare parts, maintenance manuals, special tools, and vehicle testing services. An option for the District to purchase additional vehicles will be a part of the Contract. The Contract will require the District to furnish the on-board Automatic Train Control (ATC) equipment, including antennas to the vehicle supplier, to be installed on the vehicle.	Phases A1 and A2 Option: Phases A3 and A4
A660	Fare Collection- Establish Design Criteria, Specifications, and Test Parameters; Prepare Bid Documents for a	A660	Furnish and Install	Design, furnish, install test, and place into operation the Fare Collection Gates, Ticket Vending Machines, Bill Changers, Add Fare Machines, and Station Control Panels	Phases A1 and A2

Detail Design Unit	Construction Contract Unit	Contract Type	Contract Scope	Location/ Stationing (From-To)
	Fare Collection Equipment Contract for Phases A1 and A2. Provide option specifications for Phases A3 and A4 Fare Collection Equipment requirements		at those stations included in Phases A1 and A2. Contract will contain an option for phases A3 and A4.	Option: Phases A3 and A4
A670	Auxiliary Vehicles- Complete, Design, Specifications, and Test Parameters for Auxiliary Vehicles			
	<u>Procurements:</u>			
	Diesel Locomotive	A671	Procure	Design, manufacture, deliver. Includes Spare Parts, Maintenance Manuals, Special Tools, and Vehicle Testing services.
	Flat Car	A672	Procure	Design, manufacture, deliver. Includes Spare Parts, Maintenance Manuals, Special Tools, and Vehicle Testing services.
	Tunnel Wash/ Vacuum System	A673	Procure	Design, Manufacture, deliver. Includes Spare Parts, Maintenance Manuals, Special Tools, and Vehicle Testing services.

Detail Design Unit	Design Scope	Construction Contract Unit	Contract Type	Contract Scope	Location/ Stationing From-To
	Rail Grinder System	A674	Procure	Design, Manufacture, deliver. Includes Spare Parts, Maintenance Manuals, Special Tools, and Vehicle Testing services.	
	Hi-Rail Mobile Crane	A675	Procure	Design, Manufacture, deliver. Includes Spare Parts, Maintenance Manuals, Special Tools, and Vehicle Testing services.	
	Hi-Rail Car Mover	A676	Procure	Design, Manufacture, deliver. Includes Spare Parts, Maintenance Manuals, Special Tools, and Vehicle Testing services.	
	Re-Railing Equipment	A677	Procure	Design, Manufacture, deliver. Includes Spare Parts, Maintenance Manuals, Special Tools, and Vehicle Testing services.	
	Emergency Pumping Equipment	A678	Procure	Design, Manufacture, deliver. Includes Spare Parts, Maintenance Manuals, Special Tools, and Vehicle Testing services.	

Detail Design Unit	Design Scope	Construction Contract Unit	Contract Type	Contract Scope	Location/ Stationing From-To
A710	Establish Design Criteria, Specifications, and Test Parameters; prepare Bid Documents for an Escalator Contract for Phases A1 and A2. Provide option specifications for Phases A3 and A4 requirements	A710	Furnish and Install	Furnish, install, test, and place into operation the station escalators for stations in Phases A1 and A2. Contract will contain an option for similar work for Phases A3 and A4.	Phases A1 and A2 Option: Phases A3 and A4
A720	Establish Design Criteria, Specifications, and Test Parameters; prepare Bid Documents for an Elevator Contract for Phases A1 and A2. Provide option specifications for Phases A3 and A4 elevator requirements	A720	Furnish and Install	Furnish, install, test, and place into operation the Station Elevators for stations in Phases A1 and A2. Contract will contain an option for similar work for Phases A3 and A4.	Phases A1 and A2 Option: Phases A3 and A4
A730	Shop Equipment Design including preparation of Bid Documents for procurement of Shop Equipment	A730	Furnish and Install	Multiple contracts for Shop Equipment (to be defined later).	

Detail Design Unit	Design Scope	Construction Contract Unit	Contract Type	Contract Scope	Location/ Stationing From-To
A740	Establish Design Criteria, Specifications, and Test Parameters; prepare Bid Documents for an Equipment Installation Contract, including Bid Documents for Procurement of:				
	Mid-Tunnel Ventilation and Emergency Fans and Under-Platform Fans, Dampers and Controls	A740		Procure Procure Mid-Tunnel Ventilation and Emergency Fans and Under-Platform Fans, Dampers, and Controls. Contract will contain an option for similar work for Phases A3 and A4.	Phases A1 and A2 Option: Phases A3 and A4

Notices of Intent

PROOF OF PUBLICATION

(2015.5 C.C.P.)

This space is for the County Clerk's Filing Stamp

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

.....
News-Pilot

.....
a newspaper of general circulation

and published daily

.....
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 9-26, 1984.

Case Number 287483; 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:

.....
August 23,

.....
all in the year 1984.

I certify (or declare) under penalty of
perjury that the foregoing is true and
correct.

Dated at San Pedro

California, this 23 day of Aug. 1984

William F. Sabanc
Signature

Free copies of this blank form may be secured from:

NEWS-PILOT

362 W. SEVENTH STREET SAN PEDRO, CALIFORNIA

TELEPHONE 832-0221

Please request GENERAL Proof of Publication
when ordering this form.

Proof of Publication of

NEWS-PILOT 0 8883
**NOTICE OF INTENT TO HOLD A
PUBLIC HEARING ON A GRANT
APPLICATION AMENDMENT FOR
THE SEGMENT OF THE METRO RAIL
PROJECT FROM THE YARDS AND
SHOPS NEAR UNION STATION TO
ALVARADO STATION.**

NOTICE: Notice is hereby given that the Board of Directors of the Southern California Rapid Transit District (SCRTD) intends to hold a public hearing on August 28, 1984 at 2:00 p.m., or as soon as practical thereafter, in the Board Room, 425 South Main Street, Los Angeles, California. The purpose of this public hearing will be to receive comments from concerned individuals, organizations and community groups on the SCRTD's proposed Grant Application Amendment for funding of the Minimum Operable Segment (MOS-1) for the Metro Rail Project. The project will be financed from funds available under Section 3 of the Urban Mass Transportation Act of 1964, as amended, and from state and local sources.

THE PROJECT: The Metro Rail Project is an 18.6-mile rail rapid transit system, proposed to be entirely in subway. The Metro Rail Project would be part of a region-wide rapid transit system as endorsed by Los Angeles County voters on November 4, 1980. The Metro Rail Project traverses the Los Angeles Regional Core, the densest area of the Southern California metropolitan region. The project would provide much needed transit capacity and substantially reduce travel times through and within the Regional Core.

The portion of the Metro Rail Project under discussion for immediate construction consists of approximately 4 miles of tunnel and five stations including the yards and shops. This segment is called "MOS-1".

STATUS OF THE PROJECT: All of the required environmental work has been completed for the full 18.6-mile Metro Rail Project. Legal and budgetary constraints, however, limit the ability of the Federal Urban Mass Transportation Administration (UMTA) to commit federal funds beyond the current authorization period of the U.S. Surface Transportation Assistance Act. For a project such as Metro Rail, which will take a number of years to construct, UMTA is now considering approving only a portion of the system fundable within the period of the current authorization.

WHAT IS GOING ON NOW: The Metro Rail Final EIS evaluated an 18.6-mile line and an 8.8-mile "Minimum Operable Segment." The FEIS did not explicitly consider the 4 miles UMTA can fund with current authorizations and appropriations apart from the rest of the 18.6-mile. UMTA has asked SCRTD to submit an amended Grant Application for this MOS-1 segment. To comply with this request, the SCRTD has prepared an amended Grant Application. Comments on this amended application for construction funding for "MOS-1" are being solicited.

HOW TO REVIEW APPLICATION: Persons may inspect on a reasonable basis the text of the Amended Application in the Office of the District Secretary, Second Floor, 425 South Main Street, Los Angeles, California, 90011. It will be available on August 21, 1984.

IF YOU WISH TO SPEAK: If you wish to speak at the public hearing or if you would like more information about the Metro Rail Project, contact: Len Collier, Manager, Community Relations, SCRTD, 425 South Main Street, Los Angeles, Ca. Telephone (213) 673-8484.

All persons and official bodies and other organizations interested in appearing at the Hearing will be heard at such time.

**SOUTHERN CALIFORNIA
RAPID TRANSIT DISTRICT**

By: [Signature]
Date: August 20, 1984
File: AUG 22 1984

California Newspaper Service Bureau, Inc.

Established 1934

120 WEST SECOND STREET
P.O. BOX 31
LOS ANGELES, CALIFORNIA 90013
PHONE (213) 625-2547

PUBLIC NOTICE ADVERTISING

LOS ANGELES—SACRAMENTO
SAN DIEGO
SAN FRANCISCO—SANTA ANA

DECLARATION

THE ATTACHED ADVERTISEMENT APPEARED
IN THE DAILY SUN, A
NEWSPAPER OF GENERAL CIRCULATION, PU-
BLISHED DAILY, IN THE CITY OF
LOS ANGELES, COUNTY OF LOS ANGELES
THE NOTICE, OF WHICH THE ANNEXED IS A
PRINTED COPY (SET IN TYPE NOT SMALLER
THAN NON-PAREIL) HAS BEEN PUBLISHED IN
EACH REGULAR & ENTIRE ISSUE OF SAID NEWS-
PAPER AND NOT IN ANY SUPPLEMENT THEREOF ON
THE FOLLOWING DATES TO WIT:

8/23

I AM A RESIDENT OF THE UNITED STATES
AND A RESIDENT OF LOS ANGELES COUNTY, I
AM OVER THE AGE OF EIGHTEEN YEARS, AND NOT
A PARTY TO OR INTERESTED IN THE ADVERTISING
OF THE MATTER OF THE NOTICE.
I CERTIFY (OR DECLARE) UNDER PENALTY OF
PERJURY THAT THE FOREGOING IS TRUE AND CORRECT
DATED AT LOS ANGELES, CALIFORNIA, THIS

27TH DAY OF AUGUST, 1981

SIGNATURE

Sandra Romo

"The only Legal Advertising which is justifiable from the standpoint of true economy
and the public interest, is that which reaches those who are affected by it."

Notice of intent to hold a public hearing on a grant application amendment for the segment of the Metro Rail Project from the yards and shops near Union Station to Alvarado Station.

NOTICE Notice is hereby given that the Board of Directors of the Southern California Rapid Transit District (SCRTD) intends to hold a public hearing on August 30, 1984 at 3:00 p.m. or as soon as practical thereafter in the Board Room, 425 South Main Street, Los Angeles, California. The purpose of this public hearing will be to receive comments from concerned individuals, organizations and community groups on the SCRTD's proposed Grant Application Amendment for funding of the Minimum Operable Segment (MOS-1) for the Metro Rail Project. The project will be financed from funds available under Section 3 of the Urban Mass Transportation Act of 1964, as amended, and from state and local sources. THE PROJECT The Metro Rail Project is an 18.6-mile rapid transit system proposed to be entirely in subway. The Metro Rail Project would be part of a region-wide rapid transit system as endorsed by Los Angeles County voters on November 4, 1980. The Metro Rail Project traverses the Los Angeles Regional Core, the densest area of the Southern California metropolitan region. The project would provide much needed transit capacity and substantially reduce travel times through and within the Regional Core.

The portion of the Metro Rail Project under discussion for immediate construction consists of approximately 4 miles of tunnel and five stations including the yard and shops. This segment is called "MOS-1". STATUS OF THE PROJECT All of the required environmental work has been completed for the full 18.6-mile Metro Rail Project. Legal and budgetary constraints, however, limit the ability of the federal Urban Mass Transportation Administration (UMTA) to commit federal funds beyond the current authorization period of the U.S. Surface Transportation Assistance Act. For a project such as Metro Rail, which will take a number of years to construct, UMTA is now considering approving only a portion of the system fundable within the period of the current authorization.

WHAT IS GOING ON NOW The Metro Rail Final EIS evaluated an 18.6-mile line and an 8.8-mile "Minimum Operable Segment". The FEIS did not explicitly consider the 4 miles UMTA can fund with current authorizations and appropriations apart from the rest of the 18.6 miles. UMTA has asked SCRTD to submit an amended Grant Application for this MOS-1 segment. To comply with this request, the SCRTD has prepared an amended Grant Application. Comments on this amended application for construction funding for "MOS-1" are being solicited. HOW TO REVIEW APPLICATION Persons may inspect on a reasonable basis the text of the Amended Application in the Office of the District Secretary, Second Floor, 425 South Main Street, Los Angeles, California, 90013. It will be available on August 15, 1984.

IF YOU WISH TO SPEAK If you wish to speak at the public hearing or if you would like more information about the Metro Rail Project, contact:

Lou Collier
Manager, Community Relations
SCRTD
425 South Main Street
Los Angeles, CA
Telephone (213) 972-6456

All persons and official bodies and other organizations interested in appearing at the hearing will be heard at such time.

SOUTHERN CALIFORNIA
RAPID TRANSIT DISTRICT
By: Nick Patsouras, President
DATE: August 10, 1984

PROOF OF PUBLICATION

(2015.5 C.C.P.)

This space is for the County Clerk's Filing Stamp

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

LA TIMES

a newspaper of general circulation, printed and published

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 AUG 23, 1984

Case Number 430 764; 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:

AUG 23, 1984
all in the year 1984.

I certify (or declare) under penalty of perjury that the foregoing is true and correct.

Dated at LOS ANGELES

California, this 23rd day of Aug., 1984

[Signature]
Signature

Proof of Publication of

G 55022

G 55822

NOTICE OF INTENT TO HOLD A PUBLIC HEARING ON A GRANT APPLICATION AMENDMENT FOR THE SEGMENT OF THE METRO RAIL PROJECT FROM THE YARDS AND SHOPS NEAR UNION STATION TO ALVARADO STATION.

NOTICE: Notice is hereby given that the Board of Directors of the Southern California Rapid Transit District (SCRTD) intends to hold a public hearing on August 30, 1984 at 8:00 p.m. or as soon as practical thereafter, in the Board Room, 425 South Main Street, Los Angeles, California. The purpose of this public hearing will be to receive comments from concerned individuals, organizations and community groups on the SCRTD's proposed Grant Application Amendment for funding of the Minimum Operable Segment (MOS-1) for the Metro Rail Project. The project will be financed from funds available under Section 8 of the Urban Mass Transportation Act of 1964, as amended, and from state and local sources.

THE PROJECT: The Metro Rail Project is an 18.6-mile rail rapid transit system, proposed to be entirely in subway. The Metro Rail Project would be part of a region-wide rapid transit system as endorsed by Los Angeles County voters on November 4, 1980. The Metro Rail Project traverses the Los Angeles Regional Core, the densest area of the Southern California metropolitan region. The project would provide much needed transit capacity and substantially reduce travel times through and within the Regional Core.

The portion of the Metro Rail Project under discussion for immediate construction consists of approximately 4 miles of tunnel and five stations including the yard and shops. This segment is called "MOS-1."

STATUS OF THE PROJECT: All of the required environmental work has been completed for the full 18.6-mile Metro Rail Project. Legal and budgetary constraints, however, limit the ability of the federal Urban Mass Transportation Administration (UMTA) to commit federal funds beyond the current authorization period of the U.S. Surface Transportation Assistance Act. For a project such as Metro Rail, which will take a number of years to construct, UMTA is now considering approving only a portion of the system fundable within the period of the current authorization.

WHAT IS GOING ON NOW: The Metro Rail Final EIS evaluated an 18.6-mile line and an 8.8-mile "Minimum Operable Segment." The FEIS did not explicitly consider the 4 miles UMTA can fund with current authorizations and appropriations apart from the rest of the 18.6-miles. UMTA has asked SCRTD to submit an amended Grant Application for this MOS-1 segment. To comply with this request, the SCRTD has prepared an amended Grant Application. Comments on this amended application for construction funding for "MOS-1" are being solicited.

HOW TO REVIEW APPLICATION: Persons may inspect on a reasonable basis the text of the Amended Application in the Office of the District Secretary, Second Floor, 425 South Main Street, Los Angeles, California, 90013. It will be available on August 15, 1984.

IF YOU WISH TO SPEAK: If you wish to speak at the public hearing or if you would like more information about the Metro Rail Project, contact:

Lou Collier
Manager, Community Relations
SCRTD
425 South Main Street
Los Angeles, CA
Telephone (213) 972-6456

All persons and official bodies and other organizations interested in appearing at the hearing will be heard at such time.

Date: August 10, 1984
SOUTHERN CALIFORNIA
RAPID TRANSIT
DISTRICT
By: Nick Patasouras
President
Pub. Aug. 23, 1984
L.A. Sentinel

Free copies of this blank form may be secured from:

CALIFORNIA NEWSPAPER SERVICE BUREAU, INC.

Legal Advertising Clearing House

P.O. Box 31

Los Angeles, CA 90053

Telephone 625-2541

Please request GENERAL Proof of Publication when ordering this form.

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

LA OPINION

a newspaper of general circulation, printed DAILY and published LOS ANGELES

in the City of 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 June 23, 19 69

Case Number 950 176; 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: Aug. 17

all in the year 19..84.
I certify (or declare) under penalty of perjury that the foregoing is true and correct.

Dated at Los Angeles, California, this 17th day of Aug., 19..84

Billie Garner
Signature Billie Garner

Free copies of this blank form may be secured from:

CALIFORNIA NEWSPAPER SERVICE BUREAU, INC.

Legal Advertising Clearing House
P.O. Box 31

Los Angeles, CA 90053 Telephone 625-2541

Please request GENERAL Proof of Publication when ordering this form.

This space is for the County Clerk's Filing Stamp

Proof of Publication of

Paste Clipping
of Notice

G-8328

AVISO DE AUDIENCIA PUBLICA SOBRE EL ASESORAMIENTO AMBIENTAL Y LA INTENCION DE ADOPTAR UNA DECLARACION NEGATIVA EN EL PROYECTO METRO RAIL PATIOS Y TIENDAS CERCA DE LA ESTACION UNION A LA ESTACION ALVARADO.

Por esta medio se notifica que la Junta de directores del Distrito de Transporte Rapido del Sur de California (SCRTD), tiene la intención de llevar a cabo una audiencia pública el 20 de agosto de 1984 a las 1:00 p.m., e cuando sea cuanto antes posible, en el Salón de la Junta, 425 South Main Street, Los Angeles, California. El propósito de esta audiencia pública será para recibir comentarios públicos sobre el Asesoramiento ambiental (EA) en un segmento de cuatro millas en el Proyecto Metro Rail, desde el patio y las tiendas cerca de la estación Unión a la estación Alvarado.

Se ha preparado una declaración negativa a la acción propuesta, la cual será considerada para su adopción por la Junta de directores del SCRTD el 18 de septiembre de 1984 a las 1:00 p.m., e cuando sea cuanto antes posible en el Salón de la Junta del Distrito.

EL PROYECTO: El segmento inicial de la línea Metro Rail desde la estación Unión a Alvarado, bajo discusión para la construcción inmediata, como un sistema de funcionamiento independiente, consiste en aproximadamente 4 millas de líneas y cinco estaciones incluyendo el patio y las Tiendas. Este segmento se llama MOS-1.

En 1983 una Declaración final de impacto ambiental cubrió los impactos sobre una línea de rieles de 18.8 millas llamada la Alternativa local preferida, y una línea de 2.8 millas llamada el Segmento Mínimo Factible (MOS). Debido a restricciones del presupuesto federal, ninguna de estas alternativas podían ser financiadas de inmediato. SCRTD ha definido este proyecto de cuatro millas como un segmento inicial que podría ser financiado dentro de los límites existentes de autorización federal. SE ha emprendido este EA a fin de asegurar que el proyecto de cuatro millas sería un segmento independientemente operable.

COMO OBTENER COPIAS: Se entregarán copias del EA a bibliotecas públicas y universitarias, así como también de la declaración negativa propuesta. Este material estará disponible para ser consultado en la oficina del Secretario del SCRTD en el segundo piso, 425 South Main Street, Los Angeles, 90013 a partir del 18 de Agosto de 1984. Usted igualmente puede escribir o llamar por teléfono a SCRTD en el (213) 973-0454 por un ejemplar. Se han enviado copias directamente a muchas organizaciones cívicas y comunitarias y a agencias gubernamentales.

LUGAR A DONDE SE PUEDEN ENVIAR COMENTARIOS ESCRITOS: SCRTD está reuniendo comentarios escritos sobre EA, los cuales serán transmitidos a UMTA para su examen. El Distrito igualmente está reuniendo comentarios escritos sobre la declaración negativa propuesta. Los comentarios deben ser enviados a:

Nadeem Tabir
Manager, Environmental Engineering
SCRTD
425 South Main Street
Los Angeles, Ca. 90013

LISTA A LA AUDIENCIA PUBLICA: La audiencia pública sobre el asesoramiento ambiental para MOS-1 se llevará a cabo el 20 de agosto de 1984 a las 1:00 p.m. en el Salón de la Junta del Distrito en el segundo piso, 425 South Main Street, Los Angeles, CA. 90013.

SI USTED DESEA TOMAR LA PALABRA: Si usted desea tomar la palabra en la audiencia pública o si desea mayor información respecto al Proyecto Metro Rail, póngase en contacto:

Les Collier
Manager, Community Relations
SCRTD
425 South Main Street
Los Angeles, Ca 90013
(213) 973-0454

Todas las personas y organizaciones interesadas en figurar en la audiencia tendrán oportunidad de registrarse en ese momento.

FECHA LIMITE PARA LOS COMENTARIOS: Todos los comentarios sobre el asesoramiento ambiental sobre la declaración negativa propuesta deben recibirse no más tarde que el 18 de septiembre de 1984 a fin de ser tomados en consideración.

DISTRITO DE TRANSPORTE RAPIDO
DEL SUR DE CALIFORNIA

Por: Nick Patinoeras, Presidente

Fecha: 20 de Agosto de 1984
Lugar: Aug. 17, 1984, Los Angeles

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

LA OPINION

a newspaper of general circulation, printed DAILY and published

LOS ANGELES

in the City of 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 June 23, 19 69

Case Number 950 176; 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: Aug. 17

all in the year 19..84. I certify (or declare) under penalty of perjury that the foregoing is true and correct.

Dated at Los Angeles California, this 17th day of Aug. 19..84

Billie Garner
Signature Billie Garner

Free copies of this blank form may be secured from:
CALIFORNIA NEWSPAPER SERVICE BUREAU, INC.
Legal Advertising Clearing House
P.O. Box 31
Los Angeles, CA 90053 Telephone 625-2541
Please request GENERAL Proof of Publication when ordering this form.

This space is for the County Clerk's Filing Stamp

Proof of Publication of

Paste Clipping of Notice SECURELY In This Space

G-3562

AVISO DE INTENCION DE REALIZAR UNA AUDIENCIA PUBLICA SOBRE UNA ENMIENDA DE SOLICITUD DE CONCESION DE CAPITAL PARA EL SEGMENTO DEL PROYECTO METRO RAIL DESDE LOS PATIOS Y TIENDAS CERCA DE LA ESTACION UNION A LA ESTACION ALVARADO.

AVISO: Por esta medio se notifica que la Junta de directores del Distrito de transporte rápido del sur de California (SCRTD) tiene la intención de llevar a cabo una audiencia pública el 29 de agosto de 1984 a las 2:00 p.m., o con posterioridad, lo más pronto posible, en el salón de juntas, 425 South Main Street, Los Angeles, California. El propósito de esta audiencia pública será de recibir comentarios de las personas interesadas, organizaciones y grupos comunitarios sobre la propuesta enmienda de solicitud de concesión de capital de SCRTD para los gastos del segmento mínimo factible (MOS-1) para el proyecto Metro Rail. El proyecto será financiado de fondos disponibles bajo la sección 1 del Acta de transporte público urbano de 1984, enmendada, y de recursos estatales y locales.

EL PROYECTO: El Proyecto Metro Rail es un sistema de rieles de transporte rápido de 18.6 millas, proyectado para ser enteramente subterráneo. El Proyecto Metro Rail sería parte de un sistema de transporte rápido de toda la región como fue autorizado por los electores del condado de Los Angeles el 4 de noviembre de 1980. El proyecto Metro Rail atraviesa el centro regional de Los Angeles, la área de mayor densidad de población en la región metropolitana del sur de California. El proyecto administraría capacidad de tránsito muy necesitada y reduciría substancialmente el tiempo de viaje a través y dentro del centro regional.

La porción del Proyecto Metro Rail bajo discusión para la construcción inmediata consiste de aproximadamente 4 millas de túnel y cinco estaciones incluyendo el patio y las tiendas. Este segmento se llama "MOS-1".

ESTADO DEL PROYECTO: Se ha terminado con todo el trabajo ambiental requerido del Proyecto Metro Rail de 18.6 millas. Empero, restricciones legales y presupuestarias, limitan la capacidad de la Administración federal de transporte urbano público (UMTA) de asignar fondos federales después del período actual de autorización del Acta de asistencia para el transporte de superficie de los E.E.U.U. Para un proyecto tal como el Metro Rail, el cual demorará varios años para su construcción, UMTA considera aprobar únicamente una porción del sistema que se podrá financiar dentro del período de la autorización actual.

LO QUE ACTUALMENTE SUCEDE: El FEIS final del Metro Rail avala un "segmento mínimo factible" de una línea de 18.6 millas y de 8.5 millas. El FEIS no consideró explícitamente las 4 millas que UMTA puede subrogar con las actuales autorizaciones y apropiaciones aparte del resto de las 18.6 millas. UMTA ha solicitado a SCRTD que presente una solicitud enmendada de concesión de capital para esta segmento MOS-1. A fin de cumplir con esta solicitud, el SCRTD ha preparado una solicitud de concesión de capital enmendada. Se solicitan comentarios sobre la solicitud enmendada para el financiamiento de la construcción para "MOS-1".

COMO EXAMINAR LA SOLICITUD: El público podrá examinar de una manera razonable el texto de la solicitud enmendada en la oficina del secretario del distrito, segundo piso, 425 South Main Street, Los Angeles, California, 90011. Estará disponible a partir del 15 de agosto de 1984.

SI USTED DESEA TOMAR LA PALABRA: Si usted desea tomar la palabra en la audiencia pública o si desea mayor información sobre el Proyecto Metro Rail, póngase en contacto con:

Los Collier
Gerente, Relaciones comunitarias
SCRTD
425 South Main Street
Los Angeles, CA
Teléfono (213) 672-6488

Todas las personas y organizaciones interesadas en figurar en la audiencia tendrán oportunidad de expresarse en ese momento.

DISTRITO DE TRANSPORTE RAPIDO DEL SUR DE CALIFORNIA

Por: Nick Patsouras, Presidente

Fecha: 19 de agosto de 1984
Pub: Aug. 17, 1984, La Opinión.

PROOF OF PUBLICATION



Los Angeles Times

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 notice published. I am the CHIEF LEGAL ADVERTISING CLERK of the Publisher of the LOS ANGELES TIMES, a newspaper of general circulation, printed and published daily in the City of Los Angeles, County of Los Angeles, and the LOS ANGELES TIMES 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 May 21, 1952, Case Number 598, 599; 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:

AUGUST 30

all in the year 1984.

I certify (or declare) under penalty of perjury that the foregoing is true and correct.

Witness my hand at Los Angeles, California, this

30th day of AUGUST, 1984

John Carberry
Signature

NOTICE

SOUTHERN CALIFORNIA RAPID TRANSIT DISTRICT
DEPARTMENT OF EQUAL OPPORTUNITY
Disadvantaged and Women-Owned Business Goals, and Methodology

Pursuant to 49 CFR 23.45 (g), the Southern California Rapid Transit District hereby publishes and announces its goals and a description of how they were selected, as follows:

In accordance with 49 CFR Subpart D, the District has established separate overall goals for the participation of disadvantaged business enterprises and women business enterprises in the procurement program for FY 85. These goals are derived from an average of the sum of goals set for each of the four major categories into which all District procurement activity has been divided for summary purposes. The procurement categories and their corresponding goals are as follows:

	DBE %	WBE %
Architectural and Engineering	16.8	3.3
Construction	18.8	6.8
Professional Services	13.2	5.3
Materials and Supplies	7.3	5.5
Systems Procurement	10.0	3.0

The total overall goals for the District procurement program under 49 CFR Subpart D are as follows:

DBE % WBE %

16.0 5.0

These goals and a full explanation of how they were selected are available for public inspection during normal business hours (8:00 a.m. - 4:30 p.m.) for a period of 30 days at:

Office of the Secretary
Southern California Rapid Transit District
425 So. Main Street, 2nd Floor
Los Angeles, Ca. 90013

The District and the U.S. Department of Transportation will receive comments on these goals for informational purposes only for a period of 45 days from the date of this notice.

August 28, 1984

CALIFORNIA NEWSPAPER SERVICE BUREAU, INC.

Legal Advertising Newspaper Representatives

Main Offices: 120 West Second Street
P.O. Box 31
Los Angeles, Calif. 90053

Other offices in Sacramento, San Francisco,
San Diego and Santa Ana

120 WEST SECOND STREET
P.O. BOX 31
LOS ANGELES, CALIFORNIA 90053
PHONE (213) 625-2541

PUBLIC NOTICE ADVERTISING

LOS ANGELES—SACRAMENTO
SAN DIEGO
SAN FRANCISCO—SANTA ANA

DECLARATION

THE ATTACHED ADVERTISEMENT APPEARED
IN THE RAPID TRANSIT, A
NEWSPAPER OF GENERAL CIRCULATION, PU-
BLISHED DAILY, IN THE CITY OF
LOS ANGELES COUNTY OF LOS ANGELES
THE NOTICE, OF WHICH THE ANNEXED IS A
PRINTED COPY (SET IN TYPE NOT SMALLER
THAN NON-PAREIL) HAS BEEN PUBLISHED IN
EACH REGULAR & ENTIRE ISSUE OF SAID NEWS-
PAPER AND NOT IN ANY SUPPLEMENT THEREOF ON
THE FOLLOWING DATES TO WIT:

8/17

I AM A RESIDENT OF THE UNITED STATES
AND A RESIDENT OF LOS ANGELES COUNTY, I
AM OVER THE AGE OF EIGHTEEN YEARS, AND NOT
A PARTY TO OR INTERESTED IN THE ADVERTISING
OF THE MATTER OF THE NOTICE.
I CERTIFY (OR DECLARE) UNDER PENALTY OF
PERJURY THAT THE FOREGOING IS TRUE AND CORRECT.
DATED AT LOS ANGELES, CALIFORNIA, THIS
23RD DAY OF AUGUST, 1984.

SIGNATURE _____

Notice of Public Hearing on Environ-
mental Assessment and intent to Adopt
a Negative Declaration on the Metro
Rail Project—Yards and Shops near
Union Station to Alvarado Station

Notice is hereby given that the Board of Directors of Southern California Rapid Transit District (SCRTD) intends to hold a public hearing on AUGUST 30, 1984 AT 1:00 P.M. or as soon as practical thereafter, in the Board Room, 425 South Main Street, Los Angeles, California. The purpose of this public hearing will be to receive public comments on an Environmental Assessment (EA) on a four mile segment of the Metro Rail Project, from the Yard and Shops near Union Station to Alvarado Station.

A proposed Negative Declaration for the proposed action has been prepared and will be considered for adoption by the SCRTD Board of Directors on September 13, 1984 at 1:00 p.m. or as soon as practical thereafter in the District's Board Room.

THE PROJECT: The initial segment of the Metro Rail line from Union Station to Alvarado, under discussion for immediate construction, as an independently operating system, consists of approximately four miles of tunnel and five stations including the yard and shops. This segment is called MOS-1.

In 1983 a Final Environmental Impact Statement covered the impacts of an 18.6 mile rail line called the Locally Preferred Alternative, and an 8.8 mile line called the Minimum Operable Segment (MOS). Because of federal budget constraints, neither of these rail alternatives could be funded immediately. SCRTD has defined this four mile project as an initial segment which could be funded within existing federal authorization limits. This EA has been undertaken to ensure that the four mile project would be an independent operable segment.

HOW TO GET COPIES: Public and university libraries will be given copies of the EA, and the proposed Negative Declaration. These materials will be available for review at the SCRTD Secretary's Office on the 2nd Floor, 425 South Main Street, Los Angeles, 90013 on August 15, 1984. You can also write or call SCRTD at (213) 972-6456 for a copy. Many civic and community organizations and governmental agencies are being mailed copies directly.

WHERE TO SEND WRITTEN COMMENTS: SCRTD is collecting written comments on the EA which will be forwarded to UMTA for its review. The District is also collecting written comments on the proposed Negative Declaration. Comments should be sent to:

Nadeem Tahir
Manager, Environmental Engineering
SCRTD
425 South Main Street
Los Angeles, Ca. 90013

ATTEND THE PUBLIC HEARING: The public hearing on the Environmental Assessment for MOS-1 will be held on AUGUST 30, 1984 at 1:00 p.m. in the District's Board Room on the 2nd Floor, 425 South Main Street, Los Angeles, Ca. 90013.

IF YOU WISH TO SPEAK: If you wish to speak at the public hearing or if you would like more information about the Metro Rail Project, contact:

Lou Collier
Manager, Community Relations
SCRTD
425 South Main Street
Los Angeles, Ca. 90013
(213) 972-6456

All persons and official bodies and other organizations interested in appearing at the Hearing will be heard at such time.

DEADLINE FOR COMMENTS: All comments on the Environmental Assessment or the proposed Negative Declaration must be received no later than September 13, 1984 in order to be considered.

SOUTHERN CALIFORNIA
RAPID TRANSIT DISTRICT
By: Nick Patsouras, President
DATE: August 10, 1984

"The only Legal Advertising which is justifiable from the standpoint of true economy
and the public interest, is that which reaches those who are affected by it."

PROOF OF PUBLICATION



Los Angeles Times

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 notice published. I am the CHIEF LEGAL ADVERTISING CLERK of the Publisher of the LOS ANGELES TIMES, a newspaper of general circulation, printed and published daily in the City of Los Angeles, County of Los Angeles, and the LOS ANGELES TIMES 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 May 21, 1952, Case Number 598, 599; 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:

SEPTEMBER 7

all in the year 1984.

I certify (or declare) under penalty of perjury that the foregoing is true and correct.

Dated at Los Angeles, California, this

7TH day of SEPTEMBER, 1984

John Carberry
Signature

CALIFORNIA NEWSPAPER SERVICE BUREAU, INC.

Legal Advertising Newspaper Representatives

Main Offices: 120 West Second Street
P.O. Box 31
Los Angeles, Calif. 90053

Other offices in Sacramento, San Francisco,
San Diego and Santa Ana

REVISED NOTICE OF INTENT TO ADOPT A NEGATIVE DECLARATION FOR THE METRO RAIL PROJECT - YARDS AND SHOPS NEAR UNION STATION TO ALVARADO STATION

Notice is hereby given that the Board of Directors of the Southern California Rapid Transit District (SCRTD) will consider adopting a Negative Declaration for the Metro Rail Project's Minimum Operable Segment-1 Alternative (Yards and Shops near Union Station to Alvarado Station) on Monday, September 17, 1984, at 9:30 a.m. in the District's Board Room.

This action had been scheduled for September 13, 1984, however, it was decided to change the date to allow the SCRTD Board of Directors additional time to review comments received. This change does not affect the close of the comment period which remains September 13, 1984.

THE PROJECT: The initial segment of the Metro Rail line from Union Station to Alvarado, under discussion for immediate construction as an independently operating system, consists of approximately four miles of track and five stations including the yards and shops. This segment is called MOS-1.

In 1983, a Final Environmental Impact Report (FEIR) covered the impacts of an 8.6-mile rail line called the Locally Preferred Alternative, and an 8.6-mile line called the Minimum Operable Segment (MOS). Because of Federal Budget constraints, neither of these alternatives could be funded immediately. SCRTD has defined this four-mile project as an initial segment which could be funded within existing Federal authorization limits. An Initial Study (Environmental Assessment) has been undertaken to ensure that the four-mile project would be an independent, viable segment.

The Initial Study shows that the MOS-1 alternative would involve no new unmitigable significant impacts beyond those identified in the FEIR for the Metro Rail Project. The adoption of a Negative Declaration is therefore proposed.

HOW TO GET COPIES: Public and University libraries have been given copies of the report and the proposed Negative Declaration. These materials are also available for review at the SCRTD Secretary's Office on the 2nd Floor, 25 South Main Street, Los Angeles, 90013. You can also write or call SCRTD at (213) 972-6865 for a copy. Many civic and community organizations and governmental agencies have been invited copies directly.

WHERE TO SEND COMMENTS: SCRTD is collecting written comments on the proposed Negative Declaration. Comments should be sent to:

Mr. Nathan Tahir
Manager, Environmental Engineering
Southern California Rapid Transit District
25 South Main Street
Los Angeles, CA 90013

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 publishedWEEKLY.....

in the City ofLOS 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.....AUG. 19 38.....

Case Number ..430.764....; 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:

.....Sept. 6,.....
all in the year 19.84.....

I certify (or declare) under penalty of perjury that the foregoing is true and correct.

Dated at.....LOS ANGELES.....

California, this. 6th.....day of.....Sept. 19 84.....

Beulah M. Calvert
.....
Signature

Free copies of this blank form may be secured from:
CALIFORNIA NEWSPAPER SERVICE BUREAU, INC.

Legal Advertising Clearing House
P.O. Box 31

Los Angeles, CA 90053 Telephone 625-2541

Please request GENERAL Proof of Publication when ordering this form.

Granta

This space is for the County Clerk's Filing Stamp

Proof of Publication of

G 56181

G 56181
NOTICE
SOUTHERN CALIFORNIA RAPID TRANSIT DISTRICT
DEPARTMENT OF EQUAL OPPORTUNITY
Disadvantaged and Women-Owned
Business Goals and Methodology

Pursuant to 49 CFR 23.45 (g), the Southern California Rapid Transit District hereby publishes and announces its goals and a description of how they were selected, as follows:

In accordance with 49 CFR Subpart D, the District has established separate overall goals for the participation of disadvantaged business enterprises and women business enterprises in the procurement program for FY 85. These goals are derived from an average of the sum of goals set for each of the four major categories into which all District procurement activity has been divided for summary purposes. The procurement categories and their corresponding goals are as follows:

	DBE %	WBE %
Architectural and Engineering	16.8	3.3
Construction	12.2	6.8
Professional Services	12.3	5.3
Materials and Supplies	7.3	5.5
Systems Procurement	10.0	3.0
The total overall goals for the District procurement program under 49 CFR Subpart D are as follows:		
	DBE %	WBE %
	16.0	5.0

These goals and a full explanation of how they were selected are available for public inspection during normal business hours (8:00 a.m. - 4:30 p.m.) for a period of 30 days at:
Office of the Secretary
Southern California Rapid Transit District
426 So. Main Street, 2nd Floor
Los Angeles, CA 90013

The District and the U.S. Department of Transportation will receive comments on these goals for informational purposes only for a period of 45 days from the date of this notice.
August 28, 1984
Pub. Sept. 6, 1984
L.A. Sentinel

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 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 430 764; 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:

..... Sept 13, all in the year 19 84.

I certify (or declare) under penalty of perjury that the foregoing is true and correct.

Dated at LOS ANGELES

California, this 13th day of Sept. 19 84.

Devin M. Albert
.....
Signature

Free copies of this blank form may be secured from:

CALIFORNIA NEWSPAPER SERVICE BUREAU, INC.

Legal Advertising Clearing House

P.O. Box 31

Los Angeles, CA 90053

Telephone 625-2541

Please request GENERAL Proof of Publication when ordering this form.

This space is for the County Clerk's Filing Stamp

Proof of Publication of

G 56508

G 56508
REVISED NOTICE OF
INTENT TO ADOPT
A NEGATIVE
DECLARATION FOR THE
METRO RAIL PROJECT
YARDS AND SHOPS
NEAR UNION STATION
TO ALVARADO STATION

Notice is hereby given that the Board of Directors of the Southern California Rapid Transit District (SCRTD) will consider adopting a Negative Declaration for the Metro Rail Project's Minimum Operable Segment-1 Alternative (Yards and Shops near Union Station to Alvarado Station) on Monday, September 17, 1984, at 9:30 a.m. in the District's Board Room.

This action had been scheduled for September 13, 1984; however, it was decided to change the date to allow the SCRTD Board of Directors additional time to review comments received. This change does not affect the close of the comment period which remains September 13, 1984.

THE PROJECT: The initial segment of the Metro Rail line from Union Station to Alvarado, under discussion for immediate construction as an independently operating system, consists of approximately four miles of tunnel and five stations including the yards and shops. This segment is called MOS-1.

In 1983, a Final Environmental Impact Report (FEIR) covered the impacts of an 18.6-mile rail line called the Locally Preferred Alternative, and an 8.8-mile line called the Minimum Operable Segment (MOS). Because of Federal Budget constraints, neither of these rail alternatives could be funded immediately. SCRTD has defined this four-mile project as an initial segment of the project.

Stamp area containing text: L.A. Sentinel, Pub. Sept. 13, 1984, Purchasing Office, Department of Public Works, Arnold E. Neils, Date: Sept. 5, 1984, awarded pursuant to this notice, will be a part of any contract, firmative action or other proceeding, non-discriminatory, and all Administrative Code, regulation, through 1011 of the Los Angeles, der. The provisions of Section 10.1, less otherwise stipulated by bid, acceptance within 3 months of

PROOF OF PUBLICATION

(2015.5 C.C.P.)

This space is for the County Clerk's Filing Stamp

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

Daily News

a newspaper of general circulation, printed and published 7 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 May 26, 1983, Case Number Ajudication #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:

Sept. 11.....

all in the year 1984.....
I certify (or declare) under penalty of perjury that the foregoing is true and correct.

Dated at Van Nuys

California, this 11 day of Sept, 1984.

Mary A. Razumsky
Signature

Proof of Pu

(Daily News - G-56510)
REVISED NOTICE OF INTENT TO ADOPT A NEGATIVE DECLARATION FOR THE METRO RAIL PROJECT - YARDS AND SHOPS NEAR UNION STATION TO ALVARADO STATION.
 Notice is hereby given that the Board of Directors of the Southern California Rapid Transit District (SCRTD) will consider adopting a Negative Declaration for the Metro Rail Project's Minimum Operable Segment-1 Alternative (Yards and Shops near Union Station to Alvarado Station) on Monday, September 17, 1984, at 9:30 a.m. in the District's Board Room.
 This action had been scheduled for September 13, 1984; however, it was decided to change the date to allow the SCRTD Board of Directors additional time to review comments received. This change does not affect the close of the comment period which remains September 13, 1984.
THE PROJECT: The initial segment of the Metro Rail line from Union Station to Alvarado, under discussion for immediate construction as an independently operating system, consists of approximately four miles of tunnel and five stations including the yards and shops. This segment is called MOS-1.
 In 1983, a Final Environment Impact Report (FEIR) covered the impacts of an 18.4-mile rail line called the Locally Preferred Alternative, and an 8.8-mile line called the Minimum Operable Segment (MOS). Because of Federal Budget constraints, neither of these rail alternatives could be funded immediately. SCRTD has defined this four-mile project as an initial segment which could be funded within existing federal authorization limits. An Initial Study (Environmental Assessment) has been undertaken to ensure that the four-mile project would be an independent operable segment.
 The Initial Study shows that the MOS-1 alternative would involve no new unmitigable significant impacts beyond those identified in the FEIR for the Metro Rail Project. The adoption of a Negative Declaration is therefore proposed.
HOW TO GET COPIES: Public and university libraries have been given copies of the report and the proposed Negative Declaration. These materials are also available for review at the SCRTD Secretary's Office on the 2nd Floor, 425 South Main Street, Los Angeles, 90013. You can also write or call SCRTD at (213) 972-4466 for a copy. Many civic and community organizations and governmental agencies have been mailed copies directly.
WHERE TO SEND WRITTEN COMMENTS: SCRTD is collecting written comments on the proposed Negative Declaration. Comments should be sent to:
 Mr. Nadeem Tahir, Manager,
 Environmental Engineering,
 Southern California Rapid Transit District, 425 South Main Street, Los Angeles, CA 90013.
 Publish Sept. 11, 1984.

1-6

Certificate of
Public Hearings

CERTIFICATION

Findings of Public Hearing held August 30, 1984 in connection with the Southern California Rapid Transit District's Urban Mass Transportation Application Amendment for the funding on Minimum Operable Segment (MOS-1) of the Metro Rail Project.

Nick Patsaouras, President of
Southern California Rapid Transit District

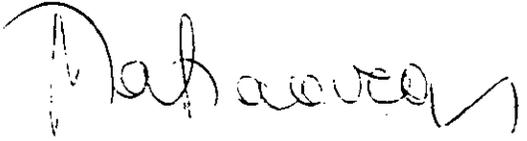
HEREBY CERTIFIES THAT, in the development of this application for a Mass Transportation Capital Improvement Grant Amendment under the Urban Mass Transportation Act of 1964, as Amended, the District:

1. Has afforded adequate opportunity for public hearings pursuant to adequate prior notice, and has held such hearings, in accordance with the requirements set forth by the Urban Mass Transportation Administration.
2. Has considered the economic and social effects of this proposed project and its impact on the environment.
3. Has found that this proposed project is consistent with official plans for the comprehensive development of the urban area.

DATED: September 17, 1984

SOUTHERN CALIFORNIA RAPID
TRANSIT DISTRICT

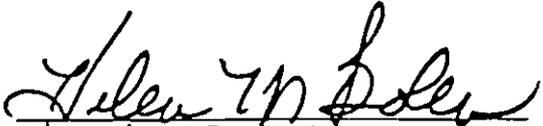
By



Nick Patsaouras, President

CERTIFICATION

The undersigned, duly qualified and acting as District Secretary of the Southern California Rapid Transit District certifies that the attached is a true and correct copy of the Clarification of Findings with respect to the Metro Rail Project, as adopted at a legally convened meeting of the Board of Directors of the Southern California Rapid Transit District held on September 13, 1984.


District Secretary

DATED: September 14, 1984

(SEAL)

CLARIFICATION OF FINDINGS

WHEREAS, on November 10, 1983, the Board of Directors adopted a Certification of the Final Environmental Impact Report ("FEIR") for the Los Angeles Rail Rapid Transit ("Metro Rail") Project which certified that the FEIR had been completed in compliance with the California Environmental Quality Act (Public Resources Code Section 21000 et seq.); and

WHEREAS, on the same date, the Board of Directors adopted a Statement of Findings pursuant to Section 21081 of the Public Resources Code and Section 15091 of the California Environmental Quality Act ("CEQA") Guidelines, which contained written findings for each of the significant impacts identified in the FEIR and a brief explanation of the rationale for each finding; and

WHEREAS, on the same date, the Board of Directors adopted a Statement of Overriding Considerations pursuant to Section 15093 of the CEQA Guidelines in which the Board balanced the benefits of the proposed project against the unavoidable environmental risks identified in the FEIR and the Statement of Findings, and stated specific reasons in writing supporting its conclusion that the benefits of the proposed project outweighed the unavoidable environmental risks; and

WHEREAS, after reviewing and carefully considering the contents of the FEIR, the Statement of Findings, the Statement of Overriding Considerations, and the report of the District's Public

Hearing Officer on the conduct and testimony of the Public Hearings on the Draft EIR, the Board of Directors, on November 10, 1983, approved the Metro Rail Project for Final Design and Construction and issued a Notice of Determination; and

WHEREAS, a lawsuit was subsequently filed which challenged inter alia the adequacy of the FEIR and the adequacy of the Board's findings which were issued on November 10, 1983; and

WHEREAS, in the course of that lawsuit the Court tentatively ruled that the FEIR is adequate and complies with the requirements of CEQA; and

WHEREAS, since the environmental impacts, which are the subject of the Board's findings, are fully analyzed and discussed in the FEIR and since many of the concerns raised regarding the Board's findings are technical, the Court has afforded the Board of Directors an opportunity to clarify certain of its findings; and

WHEREAS, each of the findings contained in the Statement of Findings was based upon the extensive analysis and discussion in the FEIR of the topic covered by the finding; and

WHEREAS, the findings in the Statement of Findings were meant to incorporate by reference and thereby include the discussion and analysis of the topic covered by the finding in the FEIR; and

///

WHEREAS, the Board of Directors desires to clarify certain of its previously made findings to make clear its intent and its reasoning process to show how it arrived at those findings;

NOW, THEREFORE, BE IT RESOLVED that the Statement of Findings issued by the Board of Directors on November 10, 1983, is hereby clarified as follows:

I

The mitigation measures set forth in the FEIR were and are made a condition of Project approval.

It was and is the intention of the Board of Directors that the discussion and analysis of each of the environmental impacts and mitigation measures (along with references to technical reports) contained in the FEIR were, and are, incorporated by reference in the finding relating to that impact in the Statement of Findings.

II

Ground-Borne Noise
(Tenth Finding)

The Board of Directors finds that the noise and vibration criteria which were developed in connection with the Metro Rail Project and which are set forth in the FEIR in Table 3-34 (page 3-129) are reasonable and appropriate. The Board hereby adopts those criteria to be used and applied in the Metro Rail Project.

As explained in the FEIR (at pp. 3-128 to 3-130) and in the technical reports, all of which are incorporated herein by

reference, the SCRTD developed this comprehensive set of noise and vibration criteria based upon a review and analysis of applicable Federal guidelines, American Public Transit Association (APTA) guidelines, local guidelines and transit industry practices. The analysis of transit industry practices took into consideration data and design features from the recently constructed rail rapid transit systems in Washington, D.C., Baltimore, Atlanta and Buffalo. These criteria specify numeric limits for allowable noise and vibration emissions for the Metro Rail Project. The criteria require control of air-borne and ground-borne noise and vibration from train operations and ancillary facilities.

The Board of Directors finds that there will be no significant environmental impact or intrusion if noise and vibration levels for the Metro Rail Project are within the limits established by the criteria.

The Board of Directors further finds that the noise and vibration criteria will be satisfied at every location throughout the entire alignment of the Metro Rail Project. That is, noise and vibration for the Metro Rail Project will not be permitted to exceed the levels established by the criteria.

The Board of Directors bases its findings and its adoption of these criteria upon the analysis and opinions of experts set forth in part in the Technical Report on Noise and Vibration which is incorporated by reference in the FEIR. The analysis which is incorporated herein by reference, shows that noise and vibration levels which meet the established criteria will not be imperceptible in all cases; however, the level will

be sufficiently low that no significant intrusion will result.

The experts concluded that, in most cases, there will be noise and vibration from street traffic, other occupants of a building, or other sources which will create intrusion that is equal to or greater than the noise and vibration from the Metro Rail operation.

As set forth in the FEIR (at pp. 3-131 to 3-136) and in the Technical Report on Noise and Vibration, the SCRTD is committed to, and will incorporate into the project, certain design features. These design features are proven, state-of-the-art technology which automatically reduce noise and vibration levels by a significant degree. Based upon the analysis of the experts, the implementation of these design features will reduce noise and vibration and satisfy the established criteria in most cases without the need for mitigation measures.

The design features that will be incorporated into the Metro Rail Project are:

1. Using continuous welded rail instead of jointed rail on the steel wheel/rail interface.

2. Utilizing rail vehicles with lightweight trucks rather than heavyweight trucks in order to provide minimum unsprung weight.

3. Using special grinding (truing) equipment to ensure the smoothness of wheel/rail interaction.

4. Using Resilient Rail Fasteners instead of Fixed Rail Fasteners (rigidly attached rails) as a track fixation method.

///

5. Utilizing Resiliently Supported Ties where Resilient Rail Fasteners are inadequate to satisfy applicable noise standards and criteria.

6. Utilizing Floating Slab trackbed where Resiliently Supported Ties are inadequate to satisfy applicable noise standards and criteria.

The Board of Directors finds, based upon the analysis of the experts, that certain locations might experience levels of ground-borne noise which exceed the criteria, notwithstanding the implementation of the design features set forth above. Those locations are set forth in the FEIR (at pp. 3-131 to 3-132) and in the Technical Report on Noise and Vibration. Those locations are:

1. The theatre located at Fifth and Hill streets;
2. Theatre of Arts, located on Wilshire east of Bronson Avenue;
3. King Solomon Home for the Elderly on Fairfax north of Clinton Street;
4. Country Villa Wilshire Convalescent Hospital on Fairfax south of Willoughby Avenue;
5. Garden of Palms Rest Home on Fairfax south of Romaine Street;
6. The apartments on Fairfax midblock between Romaine Street and Santa Monica Boulevard;
7. The Blessed Sacrament School on Sunset Boulevard east of Cherokee Avenue;
8. The hotel/commercial building on Lankershim Boulevard near the Los Angeles River.

As set forth in the FEIR and in the Technical Report on Noise and Vibration, both of which are incorporated herein by reference, at each of these locations the SCRTD will incorporate into the project one or a combination of mitigation measures which will have the effect of reducing ground-borne noise levels so that they are within the criteria established for the project. In each instance the appropriate mitigation measure or measures will be chosen from the following and incorporated into the project:

1. Minor shifts in horizontal and/or vertical alignment;
2. Crossover relocation;
3. Rail system structure modification;
4. Non-Standard Floating Slab Design;
5. Vibration isolation by blocking direct transmission of vibration where the subway structure is unusually close to buildings and their foundations. This can be accomplished by using elastomer pads and intervening soil as special resilient elements.
6. Tunnel noise abatement to improve the interior acoustical environment for employees and passengers. This can be accomplished by integrating an acoustical absorption system within the tunnel structure.

The Board of Directors finds that by incorporating into the project the design features and the mitigation measures set forth above, the noise and vibration criteria which have been established for the project will be satisfied throughout the entire alignment. The potentially significant impacts identified

in the FEIR with respect to the locations set forth above will therefore be mitigated.

The Board therefore finds that changes or alterations have been required in, and incorporated into, the project which avoid or substantially lessen the significant environmental effects identified in the FEIR.

III

Historic Buildings -- Union Station,
Pershing Square Building, And The
Title Guarantee Building
(Twelfth Finding)

It was contemplated by the Board of Directors at the time it issued its findings on November 10, 1983, that the Agreement which is set out in the FEIR (at pp. 4-27 to 4-30) would be executed. The Board finds that that Agreement has been executed.

Regardless of the above, it was and is the intention of the Board that the SCRTD is committed to each and every mitigation measure and requirement contained in the Agreement which is incorporated herein by reference. The mitigation measures and requirements contained in the Agreement were intended to be, and hereby are, incorporated into, and made a part of the project.

The specific mitigation measures which will be implemented with respect to Union Station are set forth in detail in the Agreement and are summarized as follows:

1. The north retaining wall and north vehicular ramp will be reconstructed to match existing conditions to the maximum extent possible. This will include replication or reuse of

existing bolusters, parapets, balustrade, wall surface treatment, electrolier, and planters on the new wall and ramp.

2. The portion of the Mail, Baggage and Express Building to be modified for the project will be rebuilt to be compatible with the rest of the building.

3. The Metro Rail Building will be designed in accordance with the provisions of the Agreement which provides for the development of guidelines in consultation with the State Historical Preservation Officer. ("SHPO").

4. The establishment of a review and comment process for final plans and specifications for the project with the SHPO and the requirement that the SCRTD provide copies of final plans and specifications to the Los Angeles Cultural Heritage Board.

5. The recordation of any building or building elements prior to alteration or destruction in accordance with the requirements of the Historic American Engineering Record/Historic American Buildings Survey.

The specific mitigation measures which will be implemented with respect to The Pershing Square Building and The Title Guarantee Building are set forth in detail in the Agreement in the FEIR and are summarized as follows:

1. The lobbies of the main office towers will remain intact, without modification for subway entrances.

2. Storefronts will be modified to accommodate the new subway.

3. Modifications will be in accordance with the "Secretary of the Interior's Standards for Rehabilitation".

///

4. Modifications for station entrances will be designed in consultation with the SHPO and subject to the review procedure established in the Agreement.

The Board finds, based upon the analysis of these issues contained in the FEIR (at pp. 4-1 to 4-39), and the mitigation measures set forth in the Agreement contained in the FEIR, that the adverse impacts identified in the FEIR will be mitigated.

The Board therefore finds that changes or alterations have been required in, or incorporated into, the project which avoid or substantially lessen the significant environmental effects identified in the FEIR.

IV

Paleontological And Archaeological
Resources At The Wilshire/Fairfax
Station

Archaeological Resources At
Campo de Cahuenga And At Union
Station

(Thirteenth & Fourteenth Findings)

With respect to both of these findings it was contemplated by the Board of Directors at the time it issued its findings on November 10, 1983, that the Agreement which is set out in the FEIR (at pp. 4-27 to 4-20) would be executed. The Board finds that that Agreement has been executed.

Regardless of the above, it was and is the intention of the Board that the SCRTD is committed to each and every mitigation measure and requirement contained in the Agreement which is incorporated herein by reference. The mitigation measures and

requirements contained in the Agreement were intended to be, and hereby are, incorporated into, and made a part of the project.

Based upon the analysis of these issues in the FEIR (pp. 4-40 to 4-49) which incorporates the Technical Reports on Archaeological Resources and Paleontological Resources, and based upon the mitigation measures set forth in the Agreement contained in the FEIR, all of which are incorporated herein by reference, the Board finds that potential adverse effects identified in the FEIR will be mitigated.

The Board therefore finds that that changes or alterations have been required in, or incorporated into, the project which avoid or substantially lessen the significant environmental effects identified in the FEIR.

V

Use of Parklands
(Fifteenth Finding)

When it issued its findings on November 10, 1983, it was the intention of the Board to incorporate by reference the analysis of this issue including, but not limited to, the analysis of the alternatives considered, the assessment of their feasibility and the discussion of mitigation measures contained in the FEIR at pp. 4-49 to 4-66.

Prior to issuing its findings regarding the use of parklands, the Board reviewed each of the alternatives to the use of the parklands analyzed in the FEIR and, based upon the analysis and for the reasons set forth in the FEIR, concluded that none of the alternatives was feasible.

A. Court of Flags

As set forth in the FEIR, several alternatives to using the Court of Flags were considered during the course of the environmental analysis. The alternatives considered were:

1. Changing the route alignment to avoid the area;
2. Moving or eliminating the Civic Center station;
3. Moving or eliminating the Court of Flags entrance.

Each of these alternatives was, and is, found by the Board not to be feasible for the reasons set forth in the FEIR and summarized below:

1. Changing the route alignment to avoid the area is not feasible since the Civic Center station location was chosen to serve City Hall, County Hall of Administration, Hall of Records, County Courthouse, Law Library and State Office Building. After extensive study it was determined that the proposed alignment served this point of significant activity best. An alternative alignment along Broadway was not feasible due to its impact on the Broadway District and lack of service to the West side of the Central Business District (CBD).

2. Moving or eliminating the Civic Center Station is not feasible for the reasons stated in the FEIR to wit: movement of the station to the north would require the removal of an underground parking structure west of the law library. Since the other possible entrance location is occupied by the County Courthouse Building, the station would have entrances only at one end. Further northerly movement is not possible due to the curving alignment which is necessary to make the turn into Union Station. Southerly movement of the station would place it too

close to the Fifth and Hill Street station.

3. Moving the Court of Flags entrance is not feasible because there is an underground parking structure across from the park and the remaining corners are already proposed for entrances. Mid-station entrances are not possible due to existing buildings and parking structures. Eliminating the Court of Flags entrance is not feasible because at least one entrance is required at each end of the station to accommodate the level of expected boardings.

It was and is the intention of the Board to incorporate into the project the mitigation measures set forth in the FEIR (at p. 4-54) which relate to the Court of Flags, namely that sidewalks, trees, shrubs and grass will be replaced with carefully integrated walkways and landscaping upon completion. These mitigation measures are hereby incorporated into the project.

B. Pershing Square

As set forth in the FEIR, alternatives to using Pershing Square parkland were considered during the course of the environmental analysis. The alternatives considered were:

1. Deleting or relocating the station; or
2. Deleting or relocating the entrance.

Each of these alternatives was, and is, found by the Board not to be feasible for the reasons set forth in the FEIR and summarized below:

1. Eliminating or relocating the station are infeasible because the station location was selected to serve the following nearby activity centers: Bunker Hill, The Grand Central Market, The Biltmore Hotel, and The International Jewelry.

Center. Future additions to this area include the renovation of the Philharmonic Auditorium, the construction of a multi-use complex on Fifth Street between Hill and Olive, and the California Plaza, a CRA project at Fourth and Hill Streets. Since patronage projections for this station are among the highest of the entire alignment it is not feasible that the station be deleted. Nor is it feasible to move the station since if such movement were to occur to the north, the station would be too close to the Civic Center station. If it were moved to the south, it would be too close to the Seventh and Flower Street station. An alternative alignment along Broadway was and is found not to be feasible because of its inability to serve the west side of the CBD and because of its impact upon three historic buildings in the Broadway shopping district.

2. The alternative of relocating or deleting the entrance is also found to be infeasible because the passenger volume at the Fifth and Hill Street station is projected to be among the highest of all stations. As set forth and discussed in the FEIR, initially at least two station entrances are required and in the future it may be necessary to have an entrance at all four corners. The entrance in Pershing Square parkland would be built last of the four and only if patronage levels require such an entrance.

It was and is the intention of the Board to incorporate into the project the mitigation measures set forth in the FEIR (at p. 4-58) which relate to the Pershing Square parkland. Those mitigation measures include blending in the entrance and replacement landscaping with the existing surroundings. These mitiga-

tion measures are hereby incorporated into the project.

C. Hollywood Bowl

As set forth in the FEIR, alternatives to using land from the Hollywood Bowl recreation area were considered during the course of the environmental analysis. The alternatives considered were:

1. Moving the route alignment to avoid this area;
2. Deleting or moving the station; and
3. Deleting or moving the entrance.

Each of these alternatives was, and is, found by the Board not to be feasible for the reasons set forth in the FEIR and summarized below:

1. It is not feasible to move the route alignment since the geometry of the alignment has been determined by the citing of a pocket track north of the Hollywood/Cahuenga station and the need to avoid the Whitley Heights Historic District.

2. Even if the station were deleted, it would not eliminate the need for a vent shaft and traction power substation at this location. These facilities are necessary either as part of a station or as a separate facility because of the long distance between the Hollywood/Cahuenga and Universal City stations. Moving these facilities north on the alignment would place them in the Mulholland Scenic Parkway, and entrance to the Santa Monica Mountains National Recreation Area, and increase the cost of installing these facilities because of the rapid increase in grade. Moving the facilities south would require the taking of one or more residences.

///

3. Nor is it feasible to delete or move the entrance to the station since the purpose of the station is to serve the Hollywood Bowl. Therefore, it is not practical to move the station or the entrance out of the proximity of the Bowl's entrance. As pointed out in the FEIR, it is possible to provide an entrance near Highland Avenue and still serve the Bowl, however, this would increase walking distances to the Bowl and reduce considerably the effectiveness of the station. Since this is the only entrance planned for the station, deletion is not possible.

It was and is the intention of the Board to incorporate into the project the mitigation measures set forth in the FEIR (at p. 4-60) which relate to the Hollywood Bowl. These mitigation measures involve siting the Hollywood Bowl station to enhance the flow of patrons and designing it to be compatible with the setting and character of the Hollywood Bowl. The two vent shafts will be designed to blend with the surroundings and will be sufficiently buffered to prevent all possibility of perceptible noise. These mitigation measures are hereby incorporated into the project.

D. Campo de Cahuenga

As set forth in the FEIR, alternatives to avoid impacts on the Campo de Cahuenga parkland were considered during the course of the environmental analysis. The alternatives considered were:

1. ~~Deleting the station;~~
2. Relocating the station.

Each of these alternatives was, and is, found by the Board not to be feasible for the reasons set forth in the FEIR and summarized below:

1. Deleting or relocating the station is not feasible since the location of the proposed station at the Campo de Cahuenga was recommended as the result of the extensive public analysis. During this analysis, the public decided that the proposed location would best serve the extensive development in Universal City as well as the needs of the surrounding commercial and residential areas. Deletion or relocation of this station would undermine, and in fact ignore, this public input. As explained in the FEIR, the alternatives to the proposed future parking structure have been and are found not to be feasible because of difficulty in providing adequate bus or automobile access, high costs, or more serious environmental impacts.

~~It was and is the intention of the Board to incorporate~~
~~into the project the mitigation measures set forth in the FEIR~~
(at p. 4-62) which relate to the Campo de Cahuenga. Those mitigation measures are hereby incorporated into the project.

The Board finds that the considerations summarized above and set forth more fully in the FEIR, which is incorporated by reference, make infeasible the alternatives set forth in the FEIR.

Public Hearings
Transcripts

ORIGINAL FILED

Telephone 625-7615

61983

SOUTHERN CALIFORNIA RAPID TRANSIT DISTRICT
BOARD OF DIRECTORS

PUBLIC HEARING RE:
GRANT APPLICATION AMENDMENT FOR THE
SEGMENT OF THE METRO RAIL PROJECT
FROM THE YARDS AND SHOPS NEAR UNION
STATION TO ALVARADO STATION

425 South Main Street
2nd Floor Board Room
Los Angeles, California 90013

Thursday, August 30, 1984
6:15 p.m.

Reported by JUANITA GONZALEZ, CSR NO. 3003

606 S. Olive Street, Suite 307-309, Los Angeles, Calif. 90014



61983

POLK COURT REPORTERS *Certified Deposition Notaries*

606 S. Olive Street, Suite 307, Los Angeles, Calif. 90014
Local Telephone (213) 625-7615
Call Toll-Free Outside California 800 533-5640 • Inside California 800 533-5641

1
2
3
4
5
6
7
8
9
10
11
12
13
14
15
16
17
18
19
20
21
22
23
24
25

Southern California Rapid Transit District
Board of Directors Public Hearing Re: Grant
Application Amendment for the segment of the
Metro Rail Project from the Yards and Shops
near Union Station to Alvarado Station, taken
before Juanita Gonzalez, CSR No. 3003, a
notary public in and for the County of
Los Angeles, State of California, at 425 South
Main Street, 2nd Floor Board Room, Los Angeles,
California, on Thursday, August 30, 1984, at
6:15 p.m.

BOARD OF DIRECTORS:

- NICK PATSAOURAS, President
- GORDANA SWANSON, Vice President
- JOHN F. DAY
- NORMAN H. EMERSON
- CARMEN ESTRADA
- JAN HALL
- MARVIN L. HOLEN
- NATE HOLDEN
- JAY B. PRICE
- CHARLES H. STORING
- MICHAEL W. LEWIS

-o0o-

Use our Bell QUORUM
Group Audio System with
Speakerphone for World-Wide Multi-City
Teleconferencing.
Save space.

We offer
Computer Transcription
Key Word & Phrase Indexing
Floppy or 8-Track Input



POLK COURT REPORTERS Certified Deposition Notaries

606 S. Olive Street, Suite 307, Los Angeles, Calif. 90014

Local Telephone (213) 625-7615

Call Toll-Free Outside California 800 533-5640 • Inside California 800 533-5641

P R O C E E D I N G S

1
2
3 MR. PATSAOURAS: Now we will move to the other
4 hearing. We have a public hearing to consider Grant
5 Application Amendment for the segment of the Metro Rail
6 Project from the Yards and shops near Union Station to
7 Alvarado Station.

8 The directors are now in session. Please
9 call the roll.

10 MS. BOLEN: Nick Patsaouras?

11 MR. PATSAOURAS: Here.

12 MS. BOLEN: Gordana Swanson?

13 [No response.]

14 MS. BOLEN: John Day?

15 MR. DAY: Present.

16 MS. BOLEN: Norman Emerson?

17 [No response.]

18 MS. BOLEN: Carmen Estrada?

19 MS. ESTRADA: Here.

20 MS. BOLEN: Jan Hall?

21 MS. HALL: Here.

22 MS. BOLEN: Marvin Holen?

23 [Not present at the second hearing]

24 MS. BOLEN: Nate Holden?

25 [No response.]



POLK COURT REPORTERS Certified Deposition Notaries

606 S. Olive Street, Suite 307, Los Angeles, Calif. 90014

Local Telephone (213) 625-7615

Call Toll-Free Outside California 800 533-5640 • Inside California 800 533-5641

1 MS. BOLEN: Jay Price?

2 MR. PRICE: Here.

3 MS. BOLEN: Charles Storing?

4 MR. STORING: Yes.

5 MS. BOLEN: Michael Lewis?

6 MR. LEWIS: Here.

7 MR. PATSAOURAS: Ms. Bolen, the secretary of
8 the District is going to make a statement.

9 MS. BOLEN: The Notice of Intent to Hold
10 Public Hearing was published twice in the Los Angeles Times,
11 La Opinion, Los Angeles Sentinel, Rafu Shimpo and Daily
12 Pilot. Copies of the Notice of Intent was mailed to
13 federal, state and local agencies who have legal authority
14 to enforce environmental standards and to those who may
15 have an interest in the project.

16 Affidavits of publication and detailed mailing
17 lists are available in my office and available for review.

18 That concludes my report.

19 MR. PATSAOURAS: Thank you.

20 Mr. Dyer?

21 MR. DYER: Mr. President, member of the Board.

22 The purpose of this hearing is to consider an Amended
23 Grant Application to provide \$952,800,000 in additional
24 funds for the four mile, five station Minimum Operable
25 Segment, MOS-1, of the Metro Rail Project. Federal funding



POLK COURT REPORTERS *Certified Deposition Notaries*

606 S. Olive Street, Suite 307, Los Angeles, Calif. 90014

Local Telephone (213) 625-7615

Call Toll-Free Outside California 800 533-5640 • Inside California 800 533-5641

1 in the amount of \$428.8 million will come from Section 3
2 of the Urban Mass Transportation Act of 1964, as amended.
3 The required local funds will come from State Article XIX
4 Guideways Funds, State Transit Assistance Funds, Los
5 Angeles County Transportation Commission, City of Los Angeles,
6 the private sector and Formula Grant Funds, Section IX
7 UMTA Grant Funds.

8 The grant application amendment is being
9 submitted due to the inability of the Urban Mass Transporta-
10 tion Administration to fund the full 18.6 mile Metro Rail
11 Project at this time.

12 The current scope of MOS-1 includes construction
13 of the yard and shops and the following five stations:
14 Union Station, Civic Center, 5th and Hill, 7th and Flower
15 and Wilshire/Alvarado. The route alignment begins at the
16 yard and shops located on Santa Fe Avenue, then proceeds
17 north to Union Station where it turns northwest and runs
18 through the Central Business District along Hill Street.
19 Turning on 7th Street, the alignment heads towards the west
20 side of downtown, past the Harbor Freeway, and continues
21 along Wilshire Boulevard to the Wilshire/Alvarado station.

22 A transcript of this hearing, along with any
23 comments or written responses from the public will be
24 forwarded to UMTA.

25 This hearing is being held in accordance with



POLK COURT REPORTERS *Certified Deposition Notaries*

606 S. Olive Street, Suite 307, Los Angeles, Calif. 90014

Local Telephone (213) 625-7615

Call Toll-Free Outside California 800 533-5640 • Inside California 800 533-5641

1 Section 5(I)(3) of the Urban Mass Transportation Act of
2 1964 as amended and requires that anyone that has a social,
3 environmental or economic concern about the grant applica-
4 tion have an opportunity to be heard and be heard by the
5 Board of Directors.

6 MR. PATSAOURAS: Thank you. We'll hear now
7 public comments.

8 First Howard Watts followed by Mr. Greg Roberts.

9 MR. WATTS: Mr. President, Mr. Dyer, Board
10 members, general public. As I said previously, the tax
11 on this issue is going to be from 38 to 51 percent. The
12 actual amount per mile, 400 million. The fact that we
13 are going to have to pay for this out of local taxes, local
14 and state taxes, without nothing put on the ballot which
15 says we should or should not build the other four miles
16 and all of the stations next to it. I question whether we
17 have gotten into a situation where people who were appointed
18 to a position of this enormous job have now decided to
19 turn their heads and forget about the amount of money this
20 is costing us and will cost everybody for years and years
21 to come. I question whether the four mile subway segment
22 is needed. I question if the potential of having everybody
23 vote on this issue should not occur very, very quickly
24 because it looks like federal government, some city council-
25 men, are starting to change their minds on this whole



POLK COURT REPORTERS Certified Deposition Notaries

606 S. Olive Street, Suite 307, Los Angeles, Calif. 90014
Local Telephone (213) 625-7615
Call Toll-Free Outside California 800 533-5640 • Inside California 800 533-5641

1 expensive situation. It looks like it is going down instead
 2 of going up. It looks like everybody who seems to become
 3 a Board member here -- if they want to keep themselves as
 4 Board members -- they have to go forward -- rubber stamping.
 5 Since when do we have citizens of this country rubber
 6 stamping whatever anybody says? That's not what we are
 7 supposed to do. They are supposed to be able to take
 8 their point of view after they have heard the information
 9 and they are supposed to reject it if the trend is to be
 10 rejecting. If the trend is still in support, I question
 11 the people who are still in support of a hole in the ground
 12 for four miles, which do not go very fast if you've got
 13 three stations at Western, for example, at Vermont and at
 14 Normandie. You can't go very fast with that kind of
 15 activity going.

16 Thank you very much. I hope this thing falls
 17 on its face where it belongs.

18 MR. PATSAOURAS: Greg Roberts.

19 MR. ROBERTS: Thank you, Mr. Chairman.

20 The Metro Rail Project is going to have to
 21 involve a lot of money. I would like to see this district
 22 organize an inspection division with an inspector general
 23 appointed who will insure the quality assurance of this
 24 project as well as get into your other operations and
 25 insure their integrity so that the public is getting its



POLK COURT REPORTERS Certified Deposition Notaries

606 S. Olive Street, Suite 307, Los Angeles, Calif. 90014
Local Telephone (213) 625-7615
Call Toll-Free Outside California 800 533-5640 • Inside California 800 533-5641

1 money's worth. And this is something -- you know -- that
2 you had in Miami and you need it here, but there is precedent
3 in the 83.5 of the California Penal Code for internal
4 affairs and operation of your transit police force, so let's
5 have that elsewhere.

6 As far as the environmental impact of this thing,
7 what is this area going to look like when you start tearing
8 it up and the buses and cars can't go down the streets?
9 Where are they going to go for several years as you are
10 building this? If you are going to run it on Wilshire --
11 and I said this in 1979 here and I am still saying it -- if
12 you are going to have it on Wilshire, run it out to the
13 ocean. If you want to go to the Valley, have something
14 going out to the Valley on the freeway. I don't see how
15 you can have everything going in a circle and get every-
16 thing in one bite on a critically jerrymandered route.
17 I mean going Wilshire to Fairfax. That's politically jerry-
18 mandered.

19 I know you spent a lot of time on this working
20 with Republicans and Democrats alike and Dr. Welmers,
21 when he was on the CRA Board before he left, said "This
22 is going to cost too much and not go anywhere," so let's
23 try to use the money to help relieve the overcrowding on
24 the bus system I certainly see every day here.

25 MR. PATSAOURAS: I thought you were smarter



POLK COURT REPORTERS *Certified Deposition Notaries*

606 S. Olive Street, Suite 307, Los Angeles, Calif. 90014
Call Toll-Free Outside California 800 533-5640 • Inside California 800 533-5641

Local Telephone (213) 625-7615

1 and more educated on the system. I am surprised you are
2 making those comments.

3 MR. ROBERTS: I'm surprised. What, Mr.
4 President, -- what else would you have me say?

5 MR. PATSAOURAS: Your mind. I'm letting you
6 speak your mind.

7 MR. ROBERTS: You always have. You know -- you
8 are a great Board president. What can I say?

9 We have a general manager who cares. We need
10 more Mr. Dyers out there.

11 MR. PATSAOURAS: Okay. Thank you, Greg.

12 Mr. Schiffer and, again, Bryan Allen.

13 MR. ALLEN: Thank you. My name is Bryan Allen.
14 I will be briefer this time.

15 You know, there is a saying that halitosis is
16 better than no breath at all. Similarly, sometimes it
17 is better to be given an ill-prepared presentation than to
18 give no presentation at all. I made a fool of myself by --
19 I had substantive ideas and I blew it by not getting to the
20 point.

21 I wish to speak very strongly in favor of the
22 amended grant application for the MOS-1.

23 Setting aside many arguments I could give in
24 favor of Metro Rail, even the MOS-1, let me state clearly,
25 I am aware of the many defects of the Metro Rail line,



POLK COURT REPORTERS Certified Deposition Notaries

606 S. Olive Street, Suite 307, Los Angeles, Calif. 90014

Local Telephone (213) 625-7615

Call Toll-Free Outside California 800 533-5640 • Inside California 800 533-5641

1 very clearly aware; but to paraphrase Winston Churchill,
 2 Metro Rail is the worst system possible except for all
 3 of the system alternatives. I believe that the MOS-1,
 4 if constructed, and it should be constructed, will be the
 5 best thing in transit to happen to Los Angeles transporta-
 6 tion since the construction of the interurban railways
 7 early in the century. The full 18.6 mile would be the
 8 best thing that ever happened to Los Angeles, notwithstand-
 9 ing the early interurban railway lines.

10 One outstanding issue relating to the
 11 concomitant RTD request for the Letter of No Prejudice is
 12 that the UMTA believe that under Congressional guidelines
 13 it cannot offer a Letter of Prejudice for the entire
 14 project, yet RTD Board has stated the position it will not
 15 break ground without a Letter of Prejudice for the entire
 16 line. Frankly, I think that goes a little too far.
 17 MOS-1 is justified even if nothing else gets built. Never-
 18 theless, there are ways to solve this problem. This should
 19 be given very serious consideration.

20 For one thing, I, in a very inadequate and
 21 prejudiced way listed one way of capital cost savings by
 22 getting reserve capacity from technological improvements
 23 and not physical investment. That's one way. Another way,
 24 wich is also controversial, is to defer not just one
 25 station but a number of stations or even defer entire



POLK COURT REPORTERS Certified Deposition Notaries

606 S. Olive Street, Suite 307, Los Angeles, Calif. 90014

Call Toll-Free Outside California 800 533-5640 • Inside California 800 533-5641

Local Telephone (213) 625-7615

1
2
3
4
5
6
7
8
9
10
11
12
13
14
15
16
17
18
19
20
21
22
23
24
25

sections of tunnel. This idea has many problems with respect to feasibility, but if one takes a problem-saving attitude the problems are, by my analysis, fully solvable. The idea is not my idea. As most of my ideas they are from other sources. This particular idea of deferring stations and tunnels, as a matter of fact, comes from the Jet Propulsion Laboratory.

There is one other way to finesse the problem. Perhaps UMTA can offer a Letter of Prejudice for the balance of the project due to a specific dollar amount, but it can state something to this effect -- this is an example of ill-preparation.

"The granting of the amount of X dollars in this Letter of No Prejudice shall be deemed to have been granted in the year 'Y.'" That way the UMTA can state "We have not yet offered a Letter of Prejudice for the project. It will not be offered again till the year "Y," but you can tell the people in the San Fernando Valley and Hollywood "We have a letter for the entire project." That is perhaps a Kissingerlike way for finessing the problem, but in any case, there is a great deal of thinking that can be done. The problems that exist, I don't think any of them are insolvable and commend them to you for your strong consideration.

I hope you will read the written comments I



POLK COURT REPORTERS Certified Deposition Notaries

606 S. Olive Street, Suite 307, Los Angeles, Calif. 90014

Local Telephone (213) 625-7615

Call Toll-Free Outside California 800 533-5640 • Inside California 800 533-5641

1
2
3
4
5
6
7
8
9
10
11
12
13
14
15
16
17
18
19
20
21
22
23
24
25

have to submit.

MR. PATSAOURAS: Thank you for concluding on a happy note.

We stand ajourned.

[At 6:30 p.m. the hearing was adjourned.]



POLK COURT REPORTERS Certified Deposition Notaries

606 S. Olive Street, Suite 307, Los Angeles, Calif. 90014
Local Telephone (213) 625-7615
Call Toll-Free Outside California 800 533-5640 • Inside California 800 533-5641

REPORTER'S CERTIFICATE

STATE OF CALIFORNIA }
 } ss.
COUNTY OF LOS ANGELES }

I, Juanita Gonzalez, CSR No. 3003, a Notary Public in and for the County of Los Angeles, State of California, certify:

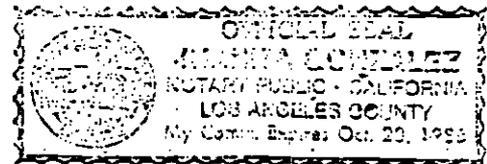
That the foregoing Hearing before the Southern California Rapid District Board of Directors was taken before me at the time and place herein set forth, at which time said hearing was recorded stenographically by me and thereafter transcribed; and

That the aforesaid Hearing as typed is a true record of the proceedings had at that time.

IN WITNESS WHEREOF I have subscribed my name and affixed my seal this 6th day of September, 1984.

Juanita Gonzalez

Juanita Gonzalez, CSR No. 3003



Telephone 5-7815

SOUTHERN CALIFORNIA RAPID TRANSIT DISTRICT
BOARD OF DIRECTORS

61984

PUBLIC HEARING
RE: Environmental Assessment and
Intent to Adopt a Negative Declaration
on the Metro Rail Project - Yards and
Shops near Union Station to Alvarado
Station

425 South Main Street
2nd Floor Board Room
Los Angeles, California
Thursday, August 30, 1984
1:00 p.m..

606 S. Olive Street, Suite 307-309, Los Angeles, Calif. 90014

Reported by JUANITA GONZALEZ, CSR NO. 3003



61984

POLK COURT REPORTERS Certified Deposition Notaries

606 S. Olive Street, Suite 307, Los Angeles, Calif. 90014
Call Toll-Free Outside California 800 533-5640 • Inside California 800 533-5641
Local Telephone (213) 625-7615

1
2
3
4
5
6
7
8
9
10
11
12
13
14
15
16
17
18
19
20
21
22
23
24
25

Public Hearing before the Southern California Rapid Transit District Board of Directors, taken before Juanita Gonzalez, CSR No. 3003, a notary public in and for the County of Los Angeles, State of California, at 425 South Main Street, 2nd Floor Board Room, Los Angeles, California, on Thursday, August 30, 1984, at 1:00 p.m.

BOARD OF DIRECTORS:

- NICK PATSAOURAS, President
- GORDANA SWANSON, Vice President
- JOHN F. DAY
- NORMAN H. EMERSON
- CARMEN ESTRADA
- JAN HALL
- MARVIN L. HOLEN
- NATE HOLDEN
- JAY B. PRICE
- CHARLES H. STORING
- MICHAEL W. LEWIS



61984

POLK COURT REPORTERS *Certified Deposition Notaries*

606 S. Olive Street, Suite 307, Los Angeles, Calif. 90014
Call Toll-Free Outside California 800 533-5640 • Inside California 800 533-5641

Local Telephone (213) 625-7615

1
2
3
4
5
6
7
8
9
10
11
12
13
14
15
16
17
18
19
20
21
22
23
24
25

P R O C E E D I N G S

MR. PATSAOURAS: The RTD Board of Directors is now in session for the public hearing of August 30, regarding the Environmental Assessment and Intent to Adopt a Negative Declaration on the Metro Rail Project - Yards and Shops near Union Station to Alvarado Station.

Will the secretary please call the roll.

MS. BOLEN: Nick Patsaouras?

MR. PATSAOURAS: Here.

MS. BOLEN: Gordana Swanson?

[No response.]

MS. BOLEN: John Day?

MR. DAY: Yes.

MS. BOLEN: Norman Emerson?

[No response.]

MS. BOLEN: Carmen Estrada?

MS. ESTRADA: Here.

MS. BOLEN: Jan Hall?

MS. HALL: Yes.

MS. BOLEN: Marvin Holen?

MR. HOLEN: Here.

MS. BOLEN: Nate Holden?

[No response.]

MS. BOLEN: Jay Price?



POLK COURT REPORTERS *Certified Deposition Notaries*

606 S. Olive Street, Suite 307, Los Angeles, Calif. 90014
Local Telephone (213) 625-7615
Call Toll-Free Outside California 800 533-5640 • Inside California 800 533-5641

1
2
3
4
5
6
7
8
9
10
11
12
13
14
15
16
17
18
19
20
21
22
23
24
25

MR. PRICE: Here.

MS. BOLEN: Charles Storing?

MR. STORING: Yes.

MS. BOLEN: Michael Lewis?

MR. LEWIS: Here.

MR. PATSAOURAS: Good afternoon to all of you and welcome to the public hearing on the Environmental Assessment for the initial segment of the Metro Rail Project. The Project, known as MOS-1, extends from the yards and shops near Union Station to the Alvarado Station.

My name is Nick Patsaouras, President of the Southern California Rapid Transit District Board of Directors and I will be presiding over this hearing. Before we begin the hearing, we will hear from SCRTD representatives who will provide background information concerning the hearing.

Mr. John Dyer, General Manager of the SCRTD, will discuss the MOS-1 Project and the purpose of the Environmental Assessment and this hearing. You will then hear from Mr. Nadeem Tahir, Manager, Environmental Engineering of the SCRTD, who will describe the environmental aspects of the project under consideration here. Following these presentations I will explain the guidelines we ask that you follow to insure that this hearing is run orderly and that everyone is given the opportunity to speak. At this time, I want to introduce Helen Bolen, District



POLK COURT REPORTERS *Certified Deposition Notaries*

606 S. Olive Street, Suite 307, Los Angeles, Calif. 90014
Local Telephone (213) 625-7615
Call Toll-Free Outside California 800 533-5640 • Inside California 800 533-5641

1 Secretary, who will make a statement regarding publication
2 of notices and the dissemination of public information.

3 MS. BOLEN: Thank you, Mr. President.

4 The Notice of Intent to Hold Public Hearing
5 was published twice in the Los Angeles Times, La Opinion,
6 Los Angeles Sentinel, Rafu Shimpo and Daily Pilot.

7 A copy of the Notice of Intent was mailed to
8 federal, state and local agencies who have legal authority
9 to develop and enforce environmental standards and to
10 those who may have an interest in the project.

11 Affidavits of publication and detailed
12 mailing lists are filed with the secretary and are available
13 in the secretary's office for review.

14 That concludes my report, Mr. President.

15 MR. PATSAOURAS: Thank you.

16 Mr. Dyer, your remarks.

17 MR. DYER: Mr. President, ladies and gentlemen,
18 members of the Board. My name is John Dyer and I am General
19 Manager of the Southern California Rapid Transit District.

20 The SCRTD is holding this public hearing in
21 cooperation with the Urban Mass Transportation Administration
22 to gather public comments on the environmental impacts of
23 a project from the yards and shops near Union Station to
24 Alvarado Station which is approximately four miles and
25 known as MOS-1. This is the downtown portion of the 18.6



POLK COURT REPORTERS Certified Deposition Notaries

606 S. Olive Street, Suite 307, Los Angeles, Calif. 90014
Local Telephone (213) 625-7615
Call Toll-Free Outside California 800 533-5640 • Inside California 800 533-5641

1 mile Metro Rail Project which was the subject of a
 2 December 5, 1983 Final Environmental Impact Statement.
 3 The federal government has not made a decision on the
 4 Final Environmental Impact Statement nor have they made a
 5 decision on the Environmental Assessment which is the
 6 document under consideration today. It is important that
 7 we all recognize the Environmental Assessment is an
 8 assessment of the environmental impacts of the operable
 9 segment which could be operated and may well have to be
 10 operated for many years. Funding decisions have not been
 11 made. They are the assessments for the purpose of
 12 considering the environmental impacts and considering the
 13 decisions for an operable segment to be constructed and
 14 to be operated.

15 Within the next several years significant
 16 multiple transportation improvements will be taking place
 17 in Los Angeles. The map to my immediate right illustrates
 18 and I might briefly illustrate the current status of
 19 various projects. The Los Angeles-Long Beach light rail
 20 project, which is depicted in blue, from Long Beach to
 21 downtown Los Angeles, is approximately 23 miles. It is
 22 in a state of preliminary engineering with construction
 23 scheduled to start in 1985.

24 The Harbor Freeway Busway project depicted in
 25 green is approximately 10.3 miles and is programmed for



POLK COURT REPORTERS *Certified Deposition Notaries*

606 S. Olive Street, Suite 307, Los Angeles, Calif. 90014
Call Toll-Free Outside California 800 533-5640 • Inside California 800 533-5641
Local Telephone (213) 625-7615

1 final engineering and construction by Cal Trans in the next
2 few years.

3 The extension of the El Monte Busway, which
4 is brown, is presently out to bid with the engineering
5 having been completed and the construction dollars available.

6 Cal Trans, of course, as the project sponsor
7 will have that job under construction. The El Monte Busway
8 extension does come directly into downtown Los Angeles to
9 Union Station, which is the projected initial terminus
10 station site for the Metro Rail Project.

11 In addition, there is the Metro Rail Project,
12 which is 18.6 miles total length to North Hollywood,
13 depicted in red.

14 Finally, there is the Century Freeway Light
15 Rail Project, which is essentially from Norwalk to the
16 vicinity of the Los Angeles International Airport, a
17 distance of approximately 17.3 miles.

18 Thus, in total, there is in excess of 80
19 miles of guideway transit projects in various stages of
20 design, construction and engineering. The important point
21 being, the Metro Rail Project is only one portion.

22 The portion depicted in the lower left portion
23 of the graph is downtown Los Angeles. This is the MOS-1
24 Project which has been identified by the SCRTD as the
25 initial operating segment because current federal budget



POLK COURT REPORTERS *Certified Deposition Notaries*

606 S. Olive Street, Suite 307, Los Angeles, Calif. 90014

Local Telephone (213) 625-7615
 Call Toll-Free Outside California 800 533-5640 • Inside California 800 533-5641

1 constraints and authorization legislation prohibit a
 2 commitment by UMTA to fund the entire 18.6 mile subway
 3 project in Los Angeles or anywhere else. This project is
 4 identical to the downtown portion of the 18.6 mile Project
 5 except that the Wilshire/Alvarado station will function
 6 as a terminal station until the subway is extended. UMTA
 7 has directed that this initial segment must be evaluated
 8 as an independently operating unit because of the possibility
 9 that it will go into operation before subsequent extensions
 10 are completed.

11 An Environmental Assessment has been prepared
 12 to aid UMTA in determining if any new environmental impacts
 13 result from the MOS-1 Project that were not identified in
 14 the Final Environmental Impact Statement.

15 The purpose of this hearing is to gather
 16 public comments on the Environmental Assessment of the
 17 MOS-1 Project. Comments can also be submitted in writing
 18 before the conclusion of the comments on September 13, 1984.
 19 UMTA will then consider the Environmental Assessment and
 20 all substantive comments to determine whether a Finding
 21 of No Significant Impact can be made or whether there are
 22 significant new environmental effects which would require
 23 the preparation of a Supplemental Environmental Impact
 24 Statement.

25 This Environmental Assessment also serves as



POLK COURT REPORTERS *Certified Deposition Notaries*

606 S. Olive Street, Suite 307, Los Angeles, Calif. 90014

Local Telephone (213) 625-7615

Call Toll-Free Outside California 800 533-5640 • Inside California 800 533-5641

1 an initial study in accordance with the requirements of
2 the California Environmental Quality Act. On September 17,
3 1984, the SCRTD Board of Directors will meet to consider
4 adopting a Negative Declaration for this project. The
5 comments heard at this hearing and all substantive written
6 comments will be taken into consideration in making the
7 determination.

8 Mr. Patsaouras, that concludes my report.

9 MR. PATSAOURAS: Thank you.

10 Now, Mr. Nadeem Tahir, Engineering Consultant
11 for us on the Environmental Report will make his report.

12 MR. TAHIR: Mr. President, Members of the Board,
13 ladies and gentlemen. My name is Nadeem Tahir, and I am
14 the Manager of Environmental Engineering for the SCRTD.
15 My report consists of a brief description of the MOS-1
16 Project and the impacts and mitigation measures included
17 in the Environmental Assessment which was prepared jointly
18 by the SCRTD and UMTA.

19 The MOS-1 or Minimum Operable Segment-1 is a
20 rail line identical to the first four mile section of the
21 18.6 mile Locally Preferred Alternative described in the
22 Final EIS for the Metro Rail Project. It begins at the
23 yards and shops near Union Station, runs in subway north-
24 west after leaving Union Station, turns south through the
25 Central Business District along Hill Street, turns west



POLK COURT REPORTERS Certified Deposition Notaries

Local Telephone (213) 625-7615

606 S. Olive Street, Suite 307, Los Angeles, Calif. 90014

Call Toll-Free Outside California 800 533-5640 • Inside California 800 533-5641

1 on 7th Street, runs under the Harbor Freeway and continues
2 to Alvarado Street. The MOS-1 alignment has five stations;
3 Union Station, Civic Center, 5th/Hill, 7th/Flower and
4 Wilshire/Alvarado.

5 The rail line is a subway system with virtually
6 all line segments tunneled by tunnel boring machines and
7 all stations excavated from the street level by cut-and-
8 cover construction techniques. The yards and shops are
9 constructed at grade in the existing Santa Fe Railway
10 1st Street yard.

11 Subsystems for the MOS-1 consists of the
12 passenger vehicles, train control, ~~comm~~unications, traction
13 power and fare collection equipment.

14 It is estimated that 55,000 passengers will
15 board the rail MOS-1 system daily in the year 2000. Bus
16 ridership for the region would increase with the addition
17 of the MOS-1 and accompanying service improvements.

18 The MOS-1 would be operated 20 hours a day,
19 Monday to Friday with modified service on weekends. It
20 will take approximately seven minutes for a one-way trip
21 from Wilshire/Alvarado to Union Station.

22 The estimated total cost of the MOS-1 is
23 \$1.17 billion in escalated dollars. The rail operating
24 and maintenance costs for the MOS-1 are estimated at
25 \$15.4 million, and the total bus system operating and



POLK COURT REPORTERS Certified Deposition Notaries

606 S. Olive Street, Suite 307, Los Angeles, Calif. 90014
Local Telephone (213) 625-7615
Call Toll-Free Outside California 800 533-5640 • Inside California 800 533-5641

1 maintenance costs are estimated to be \$481 million
2 annually in 1983 base year dollars.

3 The details of the environmental impacts and
4 mitigation measures are contained in the Environmental
5 Assessment. Among the impacts assessed were traffic, land
6 use, bus service and community involvement. With the
7 Wilshire/Alvarado Station operating as a terminal, the
8 following mitigation measures have been added to those
9 already proposed for this location in the Final EIS dated
10 December 5, 1983:

11 1. Express buses on Wilshire that terminate
12 at the station will be rerouted from Alvarado to
13 Westlake to minimize traffic on Alvarado.

14 2. Traffic measures proposed at the
15 station include construction of bus bays along
16 the east side of Alvarado; removal of on-street
17 parking on both sides of Alvarado between
18 Wilshire and 7th Streets, and widening the half
19 width of Alvarado Street in front of the station
20 from its current 33 feet to 50 feet.

21 3. Land use measures include: Special
22 incentives in the specific plan to preserve
23 residential areas and special bonuses for
24 including low income housing in development
25 plans.



POLK COURT REPORTERS *Certified Deposition Notaries*

606 S. Olive Street, Suite 307, Los Angeles, Calif. 90014

Local Telephone (213) 625-7615
 Call Toll-Free Outside California 800 533-5640 • Inside California 800 533-5641

1
2
3
4
5
6
7
8
9
10
11
12
13
14
15
16
17
18
19
20
21
22
23
24
25

4. 28 spaces will be provided for kiss-and-ride parking at Wilshire/Alvarado. If additional spaces are required, they could be added later.

With the implementation of the mitigation measures contained in the Environmental Assessment and the FEIS, this project will not cause any new significant impacts. A proposed Negative Declaration will be considered for adoption by the Board on September 17, 1984, after considering all comments relating to the Environmental Assessment.

The Environmental Assessment and a complete record of public comments will be submitted to UMTA with a request for similar action by UMTA.

Mr. President, that concludes my report.

MR. PATSAOURAS: Thank you. Before we begin hearing testimony, I wish to explain the guidelines that we will follow during the hearing. You must submit a request to speak in order to be called. These cards can be obtained from one of the community relations staff located around the room. Some people have phoned ahead and made reservations to speak at a particular time and we will do our utmost to have them called at those times. Speakers who did not make advance reservations will be called in the order their cards were received.

I want to point out that the purpose of this



POLK COURT REPORTERS *Certified Deposition Notaries*

606 S. Olive Street, Suite 307, Los Angeles, Calif. 90014
Local Telephone (213) 625-7615
Call Toll-Free Outside California 800 533-5640 • Inside California 800 533-5641

1 hearing is to obtain your comments regarding the Environmental
2 Assessment on the MOS-1 Project and the proposed mitigation
3 measures. I ask that you confine your comments to the
4 Environmental Assessment only, the subject of this hearing.

5 Due to the limited time available and the
6 number of people wishing to speak, you will be given a
7 three minute time limit. The light box in front of the
8 mike will indicate a green light when you start to speak,
9 a yellow light when there is only 30 seconds remaining,
10 and a red light when your time is up. Any questions you
11 may have will be taken down for the record. Due to time
12 constraints we will not answer questions during the hearing.
13 If the allotted time is not adequate for all your comments
14 you may submit additional comments in writing. Written
15 comments will be accepted until September 13, 1984 and
16 should be submitted to Nadeem Tahir, Environmental Engineer-
17 ing, SCRTD, 425 South Main Street, Los Angeles, California
18 90013. Future speakers may not yield time to a present
19 speaker who wants to go beyond the time limit. When you
20 are called please approach the stand and adjust the
21 microphone so that you will be speaking directly into it.
22 Begin your testimony by stating your name for the record.
23 This hearing is being recorded and the testimony will be
24 transcribed and transmitted to UMTA along with the
25 substantive written comments.



t2

POLK COURT REPORTERS *Certified Deposition Notaries*

606 S. Olive Street, Suite 307, Los Angeles, Calif. 90014

Local Telephone (213) 625-7615
 Call Toll-Free Outside California 800 533-5640 • Inside California 800 533-5641

1 Our first speaker is Mr. Bill Welsh, represent-
 2 ing Hollywood Chamber of Commerce.

3 MR. WELSH: Thank you, Mr. President, members
 4 of the Board, Mr. Dyer. My name is Bill Welsh, president
 5 of the Hollywood Chamber of Commerce. I'm also Chairman of
 6 the Hollywood Committee of 45, advisors to the Metro Rail
 7 Project, vice-chairman of the Greater Los Angeles Transporta-
 8 tion Coalition, an organization that involves membership
 9 along the route of Metro Rail and other areas, and three
 10 organizations that have never waived in their support
 11 of Metro Rail; but we have watched Los Angeles money build
 12 subways for Baltimore, Miami, Buffalo, even Washington,
 13 D.C. Now we think it is our turn.

14 You are going to hear from many people. Some
 15 shrill voices will be raised on attack to Metro Rail and
 16 attacks upon your own efforts; they'll say it's too costly,
 17 too expensive. What is cost when your economic future
 18 is at stake? What is cost when the entire rapid transit
 19 system hinges on the workhorse Metro Rail? A system of
 20 140 miles that includes light rail and buses. It's not
 21 cost. It's an investment in the future, and those shrill
 22 voices will say that four miles is too short. Well, we
 23 in Hollywood can and will wait, because you have to start
 24 somewhere. The old saying "A journey of a thousand miles
 25 begins with one step." A hundred forty miles of rapid
 transit begins with four miles and we have been waiting



POLK COURT REPORTERS *Certified Deposition Notaries*

606 S. Olive Street, Suite 307, Los Angeles, Calif. 90014

Local Telephone (213) 625-7615

Call Toll-Free Outside California 800 533-5640 • Inside California 800 533-5641

1 since as early as 1922 when easements were taken out for
2 a subway system here. What about only four miles? This
3 will begin what is needed to improve our environment, a
4 first major step in doing something about the environment
5 here, and we can live with it piecemeal. Atlanta has
6 successfully built a subway system piecemeal.

7 Most voices will get a lot of media attention
8 today because the media thrives on negativity, but today,
9 listen to the quiet voices that will speak to you. Don't
10 worry about the media. Give us some good news. Tell us
11 you are going full speed ahead to make certain Ralph
12 Stanley writes that first Letter of Intent for the first
13 four miles and the Letter of No Prejudice for the full
14 18 miles, because with you alone rests the decision as
15 to whether this metropolitan area will be able to assume
16 the position that waits for it; that of one of the world's
17 greatest centers for business, industry and culture.

18 Ladies and gentlemen, we cannot ride into the
19 21st Century if our only means of getting there is by
20 bus or private automobile.

21 MR. PATSAOURAS: Thank you, Mr. Welsh.

22 Next is Congressman David Dreier.

23 CONGRESSMAN DREIER: Mr. President, members of
24 the Board, Mr. Dyer. I very much appreciate the opportunity
25 to be here. I appreciate your allowing me the chance to



POLK COURT REPORTERS *Certified Deposition Notaries*

606 S. Olive Street, Suite 307, Los Angeles, Calif. 90014

Local Telephone (213) 625-7615
 Call Toll-Free Outside California 800 533-5640 • Inside California 800 533-5641

1 make a statement.

2 I am here for one very simple and basic reason.
 3 I am here to reiterate my strong support and to let you
 4 know of the overwhelming bipartisan support which exists
 5 for Metro Rail in the United States Congress.

6 We have reviewed the revised Environmental
 7 Assessment. In comparing it with last year's exhaustive
 8 Environmental Impact Study, I can find no significant
 9 changes or causes of concern. The RTD is to be commended
 10 for its fair and thorough analysis of this project and I
 11 feel confident in saying that the Urban Mass Transportation
 12 Administration will endorse your findings.

13 Some have said that scaling back the initial
 14 18.6 mile segment of Metro Rail is the first sign of falter-
 15 ing federal, state and local support for the project. I
 16 am here to tell you, on the federal level, this simply is
 17 not true. In fact, it runs counter to everything I have
 18 heard in Washington about Metro Rail.

19 In the brief time you have allotted for me,
 20 I would like to touch on four interested parties whose
 21 support for Metro Rail has grown in the last year and
 22 shows no sign whatsoever of faltering. First, as members
 23 of the Board know, last year the House of Representatives
 24 resoundingly voiced their support for Metro Rail. We in
 25 the Congress voted 280 to 139 against an amendment that



POLK COURT REPORTERS *Calified Deposition Notaries*

606 S. Olive Street, Suite 307, Los Angeles, Calif. 90014
Local Telephone (213) 625-7615
Call Toll-Free Outside California 800 533-5640 • Inside California 800 533-5641

1 would have killed the project. On that vote the California
2 Congressional delegation voted 37 to 8. On the Republican
3 side, support for Metro Rail for '84 has increased and
4 if another up or down vote were to be held today the
5 California delegation could have a count as high as 40 to
6 5 in support of Metro Rail.

7 There has been considerable talk about what
8 the experts have said about the project. As we know, the
9 L.A. Times conducted an exhaustive study this summer.
10 They found academics from here to M.I.T. who both support
11 the project and oppose it, but in the final analysis, the
12 Times concluded that the weight of that expert testimony
13 came down strongly in support of Metro Rail.

14 In my dealings with academic and transportation
15 experts I have found similar support for the project. To
16 illustrate that point I will read a brief quote, July
17 edition of Mass Transit, the leading industry publication
18 in the transportation field.

19 "Of course, the L.A. subway could expect to
20 find support in this space. After all, subways are a
21 part of this magazine, but it would be quite wrong to
22 assume that that reason is our sole motivation for support-
23 ing the L.A. Metro Rail. Instead of encouraging the go-
24 ahead on the L.A. subway for irrational and transitory and
25 biased reasons, we came to support L.A. out of the



POLK COURT REPORTERS *Certified Deposition Notaries*

606 S. Olive Street, Suite 307, Los Angeles, Calif. 90014
Local Telephone (213) 625-7615
Call Toll-Free Outside California 800 533-5640 • Inside California 800 533-5641

1
2
3
4
5
6
7
8
9
10
11
12
13
14
15
16
17
18
19
20
21
22
23
24
25

experiences and the proven successes of other cities.
It is for this reason that it's the right idea at the right time for the right city."

My third point is one that you will hear many times today. The private sector has played an enormously important role -- in fact, an unprecedented role -- in making this subway a reality and, Mr. Chairman and members of the Board, I am very confident that if we again are faced with this kind of decision in Washington, D.C., that conversations I have had with Mr. Stanley and others involved in this project, we'll overwhelmingly support the Metro Rail.

Thank you very much.

MR. PATSAOURAS: Thank you, Congressman.

Next is Councilman Dave Cunningham.

COUNCILMAN CUNNINGHAM: Thank you very much, Mr. President and member of the Board. I have a copy of my prepared statement. I would like to share it with the Board.

I come before you today to offer my support and encouragement for the completion of the first phase of the much needed Metro Rail subway project. We are all aware that transportation is one of the major problems facing the regional core which is the heart and pulse of the Greater Los Angeles region. I personally am even more



POLK COURT REPORTERS Certified Deposition Notaries

606 S. Olive Street, Suite 307, Los Angeles, Calif. 90014
Local Telephone (213) 625-7615
Call Toll-Free Outside California 800 533-5640 • Inside California 800 533-5641

1
2
3
4
5
6
7
8
9
10
11
12
13
14
15
16
17
18
19
20
21
22
23
24
25

acutely aware of transportation problems because in fact a portion of my district is contained in this densely populated, heavily traveled area. The continued growth anticipated in the Central Business District and increasing number of people coming to live and work downtown and in the Wilshire District, it is imperative the Metro Rail Project proceed on schedule.

The case for building the Los Angeles Metro Rail Project is indeed very compelling. Los Angeles urbanized area is the second largest, most densely populated urbanized area in the United States and by far the largest area in the Western World without a rapid rail system. Population projects anticipate an additional two to three and a half million residents in the Los Angeles metropolitan area by the year 2000; the equivalent of adding the entire population of a city the size of Baltimore or Houston to an already densely populated region. The load carried by public transportation systems in Los Angeles is staggering. Measuring total person trips, Los Angeles has a greater number than that of 41 states. The Southern California Rapid Transit District bus system currently carries more than 1.6 million of these person trips and the bus ridership along Wilshire Boulevard which will be directly served by the Metro Rail currently exceeds 190,000, more than that of most individual rail lines in



POLK COURT REPORTERS *Certified Deposition Notaries*

606 S. Olive Street, Suite 307, Los Angeles, Calif. 90014
 Local Telephone (213) 625-7615
 Call Toll-Free Outside California 800 533-5640 • Inside California 800 533-5641

1 the United States and equal to the ridership of the entire
 2 71 mile Bay Area Rapid Transit System up north.

3 I thought I would share these figures with
 4 you because you are going to hear a lot of folks who will
 5 try to affixate you about "Make certain you know what the
 6 ridership is in advance. Guarantee us that we are going
 7 to have this kind of a system."

8 Transportation challenges facing the Los Angeles
 9 area are magnified in the Central Business District.
 10 During the peak hours, 6:00 to 8:00 a.m., more than 45
 11 percent of all trips in the downtown area are by public
 12 transit vehicle. Maintaining this level of transportation
 13 efficiency in the face of five to twenty million additional
 14 square feet of office space housing an additional 120,000
 15 employees planned for downtown by 1990, would require the
 16 addition of hundreds of buses every peak hour. This would
 17 further exacerbate traffic and congestion problems on
 18 downtown streets. Gridlock would then replace smog and
 19 freeways as well-known characteristics of Los Angeles.

20 In November, 1980, the citizens of Los Angeles
 21 acknowledged the need for a new transit system and the
 22 need to improve the existing transit system when more than
 23 54 percent voted for a ballot proposition to increase the
 24 sales tax, 5 and a half percent to 6 percent. The voters
 25 were apprised of the fact that their tax dollars would be



POLK COURT REPORTERS *Certified Deposition Notaries*

606 S. Olive Street, Suite 307, Los Angeles, Calif. 90014

Local Telephone (213) 625-7615
 Call Toll-Free Outside California 800 533-5640 • Inside California 800 533-5641

1 used to build a 140 to 160 mile rapid rail transit system
 2 which Metro Rail would be the high capacity starter line.
 3 I think that's evidence of people voting with their feet.
 4 Evidence of local government's commitment to the construction
 5 of the Metro Rail exists in the innovative financing
 6 techniques enacted.

7 Assessment districts or benefit assessment
 8 districts together with other funding mechanisms will be
 9 utilized to fund a portion of the new transit system.
 10 Never before has such a large percentage of local dollars
 11 been committed to a transportation project. Our local
 12 contribution far exceeds those of other jurisdictions which
 13 have constructed transit systems using wholly federal
 14 funds.

15 We must not be lulled into believing that
 16 the Wilshire subway is the answer to all the region's
 17 transportation problems, however. This system is but
 18 the first step in a comprehensive transit program that
 19 must incorporate the needs of all areas of the vast
 20 metropolitan basin region. We are nearing commencement
 21 of a project for which Los Angeles has fought long and
 22 hard. By granting a Letter of Intent or No Prejudice
 23 for the Los Angeles project, the Urban Mass Transit
 24 Administration can begin to correct the history of
 25 inequity where transportation funds have been disproportion-
 ately allocated to cities of the east, midwest and south,



POLK COURT REPORTERS *Certified Deposition Notaries*

606 S. Olive Street, Suite 307, Los Angeles, Calif. 90014
 Call Toll-Free Outside California 800 533-5640 • Inside California 800 533-5641

Local Telephone (213) 625-7615

1 for construction of rail systems. Delaying a decision
 2 will only increase its cost by more than \$635,000 a day,
 3 \$232 million a year. I don't think we can afford to have
 4 such a delay.

5 In closing, I want to remind the Board that
 6 Los Angeles citizens are unwavering, steadfast in their
 7 support for public transportation. What was once a city
 8 whose residents' minds were set on driving to and fro,
 9 is now a community mindful of the importance of public
 10 transportation. All of us realize that the future of
 11 your city and the future of this area depends on the
 12 development of a viable transit system.

13 We hear talk every day about economic issues
 14 and jobs. Well, the economic viability of this area, the
 15 quality of life itself in Los Angeles, will be adversely
 16 affected if a transit system is not constructed. I urge
 17 this Board that the Urban Mass Transit Administration make
 18 a full funding commitment to the entire first leg of our
 19 countywide system, 4.4 mile line segment from downtown
 20 to the Wilshire district.

21 Mr. President, Mr. Chairman, I will be glad
 22 to answer any questions you might have. I also want to
 23 take this opportunity to thank RTD. We just came through
 24 the Olympics, and I might add there were doomsayers who
 25 said we should have never had the Olympics. Many said we



POLK COURT REPORTERS Certified Deposition Notaries

Local Telephone (213) 625-7615
606 S. Olive Street, Suite 307, Los Angeles, Calif. 90014
Call Toll-Free Outside California 800 533-5640 • Inside California 800 533-5641

1 should have done a number of things, but had it not been
2 for the RTD rapidly putting together a transit system
3 almost in a matter of a few short months, operating for
4 only some three to four weeks and then having to tear it
5 down afterwards. If that does not reinstate the confidence
6 of the people of the City of Los Angeles and this region,
7 then I don't know what it will take. We came through an
8 Olympics that many of us are proud of. Many of the same
9 people here that would cry "Stop Metro Rail" were crying
10 "Stop the Olympics."

11 Thank you very much.

12 MR. PATSAOURAS: Thank you.

13 Next is Congresswoman Bobbie Fiedler followed
14 by Councilman Ferraro.

15 CONGRESSWOMAN FIEDLER: We are here this
16 afternoon, members of this committee, because the backers
17 of the subway are willing to build even the most useless
18 portion of a useless system. Through today's testimony
19 and contact with the Department of Transportation, I will
20 attempt to require a full Environmental Impact Statement
21 on this 4 mile segment that goes nowhere. Previously,
22 the RTD filed an EIR stating the minimum operable segment
23 of this line was 8 miles. If this shorter segment is
24 really the minimum operable, then the first EIR was
25 flawed and a new one made.

ould be



POLK COURT REPORTERS *Certified Deposition Notaries*

606 S. Olive Street, Suite 307, Los Angeles, Calif. 90014

Local Telephone (213) 625-7615

Call Toll-Free Outside California 800 533-5640 • Inside California 800 533-5641

1
2
3
4
5
6
7
8
9
10
11
12
13
14
15
16
17
18
19
20
21
22
23
24
25

There are a number of other points which must be addressed.

First, based on the RTD's own figures, the costs have once again escalated for this segment to where they are now about \$300 million per mile. This brings into serious question the ability not only of the federal government to finance its share but of the local matching funds. Because of recent state passed legislation, the local state share has already been reduced by 15 percent. Also, the legislature has wisely removed from the RTD the power to raise property taxes, but now that the decision rests with the City Council, there is a possibility that insufficient funds will be raised for the benefit assessment district.

Several other questions must be asked. Will the benefit assessment district include only those four miles or will they cover the entire proposed line?

When will the taxes start?

How much will they be?

What all this adds up to is that in order to maintain the required local share, Prop A money is being siphoned off. Bus riders will undoubtedly pay the high price of higher fares; but perhaps the most troubling is the fact that the United States Department of Interior has identified hundreds of oil wells throughout this



POLK COURT REPORTERS Certified Deposition Notaries

606 S. Olive Street, Suite 307, Los Angeles, Calif. 90014
Local Telephone (213) 625-7616
Call Toll-Free Outside California 800 533-5640 • Inside California 800 533-5641

1 area. The majority of them have been within the proposed
2 four mile segment. This means a definite methane gas
3 problem. One need only to remember the recent explosion
4 along Wilshire Boulevard in which two men were injured,
5 just digging a hole, to imagine the tragedy that is waiting
6 to happen.

7 This four mile segment with its dramatically
8 increased cost emphasizes how unrealistic the entire project
9 is. Our community recently saw how even modest efforts
10 on behalf of the Olympics has dramatically improved traffic
11 congestion and it didn't cost billions of dollars to do it.
12 It's time to make transit sense and not rob the citizens
13 of Los Angeles of a real and meaningful transit solution.

14 I heard a number of quotes by one of my
15 colleagues from various pieces of literature and I thought
16 I might commend to your reading the past week's issue of
17 the Business Week headed "Mass Transit: The Expensive
18 Dream." I thought there might be some issues and ideas
19 in it that might be of interest to you.

20 MR. PATSAOURAS: Thank you.
21 Councilman Ferraro to be followed by Geneva
22 Vega.

23 COUNCILMAN FERRARO: Thank you, Mr. Patsaouras
24 and members of the Board.

25 Let me say that I was in favor of the Olympics,



POLK COURT REPORTERS *Certified Deposition Notaries*

606 S. Olive Street, Suite 307, Los Angeles, Calif. 90014

Local Telephone (213) 625-7615
 Call Toll-Free Outside California 800 533-5640 • Inside California 800 533-5641

1 so Mr. Cunningham cannot be talking about me, but I didn't
 2 realize you only had two months to put that excellent
 3 transportation together and you did a good job.

4 After reading and reviewing the Environmental
 5 Assessment I find it hard to believe that anyone here is
 6 seriously considering construction of this four mile subway.
 7 Although I found an incredible number of outrageous state-
 8 ments in the Assessment prepared by RTD on this little
 9 train, I will only address two which I feel are most
 10 important.

11 First, I was outraged to see both the Urban
 12 Mass Transit Administration and the RTD openly admit that
 13 we have to determine usefulness of this four miles because
 14 it may be all we get. The thought of Los Angeles, a city
 15 that is the epitome of urban sprawl, building a four mile
 16 long people-mover, is just incredible. Also, probably
 17 enough to keep Johnny Carson's joke writers going for the
 18 next year. What we are being asked is to blindly support
 19 the construction. This abbreviated subway which will,
 20 by RTD's own admission, have impact on our downtown parking
 21 situation, do nothing to reduce air pollution and will
 22 actually reduce the air quality near the Union Station.
 23 All of this for nearly \$300 million per mile.

24 RTD tells us by the year 2000, 55,000 people
 25 will ride the little train each day. Even if that fantasy



POLK COURT REPORTERS *Certified Deposition Notaries*

606 S. Olive Street, Suite 307, Los Angeles, Calif. 90014
Call Toll-Free Outside California 800 533-5640 • Inside California 800 533-5641
Local Telephone (213) 625-7615

1
2
3
4
5
6
7
8
9
10
11
12
13
14
15
16
17
18
19
20
21
22
23
24
25

ever comes true, it will only remove 11,000 automobiles from our streets at a cost of more than \$100,000 per automobile. If the dream of RTD's ridership projections is ever fulfilled, the truncated train to nowhere will generate an operating deficit of nearly \$9 million per year. Keep in mind all that is supposed to come to pass in the year 2000. What RTD fails to tell is how much the annual deficit will be in the 15 years between now and then. In the headlong rush to try to slip this boondoggle past the people of Los Angeles, RTD also forgot to tell us where the money is going to come from to pay for the operating deficit.

[Continued on Page 28.]



61984

POLK COURT REPORTERS *Certified Deposition Notaries*

606 S. Olive Street, Suite 307, Los Angeles, Calif. 90014
Local Telephone (213) 625-7615
Call Toll-Free Outside California 800 533-5640 • Inside California 800 533-5641

1
2
3
4
5
6
7
8
9
10
11
12
13
14
15
16
17
18
19
20
21
22
23
24
25

My second concern is more human and more frightening because it will accomplish exactly the opposite of what it was intended by Proposition A. The startup of construction on the mini train will hasten the demise of the bus subsidy. That subsidy was mandated by the voters of Los Angeles County in 1980 and has kept bus fares at a reasonable and fair 50-cent level. That low fare has made ours the most utilized, low cost per-ride bus system of any major city in America. When the subsidy runs out, the bus fares will begin to climb. When these fares climb, ridership will fall. People in South Central Los Angeles, East Los Angeles, in the San Fernando Valley, and the senior citizens in the Mid-Wilshire area that struggle to get by on low and fixed incomes will have the public transit rug pulled out from under them.

I would specifically like to call your attention to page 31, Section 3.1.1.1, the second paragraph, in which we are told that, "Thanks to Prop A bus subsidy, we can expect bus ridership to continue to increase in the future." That, Ladies and Gentlemen, is a deception. Currently, the subsidy will run out July 1st, 1985. There is speculation that fares will shoot up to beyond \$1 per ride by the end of that year. When that happens, the ridership falls off and we will have denied public transit access to those who need and depend on it the most. We will have to reduce



61984

POLK COURT REPORTERS *Certified Deposition Notaries*

606 S. Olive Street, Suite 307, Los Angeles, Calif. 90014
Local Telephone (213) 625-7615
Call Toll-Free Outside California 800 533-5640 • Inside California 800 533-5641

1 the number of people utilizing mass transit, put more cars
2 on the streets and freeways. We will have accomplished the
3 exact opposite of what was intended by Prop A, and all that
4 at a cost of just \$1.2 billion.

5 A supporter of this ridiculous miniature
6 subway tells us there has been no change in the funding
7 for construction. If I read the Environmental Assessment,
8 I see the local share has climbed to more than half,
9 51 percent. What has happened to the 38 percent? That
10 was the local share according to the final Environmental
11 Impact Statement that RTD produced in December, 1983.
12 Where is that money going to come from? Who specifically
13 is going to make up the difference? At what rate and
14 what way are most of those additional funds going to be
15 charged to the people of Los Angeles? None of that
16 information is included in this document. Are we sure
17 there is not a more expensive way to do this? \$1.2 billion,
18 according to RTD. The only alternative is to do nothing.
19 Is this four-mile joke all we can do for that enormous
20 price? Are we willing to gamble on future funding? First
21 it was "Building 18.6 miles which will be called the Keystone
22 of 150 miles." Then it was the so-called minimal operable
23 segment of 8.8 miles, which would be the start of 18.6
24 miles. Now we are down to a pitiful four-mile segment
25 and we hope we can eventually build 8.8 miles. It is clear



61984

POLK COURT REPORTERS *California Deposition Notaries*

606 S. Olive Street, Suite 307, Los Angeles, Calif. 90014
Call Toll-Free Outside California 800 533-5640 • Inside California 800 533-5641

Local Telephone (213) 625-7615

1 this document in no way proves this proposal for a four-
2 mile subway can stand on its own as a transit project.
3 It's absurd to think that can ever be proved. It is
4 clear that the RTD has left unanswered a number of questions
5 concerning the impact to the community; questions
6 concerning the financial burden which will be placed on
7 the city forever and the questions on the human impact
8 of lost jobs, businesses and homes. I strongly urge the
9 federal government to require the preparation of a
10 Supplemental Environmental Impact Statement and also
11 withhold any construction for this ludicrous, little train.

12 I hope the federal government will take a long,
13 hard look at this, because it is clear from this
14 Environmental Assessment that it is impractical,
15 uneconomical and unfeasible.

16 Thank you very much.

17 **MR. PATSAOURAS:** Geneva Vega, followed by
18 Supervisor Deane Dana.

19 **MS. VEGA:** My name is Geneva Vega, representing
20 Assemblywoman Gloria Molina, who could not be here today
21 because of the legislative duties she has this final day
22 of legislative session. She asked that I come here before
23 you to read her statement.

24 "President Patsaouras, Members of the Board
25 of Directors, good afternoon. I am the California State



61984

POLK COURT REPORTERS *Certified Deposition Notaries*

606 S. Olive Street, Suite 307, Los Angeles, Calif. 90014

Local Telephone (213) 625-7615

Call Toll-Free Outside California 800 533-5640 • Inside California 800 533-5641

1 Assemblywoman representing the 56th Assembly District.
 2 I am pleased to have the opportunity to provide my
 3 comments on the Environmental Assessment for the
 4 Los Angeles Metro Rail Project. MOS-1 segment from Union
 5 Station to Wilshire and Alvarado.

6 "The 56th District, most of which is not along
 7 the Metro Rail alignment, will undoubtedly be affected
 8 by the project. Los Angeles has suffered all too long
 9 under the pressure of parochial interests demanding that
 10 Metro Rail not be built because their geographic areas
 11 would not be immediately served by the 18.6-mile rail line
 12 connecting Los Angeles Central Business District and the
 13 San Fernando Valley. Instead, these quarters seek to delay
 14 this much needed project by offering rail systems which
 15 call for a pie-in-the-sky monorail project and disjointed
 16 light rail systems running along our freeways. These
 17 so-called solutions to Los Angeles' mobility problems
 18 do not address the real need for an integrated rail system
 19 for Los Angeles County. My staff and I have reviewed the
 20 Environmental Assessment and find it to have been done in
 21 a thorough and professional manner. I believe once
 22 UMTA reviews this document, they will find, as I have,
 23 that the 4.4-mile initial segment raises no new significant
 24 environmental impacts.

25 "In the beginning of my remarks, I mentioned



61984

POLK COURT REPORTERS *Certified Deposition Notaries*

606 S. Olive Street, Suite 307, Los Angeles, Calif. 90014
Local Telephone (213) 625-7615
Call Toll-Free Outside California 800 533-5640 • Inside California 800 533-5641

1 that many of my constituents do not live nor work along the
 2 4.4 initial segment. However, they remain overrepresented
 3 among the RTD ridership. I believe once completed, the
 4 4.4-mile segment will represent for my constituents only
 5 the beginning of new opportunities for greater mobility.
 6 The implementation of the Metro Rail Project will make
 7 the existing bus system work better; operating costs within
 8 the Wilshire corridor will be lowered; buses could be
 9 redeployed to other lines in other areas experiencing
 10 overloading. When the Metro Rail Project is implemented,
 11 everyone wins; the future Metro Rail rider as well as the
 12 many bus riders throughout the county.

13 "If I may, I would also like to address my
 14 remarks regarding another group of winners. As this Board
 15 knows, I have long been a champion of disadvantaged and
 16 woman business enterprise. It is most gratifying to me
 17 that through June, 1984, the Metro Rail Project, in its
 18 contracts for preliminary engineering, continued preliminary
 19 engineering, construction management, and general consultant
 20 work, has achieved 30 percent or 26.7 percent -- \$26.7
 21 million -- in DBE and WBE participation. I have been
 22 assured this level of participation will be maintained,
 23 if not exceeded, in all aspects of this project.

24 "In summary, Mr. President, and Members of the
 25 Board, I am convinced that this initial 4.4-mile segment



61984

POLK COURT REPORTERS *Certified Deposition Notaries*

606 S. Olive Street, Suite 307, Los Angeles, Calif. 90014
Local Telephone (213) 625-7615
Call Toll-Free Outside California 800 533-5640 • Inside California 800 533-5641

1 represents only the beginning of a balanced, integrated rail
2 rapid transit system for Los Angeles. You have my support."

3 Thank you.

4 MR. PATSAOURAS: Supervisor Deane Dana followed
5 by Supervisor Mike Antonovich.

6 SUPERVISOR DANA: Mr. President, Members of
7 the Board of Directors, I am Deane Dana, Chairman of the
8 Board of Supervisors and Supervisor of the 4th District.
9 The 4th District is the coastal district of Los Angeles
10 County that is entirely surrounded by water on the ocean
11 side and polls I have taken indicate at least 60 percent
12 of the people in the district are very much interested in
13 light rail to solve the problems of transportation in
14 Los Angeles.

15 I am pleased to appear before you today to
16 comment briefly on the Environmental Assessment for the
17 Los Angeles Metro Rail's 4.4-mile segment from Union
18 Station to the Wilshire/Alvarado area. I reviewed the
19 Environmental Assessment documents and agree with its
20 findings that the 4.4-mile segment is a component of
21 the full 18.6-mile project and that there are no new
22 significant environmental impacts. I am pleased to state
23 the Los Angeles County Board of Supervisors supports the
24 Metro Rail Project because of its importance to our area's
25 continued economic growth and development; the jobs that



61984

POLK COURT REPORTERS Certified Deposition Notaries

606 S. Olive Street, Suite 307, Los Angeles, Calif. 90014
Local Telephone (213) 625-7615
Call Toll-Free Outside California 800 533-5640 • Inside California 800 533-5641

1 it will create and the mobility it will bring to our
2 citizens.

3 The initial segment of the Metro Rail Project
4 will be the centerpiece of the regionwide transit system
5 approved by the electorate in 1990. If we do not move
6 forward with this rapid rail system, Los Angeles County
7 stands to strangle in congestion that will mean the loss
8 of businesses which will relocate where better transporta-
9 tion mobility can be found. Los Angeles County cannot
10 survive the mobility challenges of the next century without
11 a comprehensive and integrated rail network with Metro
12 Rail as the backbone of that system.

13 If I may, I would also like to speak for a
14 moment as the Supervisor representing the 4th District,
15 the coastal district. Currently, the Los Angeles County
16 Transportation Commission is engaged in a preliminary
17 engineering study for a light rail line from Long Beach
18 to Los Angeles. The Commission is also committed to a
19 light rail line as part of the Interstate 105 Century
20 Freeway Project. Another rail project which may be
21 investigated is one which will run a corridor from Marina
22 Del Rey to El Segundo. All or parts of these projects
23 are within my district. While I am gratified that this
24 is the case, these projects will really make little sense
25 if they do not interface with Metro Rail.



61984

POLK COURT REPORTERS *Certified Deposition Notaries*

606 S. Olive Street, Suite 307, Los Angeles, Calif. 90014
Local Telephone (213) 625-7615
Call Toll-Free Outside California 800 533-5640 • Inside California 800 533-5641

1
2
3
4
5
6
7
8
9
10
11
12
13
14
15
16
17
18
19
20
21
22
23
24
25

In closing, I call upon UMTA to make an immediate finding of No Significant Impact and issue a Letter of Intent for the Wilshire/Alvarado segment and a Letter of No Prejudice for the entire 18.6-mile Metro Rail System.

Thank you.

MR. PATSAOURAS: Thank you.

Supervisor Mike Antonovich followed by Mr. David Hyun.

SUPERVISOR ANTONOVICH: Mr. Chairman, Members of the Board. It is a pleasure to be here this afternoon to give some comments relative to the first four-mile segment of the Metro Rail Project.

Let me first state that I really believe it is necessary to have the full public support of this project and we support a public vote on this. I also believe the needs and concerns of the an Fernando Valley much not be overlooked; that a special effort must be made by RTD to include all of these parties within the San Fernando Valley to have their support and participation.

Three, that the residential homes must not be included in the Assessment District and we are supporting that change in legislation; and those commercial properties not directly benefiting from the Metro Rail Stations ought to be removed from the proposed Assessment District.



61984

POLK COURT REPORTERS *Certified Deposition Notaries*

606 S. Olive Street, Suite 307, Los Angeles, Calif. 90014
Local Telephone (213) 625-7615
Call Toll-Free Outside California 800 533-5640 • Inside California 800 533-5641

1
2
3
4
5
6
7
8
9
10
11
12
13
14
15
16
17
18
19
20
21
22
23
24
25

Two weeks ago, the Los Angeles County Transportation Commission approved a contract with the Southern California Rapid Transit District formally committing its \$406 million share of this project and all efforts are being made for the first starter line completion of that 18-mile segment. While we understand the necessity of the beginning of the project with a short initial segment, I recognize the realities of the federal budget and personally support the Reagan Administration efforts to control federal spending. We also recognize that the Metro Rail represents a major long-term investment and will return long-term dividends in providing for the future growth and mobility in Los Angeles County.

The federal government acknowledges this, ranking it as one of the most cost-effective programs in the country.

In the local perspective, it is a necessary, integral part of a future countywide light system for which local residents are paying an additional one-half sales tax. We now have the Long Beach line under consideration for approval and we are exploring the San Fernando Valley light rail along with the other sections of this county. The federal government must recognize that we and they have invested major amounts of time and



POLK COURT REPORTERS *Certified Deposition Notaries*

606 S. Olive Street, Suite 307, Los Angeles, Calif. 90014

Local Telephone (213) 625-7615

Call Toll-Free Outside California 800 533-5640 • Inside California 800 533-5641

1 money into developing an 18-mile project, itself only a
 2 starter line, and cannot give anyone the impression we will
 3 be finished with it after the first four miles. Whatever
 4 form this accommodation takes, it is not as important as
 5 establishing a clear understanding of our mutual intention
 6 to see this project through its completion as quickly,
 7 efficiently, economically as possible. However, the funding
 8 of four miles without any guarantee of funding the
 9 remaining portion will doom the Metro Rail Project.

10 I thank you for this opportunity to appear
 11 before you and look forward to working with you in the
 12 years ahead.

13 MR. PATSAOURAS: Thank you.

14 Dave Hyuh followed by Steve Gavin.

15 MR. HYUN: Good morning to everybody in this
 16 room. My testimony is addressed to Mr. Ralph Stanley,
 17 Administrator.

18 Honorable Ralph Stanley and other Officers.

19 This public hearing is on the Environmental Assessment
 20 of the Metro Rail System for the City of Los Angeles.

21 My name is David Kuhn. I am President of the Metro Rail
 22 Minority Participation Committee. This committee is an
 23 independent minority organization. It is not affiliated
 24 with or dependent upon any other organization. Its members
 25 and officers are black, Hispanic, Asian and women. Many



61984

POLK COURT REPORTERS Certified Deposition Notaries

606 S. Olive Street, Suite 307, Los Angeles, Calif. 90014
Local Telephone (213) 625-7615
Call Toll-Free Outside California 800 533-5640 • Inside California 800 533-5641

1 of our members are highly qualified, experienced,
2 professional engineers, architects and contractors. Among
3 the purposes of this committee is the duty to reciprocally
4 inform, advise and represent the minority communities
5 of Los Angeles City to the RTD Board of Commissioners.

6 For the past two years, we have worked to
7 acquaint ourselves, with the aid of SCRTD, on the proposed
8 18.6 miles of the Metro Rail System and the larger 150-mile
9 rail transit system. We have physically inspected entire
10 lengths of the Metro Rail Routes, visited the Metro Rail
11 Systems in Washington, D. C., Europe and Tokyo, and we
12 have studied several presentations for the design,
13 construction and use of the Metro Rail System. The Metro
14 Rail Minority Participation Committee is therefore highly
15 qualified to give testimony today on the Environmental
16 Assessment of the Metro Rail System for Los Angeles City.
17 We are qualified by these considerations:

18 We represent a very large minority community
19 in Los Angeles. We are professionally competent and we
20 have studied the Metro Rail System.

21 On behalf of this committee, I hereby request
22 that the testimony given today shall be entered as part
23 of the official record of this public hearing and I testify
24 further as follows:

25 On Tuesday, August 28, 1984, the Executive

Use our Bell QUORUM
Group Audio System with
Speakerphone for World-Wide Multi-City
Teleconferencing

We offer
Computer Transcription
Key Word & Phrase Indexing
Floppy or 8-Track Input



61984

POLK COURT REPORTERS *Certified Deposition Notaries*

606 S. Olive Street, Suite 307, Los Angeles, Calif. 90014
Local Telephone (213) 625-7615
Call Toll-Free Outside California 800 533-5640 • Inside California 800 533-5641

1
2
3
4
5
6
7
8
9
10
11
12
13
14
15
16
17
18
19
20
21
22
23
24
25

copies to submit to the committee.

MR. PATSAOURAS: Steve Gavin, Greater Los Angeles Transportation Coalition, followed by Lois Hill Hale

MR. GAVIN: Mr. Patsaouras, Members of the Boards, my name is Steven Gavin, President of the Greater Los Angeles Transportation Coalition. We are an organization of community volunteers supporting the development of an integrated multi-modal transportation system for Los Angeles. We strongly support the proposed Metro Rail Program as the necessary spine or backbone of such a system, and in particular, we support the Environmental Assessment under discussion today.

Our membership is made up of Republicans, Democrats, business, labor and professional leadership throughout Los Angeles. We consider Metro Rail to be absolutely essential to the future growth and development of Los Angeles in the style and ambience which has made this one of the great emerging cities of the United States and of the World. We have confidence in the planning and technical elements of the plan which has passed with flying colors the test of every level of governmental review by those whose responsibility it is to protect citizens' interests. We regret that federal funds do not appear to be presently available to fund the RTD's original request, but we have no doubt whatsoever that the gas tax trust



61984

POLK COURT REPORTERS Certified Deposition Notaries

606 S. Olive Street, Suite 307, Los Angeles, Calif. 90014
Local Telephone (213) 625-7615
Call Toll-Free Outside California 800 533-5640 • Inside California 800 533-5641

1 fund is growing at a rate that will provide ample funding
2 so that we will receive our fair share, which we have
3 not received in the past, of the money under the proposed
4 new phase approach.

5 To phase construction of a project of this
6 magnitude is not unusual. To begin construction in the
7 heart of the city has been the pattern of every major
8 city of the world when the system ultimately includes
9 all areas of the community.

10 We have a plan here which is ambitious; but
11 that is nothing new to Los Angeles. In 1781, this was a
12 desert pueblo which has grown great because it had leaders
13 who had ambition for Los Angeles, the courage to dream
14 great, ambitious dreams to bring water from hundreds of
15 miles away; to dredge mud flats to make a great harbor;
16 to build a freeway system which is one of the wonders of
17 the world but which does not now fill the needs of this
18 ever-expanding community. None of these was a perfect plan
19 when it was proposed and started, but they were as good
20 as could be hoped for until construction began. There
21 were problems which had to be dealt with and they were
22 dealt with. It will be the same with us, but the elements
23 that brought success were these:

24 First, vision and determination.

25 Second, the best planning and technical



61984

POLK COURT REPORTERS Certified Deposition Notaries

606 S. Olive Street, Suite 307, Los Angeles, Calif. 90014

Call Toll-Free Outside California 800 533-5640 • Inside California 800 533-5641

Local Telephone (213) 625-7615

1
2
3
4
5
6
7
8
9
10
11
12
13
14
15
16
17
18
19
20
21
22
23
24
25

engineering available.

Finally, the guts to get started.

There were vocal critics then, just as we have today. Some of those critics are still around making a lifetime job of being against, looking at every progressive project as an expense rather than as an investment.

[Continued on Page 43.]



POLK COURT REPORTERS *Certified Deposition Notaries*

606 S. Olive Street, Suite 307, Los Angeles, Calif. 90014

Local Telephone (213) 625-7615

Call Toll-Free Outside California 800 533-5640 • Inside California 800 533-5641

1 The first step we are discussing today is
2 essential to the integration of the ultimate 18.6 mile
3 Metro Rail system with light rail, but, auto and freeways,
4 into a transportation facility which will be second to
5 none. We have the proven need. We have the proven program.
6 Let's get on with it.

7 Thank you very much.

8 MR. PATSAOURAS: Thank you.

9 Senator Diane Watson followed by Al Swanson.

10 MS. HILLHALE: Mr. President, members of the
11 Board, staff members and members in the audience. It is
12 indeed my pleasure to represent State Senator Diane Watson.
13 My name is Lois Hillhale and I am Chief Deputy to the
14 Senator. I am here to read a statement.

15 "It is with deep regret that due to a heavy
16 legislative schedule, I cannot appear in person before
17 this lawded body to express my sincere support for the
18 full construction of the 18.6 miles of the Metro Rail
19 Project.

20 "Also, my staff has full reviewed your
21 Environmental Assessment Plan and I am fully in support of
22 that.

23 "In addition, I am in support of building not
24 only the starter line but the Southwest Crenshaw Airport
25 Spur Line which was recently proposed by the Southwest



POLK COURT REPORTERS Certified Dictation Notaries

606 S. Olive Street, Suite 307, Los Angeles, Calif. 90014
Local Telephone (213) 625-7615
Call Toll-Free Outside California 800 533-5640 • Inside California 800 533-5641

1
2
3
4
5
6
7
8
9
10
11
12
13
14
15
16
17
18
19
20
21
22
23
24
25

Transportation Coalition.

"Realizing that the subway system will be built in segments due to limited financing, it is incumbent upon all of us to join together and provide a unified front for obtaining much needed funds to begin construction of this most worthwhile project.

"SB1238, a bill that I authored last year, passed the legislature. It established benefit assessment districts which will provide approximately \$170 million for the construction and maintenance of the Metro Rail Project. This year I recently introduced SB1463, a clean-up bill which will exempt residential properties. This bill has passed the Senate and the Assembly. Currently it is on the Governor's desk awaiting his signature. I urge all of you to call and ask his support in signing this fine piece of legislation.

"As you can see by the passage of these two historic bills, the State of California is solidly behind the building and financing of the much needed, cost effective Los Angeles Metro Rail system. I urge everyone to support this most worthwhile project. If not now, when? Building costs continue to escalate.

"Thank you very much, Senator Diane Watson."

MR. PATSAOURAS: Thank you.

Mr. Ray Remy, representing the L. A. Chamber



POLK COURT REPORTERS Certified Deposition Notaries

606 S. Olive Street, Suite 307, Los Angeles, Calif. 90014
Local Telephone (213) 625-7615
Call Toll-Free Outside California 800 533-5640 • Inside California 800 533-5641

1
2
3
4
5
6
7
8
9
10
11
12
13
14
15
16
17
18
19
20
21
22
23
24
25

of Commerce.

MR. REMY: Mr. President, members of the Board, good afternoon. My name is Ray Remy, president of the Los Angeles Area Chamber of Commerce. I would like to thank the Board for the opportunity to present the views of the Chamber concerning the Metro Rail Project and our desire to see it receive the necessary federal funding to begin construction.

We should note we have a variety of Chamber people here who will not speak, but I will be representing their points of view at this hearing; and I should also note the Chamber Board contains 61 prominent business leaders who have consistently supported the Metro Rail Project by board action and executive committee action.

We have here Mr. Al Swanson, who represents Bob Clarke from the CHEVRON, U.S.A., a strong supporter.

In addition, George Gibbs, president of Stewart Smith West, a member of the Board of Directors and very active within the Transportation Committee of the Chamber of Commerce.

Also Arch Hardymont, senior vice president, Security Pacific National Bank.

Last and most important, is the Chairman of the Board of the Chamber, Mr. Robert McIntyre, president of the Southern California Gas Company.



1 My comments reflect the positions of these
 2 gentlemen as well as the other 61 members of the Board
 3 who have directors ranging from as far as Orange County
 4 to Ventura, San Fernando Valley to the west side of this
 5 city and to the downtown business community.

6 The Los Angeles Area Chamber represents over
 7 3,500 business and professional firms in this five county
 8 area. Our organization has long supported the Metro Rail
 9 Project as being the essential backbone of the balanced
 10 transportation system we are seeking for this region.
 11 The support derives from our conviction that Metro Rail
 12 is the necessary transit technology for the corridor in
 13 question. We believe this to be true for the full 18.6
 14 mile alignment and also to be true for the 4 mile segment
 15 under discussion today. I will detail some of the reasons
 16 for our position.

17 The Metro Rail system will provide a much
 18 needed accessibility and mobility improvements for both
 19 the Central Business District, and more importantly, I
 20 think, the entire Wilshire and San Fernando corridors.

21 Two, the rail transit is an essential strategy
 22 for the community to realize the land use and development
 23 goals for the area. Not just for downtown, but for the
 24 Wilshire, Hollywood, and ultimately, San Fernando Valley.

25 Three, your decision to proceed with the



Local Telephone (213) 625-7600
Call Toll-Free Outside California 800 533-5640 • Inside California 800 533-5641
306 S. Olive Street, Suite 307, Los Angeles, Calif. 90014

1 construction on the Metro Rail fulfills the public mandate
2 for rail transit development in the county in a most cost
3 effective manner.

4 As a member of the L.A. Transportation Commission,
5 not speaking for the Commission, I would like to point out
6 our entire rail strategy is built upon the basis of the
7 backbone system to complement the remainder of what we
8 are trying to do within that strategy. Each of these
9 factors highlights the importance of rail transit in the
10 Los Angeles Regional Core and the benefit we can expect
11 from diversifying local transit options to achieve the
12 balance that's become community priority with the passage
13 of Prop A in '80.

14 The Chamber's review of the initial 4 mile
15 segment system has led us to concur that the SCRTD --
16 that this qualifies as an independently operating segment.
17 This is an essential first step for completing the full
18 18.6 mile line, a project designated as the most cost
19 effective rail transit project in this country -- not by
20 us, but by your friends in the federal government.

21 We also carefully reviewed the mitigation
22 measures outlined in your Final EIR/EIS and in the
23 Environmental Assessment under discussion and found them
24 to be sufficient for protecting the community interests
25 and our well-being. As a consequence of this review the



1 Chamber urges you to pursue, with the Urban Mass Transporta-
 2 tion Administration, a finding of No Significant Impact
 3 on the assessment so that the agency will be in a position
 4 to issue the Letter of Intent and the Letter of No Prejudice
 5 or several Letters of No Prejudice that are so vital for
 6 the timely completion of the Metro Rail system.

7 Finally, I remind you of the strong support of
 8 the Los Angeles business community for Metro Rail and our
 9 support for providing the significant portion of the local
 10 funding for this project.

11 In conclusion, the Chamber organization represents
 12 just one element in the unprecedented broad base local
 13 support of the Metro Rail Project. Joining with the many
 14 supporters of this project we urge you to seek a funding
 15 commitment and construction schedule that will allow the
 16 project to be completed as expeditiously as possible. The
 17 future of our city greatly depends on it.

18 Thank you.

19 MR. PATSAOURAS: Thank you.

20 Next, Mr. Al Swanson of the Los Angeles
 21 Chamber of Commerce, followed by Mr. McIntyre.

22 MR. REMY: I think my statement encompasses
 23 theirs.

24 MR. PATSAOURAS: Sabrina Schiller, Coalition for
 25 Clean Air - Quality Management Board, followed by Mr.

Local Telephone (213) 625-7622
 906 S. Olive Street, Suite 307, Los Angeles, Calif. 90014
 Call Toll-Free Outside California 800 533-5640 • Inside California 800 533-5641



POLK COURT REPORTERS *Certified Deposition Notaries*

606 S. Olive Street, Suite 307, Los Angeles, Calif. 90014
Local Telephone (213) 625-7615
Call Toll-Free Outside California 800 533-5640 • Inside California 800 533-5641

1 face this problem. Now that means are you going to be
2 ready. We are developing our side of the regulations and
3 we know we have to achieve clean air.

4 Is this Metro Rail going to be started on time?
5 Will it have adequate funding and is this going to be a
6 partnership so that when the people must get out of their
7 cars or will be induced to get out of their cars, which is
8 the way we are approaching this, will you be ready with
9 transportation to provide for those people? We hope you
10 will. We hope this project goes forth full strength, and
11 all I can say is to repeat the words of the Regional
12 Advisory Council. "The Olympic challenge. Let's keep it
13 moving." Let's keep this project moving.

14 Thank you.

15 MR. PATSAOURAS: Mr. Bill Robertson, secretary-
16 treasurer, AFL-CIO.

17 MR. ROBERTSON: Ladies and gentlemen, my name
18 is Bill Robertson, Executive Secretary-Treasurer of the
19 Los Angeles County Federation of Labor, AFL-CIO. We
20 represent 700,000 AFL-CIO members in Los Angeles County.
21 We are here today in support of the grant application for
22 federal assistance and we have enthusiastically supported
23 the efforts of the Metro Rail Project for the past seven
24 years and have never waivered in that support, and I am
25 glad that I came down a little early and had an opportunity



POLK COURT REPORTERS *Qualified Deposition Notaries*

606 S. Olive Street, Suite 307, Los Angeles, Calif. 90014
Local Telephone (213) 625-7615
Call Toll-Free Outside California 800 533-5640 • Inside California 800 533-5641

1 to hear from Mr. Ray Remy and Ms. Sabrina Shiller. It saved
2 me and saved you a lot of rhetoric, because I won't be
3 redundant and repeat some of the things they said because
4 I support what both of them have said today and I think
5 that many times people accuse the labor movement of being
6 purely parochial in terms of jobs, and I can't come here
7 today and say that we are not concerned about thousands of
8 jobs which are involved, but I have more compelling reasons
9 to be here today.

10 I too am concerned about the environment. I
11 served on the Los Angeles Committee on Environmental
12 Quality Control for two years and our membership, like any
13 other part of this society, come from diverse backgrounds
14 and they are certainly diverse in their political thinking
15 as well; but we are concerned and we think it is ironic
16 and indeed tragic that this city, one of the greatest
17 cities in the world -- we are very progressive in a lot
18 of things and have been literally derelict in dealing
19 with our transportation problems, and I submit we can't
20 continue to go this way because ultimately we will have
21 to make this decision and the longer we wait the more
22 costly it is going to become. We hear tales about the peopl
23 in Southern California being a captive of their automobile.
24 That's true, because they have had to do it because they
25 have had no reasonable adequate transportation. Unlike



POLK COURT REPORTERS *Certified Deposition Notaries*

606 S. Olive Street, Suite 307, Los Angeles, Calif. 90014

Local Telephone (213) 625-7615

Call Toll-Free Outside California 800 533-5640 • Inside California 800 533-5641

1 many other major cities in this country, we simply don't
2 have it and I think the political leadership in Southern
3 California who are advocating the Metro Rail should be
4 commended and we should all get in back of them and
5 enthusiastically support this program.

6 I think that this project can be more than just
7 a catalyst to getting something started. I think it will
8 illustrate to the people that many of us represent that we
9 recognize that we want to have a clean Southern California
10 and the only way we can achieve that is to decrease our
11 dependency on the automobile, and I think this city, this
12 county, and Southern California, can become even greater
13 if we all get together and support this project.

14 Thank you very much.

15 MR. PATSAOURAS: Thank you.

16 Mr. Wendell Cox, Los Angeles County Transporta-
17 tion Commission followed by Mr. Oscar Arslanian.

18 MR. COX: Thank you, members of the Board. I
19 hope you have been given or will soon be given a copy of
20 an editorial I taped for Channel 2 which will air this
21 afternoon, obviously supporting the building of the Metro
22 Rail system.

23 First let me state that I have read your
24 Environmental Assessment Report and find, in my view, there
25 are no significant impacts and hope you will come to a



POLK COURT REPORTERS Certified Deposition Notaries

606 S. Olive Street, Suite 307, Los Angeles, Calif. 90014
Local Telephone (213) 625-7615
Call Toll-Free Outside California 800 533-5640 • Inside California 800 533-5641

1
2
3
4
5
6
7
8
9
10
11
12
13
14
15
16
17
18
19
20
21
22
23
24
25

similar finding.

I want to reaffirm my enthusiastic support of Metro Rail. Metro Rail is the keystone of the countywide rail system which was adopted in 1980 by the voters of Los Angeles County. There is unprecedented consensus for Metro Rail. I don't know who among us can think of an issue that has had the kind of support we have for Metro Rail; including the mayor, the county supervisors, senators and most of the Los Angeles City Council. Metro Rail is crucial for improved mobility in the most congested corridor of Los Angeles County. There are simply no alternatives to Metro Rail in this corridor and anybody that tells you otherwise is telling you a lie.

I want to commend you and I want to commend Mr. Robertson and the AFL-CIO for your very fine agreement to eliminating the possibility of work stoppages as you go forward with construction, because one of the significant criticisms made of these kinds of projects is the cost overrun, some of which has been caused by these kinds of problems in the past, and you and the AFL-CIO are to be greatly commended in putting together that agreement.

You know, it's much easier to destroy than it is to create, and that is why your job is so difficult, because you are seeking to create. Some 45 years ago our freeway system was a dream and it began with about a



POLK COURT REPORTERS *Certified Deposition Notaries*

606 S. Olive Street, Suite 307, Los Angeles, Calif. 90014
Local Telephone (213) 625-7615
Call Toll-Free Outside California 800 533-5640 • Inside California 800 533-5641

1 six mile segment, but we didn't stop and say "You know, we
2 can only build six miles. It isn't worth it. We ought
3 not to go forward." No. We built a little at a time and
4 now we have a comprehensive freeway system 45 years later.
5 We have started to move forward for rapid transit in
6 Los Angeles. We need to reject those who would suggest
7 that we bury our heads in the sand and hope that the problem
8 will go away. Let us build the future while we have the
9 chance. I urge you to go forward with the four mile segment
10 as you suggest in the Environmental Assessment.

11 Thank you very much.

12 MR. PATSAOURAS: Oscar Arslanian followed by
13 Pete Resica.

14 MR. ARSLANIAN: Good afternoon. My name is Oscar
15 Arslanian. I have a business in Hollywood, a public relations
16 and marketing business, representing several Hollywood
17 companies, entertainment companies. I am a director of
18 the Hollywood Chamber Executive Committee and also the
19 chairman of the Public Relations Committee, Director of
20 the Hollywood Arts Council and festival director of a
21 campaign in Hollywood called Hollywood as a Summer Festival
22 of the Arts. I am also on the Project Area Committee of
23 the proposed CRA in Hollywood and we have been meeting
24 since January on the CRA for Hollywood.

25 Basically, what I am representing is the arts



POLK COURT REPORTERS Certified Deposition Notaries

606 S. Olive Street, Suite 307, Los Angeles, Calif. 90014
 Local Telephone (213) 625-7615
 Call Toll-Free Outside California 800 533-5640 • Inside California 800 533-5641

1 and entertainment on the Porject Area Committee -- that is
 2 basically what I am representing today.

3 The arts and entertainment, we feel, is vital
 4 to the future of Hollywood and we feel that Metro Rail is
 5 vital for the arts and entertainment of the community.
 6 Basically, we want to get more people participating in the
 7 activities that are available in the Hollywood community.
 8 We have more theater than any other -- more legitimate
 9 theater -- than any other community in the world except
 10 New York City. It is the usage of this theater that the
 11 economic development of the community is based on. The
 12 multiplier effect of \$7 spent for every \$1 spent on enter-
 13 tainment brings about some incredible figures for what the
 14 future can hold for Hollywood. The more people that
 15 participate in the legitimate theater experience in Hollywood
 16 in the film capitals that -- the film palaces that Hollywood
 17 has, in the galleries, in the variety of wealth of arts
 18 and entertainment that the Hollywood Community has, Metro
 19 Rail is critical in the proposition.

20 The CRA is looking to be a catalyst to the
 21 future of Hollywood and right now we have spent several
 22 weeks in looking at Metro Rail and how it can be a help;
 23 not only a help, but it is the thing that is going to do
 24 it for us. The Hollywood Arts Council and Hollywood Chamber
 25 absolutely support it.

We thank you for your meetings and the future
 of Metro Rail. Thank you.



POLK COURT REPORTERS Certified Deposition Notaries

606 S. Olive Street, Suite 307, Los Angeles, Calif. 90014
Local Telephone (213) 625-7615
Call Toll-Free Outside California 800 533-5640 • Inside California 800 533-5641

1
2
3
4
5
6
7
8
9
10
11
12
13
14
15
16
17
18
19
20
21
22
23
24
25

MR. PATSAOURAS: We'll take a five-minute recess.

[A brief recess was taken.]

MR. PATSAOURAS: The public hearing will resume and we will have the secretary please call the roll.

MS. BLEUMKE: Nick Patsaouras?

MR. PATSAOURAS: Here.

MS. BLEUMKE: Gordana Swanson?

[No response.]

MS. BLEUMKE: John Day?

MR. DAY: Present.

MS. BLEUMKE: Norman Emerson?

[No response.]

MS. BLEUMKE: Carmen Estrada?

MS. ESTRADA: Yes.

MS. BLEUMKE: Jan Hall?

MS. HALL: Here.

MS. BLEUMKE: Marvin Holen?

MR. HOLEN: Yes.

MS. BLEUMKE: Nate Holden?

[No response.]

MS. BLEUMKE: Jay Price?

MR. PRICE: Here.

MS. BLEUMKE: Charles Storing?

MR. STORING: Yes.



2

Local Telephone (213) 625-7615
 606 S. Olive Street, Suite 307, Los Angeles, Calif. 90014
 Call Toll-Free Outside California 800 533-5640 • Inside California 800 533-5641

POLK COURT REPORTERS Certified Deposition Notaries

1
2
3
4
5
6
7
8
9
10
11
12
13
14
15
16
17
18
19
20
21
22
23
24
25

MS. BLEUMKE: Michael Lewis?

MR. LEWIS: Here.

MR. PATSAOURAS: Thank you. We will continue with Mr. Pete Racicot followed by Councilwoman Pat Russell.

MR. RACICOT: Mr. President, Members of the Board. My name is Peter Racicot. I am here today representing the Wilshire Boulevard Property Owners Coalition.

Primarily, our coalition is formed of commercial property owners, and I would like to state at the beginning, at the onset, that we heartily endorse the Metro Rail Program and are looking forward to a Metro Rail System for the City of Los Angeles; but we continue to be shocked by the anti-Metro Rail stance on the part of the proposed specific plan that is going forward to the Planning Commission as part of the City of Los Angeles. As we interpret the plan at this time, the proposed specific plan covers most of the area of west of downtown. Downtown is not included. The plan, as we see it, is basically anti-centers. It is anti-growth. It appears to be anti-Metro Rail and definitely anti-ridership. We feel that in order to have continued cooperation of the commercial property owners who are, in essence, going to pay that lion's share of the local share cost of the Metro Rail System through benefit assessment districts, that we allow certain amounts



61984

POLK COURT REPORTERS *Certified Deposition Notaries*

606 S. Olive Street, Suite 307, Los Angeles, Calif. 90014
Local Telephone (213) 625-7615
Call Toll-Free Outside California 800 533-5640 • Inside California 800 533-5641

1 of density to occur around the stations.

2 The Alvarado station is only one of the five

3 stations in the present EIS and it is with deep concern

4 we are watching what occurs at this station. We are

5 especially interested in seeing if the densities do not

6 occur around the station areas as the EIS is projecting;

7 for example, for the Alvarado station. Then where do they

8 go? We feel these densities will probably be diffused

9 throughout the city or to other incorporated areas outside

10 of the City of Los Angeles. As a result, we are not

11 implementing the centers concept. The ridership goes

12 down and the whole concept of Metro Rail on which we based

13 our system is in jeopardy. We would feel that the EIS

14 is correct in its assumptions if we allow prodevelopment

15 to occur around the station.

16 I would like to reference, specifically on

17 page 62, that one assumption, for example, is that around

18 the Alvarado station, we are going to get moderately cost

19 housing, rental housing, and condos for low- and moderate-

20 income people because the various densities of the specific

21 plan has to have growth-encouraging bonuses, to begin with,

22 in order for us to be able to pay these social welfare

23 type of improvements. Presently, a lot of the development

24 in the area allows up to FAR 13 under the proposed specific

25 plan for the Alvarado station, I submit, prior to Metro Rail



POLK COURT REPORTERS Certified Deposition Notaries

606 S. Olive Street, Suite 307, Los Angeles, Calif. 90014

Local Telephone (213) 625-7615
Call Toll-Free Outside California 800 533-5640 • Inside California 800 533-5641

1 and FAR .777.

2 Thank you very much.

3 MR. PATSAOURAS: Councilwoman Pat Russell,
4 President, L. A. City Council; followed by Mike Malak.

5 COUNCILWOMAN RUSSELL: Thank you, Mr. Patsaouras
6 and Members of the Board. I am Councilwoman Pat Russell
7 and I chair our council's Transportation Committee.

8 I respectfully urge that your board take the
9 vital action before you today and adopt the Negative
10 Declaration and the Minimum Operable Segment of the Metro
11 Rail Project. I also urge you to approve submission of
12 the federal grant request for final design and construction
13 of MOS-1.

14 I would like to commend your staff and the
15 other transportation agencies for an excellent job of
16 preparing the Environmental Assessment. It was a job
17 undertaken under unhappy circumstances which we all had
18 to face; the reality of limited federal funding and the
19 inability to obtain a financial commitment for the entire
20 project. However, the constraints under which we are
21 currently operating do not diminish our enthusiasm for the
22 project. The City of Los Angeles remains supportive of
23 and dedicated to the completion of the entire Metro Rail
24 Project.

25 Within the next week, the City Council will



61984

606 S. Olive Street, Suite 307, Los Angeles, Calif. 90014
Local Telephone (213) 625-7615
Call Toll-Free Outside California 800 533-5640 • Inside California 800 533-5641

POLK COURT REPORTERS *Certified Deposition Notaries*

1 consider a funding contract between your board and our city.
2 This will provide the city's Prop A local return funds for
3 the project in general and for the first year's funding
4 in particular. I am confident that this contract will
5 receive the Council's and the Mayor's support.

6 It is valuable for us to restate the region's
7 goals for this project as specified in the Final EIS.

8 First of all, improved accessibility and
9 mobility.

10 Second, support of land use and development
11 goals.

12 Third, carrying out the public mandate which
13 directed us to move with dispatch to construct and operate
14 a rail transit system for the region.

15 It cannot be emphasized enough that Metro Rail
16 is the key element to an integrated local and regional
17 transportation system which will address our transportation
18 needs now and in the future. It cannot stand alone and was
19 never designed to do so. As part of this regional system,
20 it holds the key not only to our future transportation
21 needs but also to our air quality, our growth management
22 plan and our overall economic vitality.

23 We received the support of the vast majority
24 of our local elected officials, our business community,
25 our civic groups, and of individual citizens. We



61984

POLK COURT REPORTERS Certified Deposition Notaries

606 S. Olive Street, Suite 307, Los Angeles, Calif. 90014
Call Toll-Free Outside California 800 533-5640 • Inside California 800 533-5641
Local Telephone (213) 625-7615

1 demonstrated a willingness to commit to this project
 2 more of our local funds than required by federal funding;
 3 a dedication that has earned us the highest ranking in the
 4 federal government, and we are moving along all the fronts
 5 that will allow us to proceed, from state legislation
 6 action to a contract with the Los Angeles County
 7 Transportation Commission. We must not forget that
 8 Los Angeles needs the full 18.6-mile Metro Rail System
 9 and we cannot and will not settle for less than the full
 10 project; but we are realistic enough to understand that
 11 the MOS-1 is an important beginning. We realize the need
 12 to break ground with this initial segment before we move
 13 on to completion of our full system.

14 The Environmental Assessment has established
 15 the MOS-1 as an independent operable segment in its
 16 own right. It will increase the productivity of our
 17 bus fleet by reducing the total peak vehicles for all
 18 operators by 173. It will result in construction of
 19 Union Station facilities and the central yards, the
 20 linchpin of the entire project. It will show the people
 21 of the region a first-class operating heavy rail transit
 22 system integrated into the development of the area and
 23 serve as a concrete example of the importance of the entire
 24 project.

25 This is a beginning. Its important first



61984

POLK COURT REPORTERS Certified Deposition Notaries

606 S. Olive Street, Suite 307, Los Angeles, Calif. 90014
Local Telephone (213) 625-7615
Call Toll-Free Outside California 800 533-5640 • Inside California 800 533-5641

1 step will start us on our way to the procedural steps
2 necessary for financing the full project. It will start
3 an integrated transit system for our city and the entire
4 region, including, roughly, 150 miles of light rail busways
5 and other transportation management measures.

6 Metro Rail is the right system for our
7 transportation needs along the Wilshire corridor. Light
8 rail, while an ideal approach to our transportation needs
9 in other areas, is simply not suitable for this corridor
10 because of demand surface areas that are simply not
11 available. Increasing bus service in that area will not
12 help, as demonstrated in the "No Project Alternative"
13 in the Environmental Assessment, since there simply is
14 not the capacity to add much more bus service into the
15 Wilshire corridor, and doing nothing means that we will
16 continue to slowly choke on the conflict between our
17 cherished Los Angeles mobility and our long-range
18 development and economic growth goals in the entire region.

19 Members of the Board, I again urge you to
20 approve the Negative Declaration and the submission of the
21 grant application for the minimum operable segment.

22 You know, we ask the leaders of the past why
23 the first steps on rapid transit for Los Angeles were not
24 taken long ago. I propose that we, all of us, you on the
25 Board, and all of us in our other agencies, do not force



61984

POLK COURT REPORTERS Certified Deposition Notaries

606 S. Olive Street, Suite 307, Los Angeles, Calif. 90014
Local Telephone (213) 625-7615
Call Toll-Free Outside California 800 533-5640 • Inside California 800 533-5641

1
2
3
4
5
6
7
8
9
10
11
12
13
14
15
16
17
18
19
20
21
22
23
24
25

those who follow us to ask the same question.

Thank you.

MR. PATSAOURAS: Mr. Malak followed by Councilman Bernardi.

MR. MALAK: I would like to read a letter that Senator Alan Robbins has aksed me to enter into the record of both your hearings today. When I have completed that, I would appreciate if you restart the clock for my brief comments as Chairman of the Committee of 45. The following is a text of Senator Robbins' letter addressed to the Board and Mr. Nadeem Tahir.

"The Metro Rail Project is an 18.6-mile line extending from downtown Los Angeles to the San Fernando Valley. Its official name is the San Fernando Valley - Downtown Los Angeles Metro Rail Project. It was sold to the people as an 18-mile project. It will not help ease congestion unless it goes to the Valley and cannot operate once built, if it is only four miles long. You can approve an initial four miles of the Environmental Assessment Report, if you will, but by law, the Metro Rail Project is an 18.6-mile line.

"I authored SB 1995, which was signed by the Governor as Chapter 617, on August 1, 1984. The intent of this bill was to give assurance to the rest of the San Fernando Valley that there is a commitment to initiate



61984

POLK COURT REPORTERS *Certified Deposition Notaries*

606 S. Olive Street, Suite 307, Los Angeles, Calif. 90014

Local Telephone (213) 625-7615

Call Toll-Free Outside California 800 533-5640 • Inside California 800 533-5641

1 construction on the Valley segment of the Metro Rail line
 2 as well as a commitment to start construction on other
 3 parts of the system. Within one year after you start
 4 construction on the downtown portion of the route, you must
 5 start construction in North Hollywood. SB 1995 guarantees
 6 the San Fernando Valley that the Metro Rail line will
 7 fulfill the commitment made by Metro Rail Project backers
 8 in selling it several years ago; namely, when the
 9 construction was done, it would proceed from both ends of
 10 the line. Additionally, this law provides that 15 percent
 11 of the non-federal moneys each year be spent on below-
 12 ground construction of the North Hollywood portion of the
 13 route.

14 "As you proceed today on the EIR, keep thinking
 15 18 miles, because for us in the Valley, it is, quote,
 16 no dig, no deal, end quotes. Follow the law. Follow the
 17 route and keep your word. Give us the tunnel we were
 18 promised rather than the shaft.

19 "My best regards."

20 Signed, Senator Alan Robbins.

21 MR. PATSAOURAS: Thank you.

22 MR. MALAK: Mr. Chairman, I represent the
 23 Committee of 45, an independent group of citizens in the
 24 San Fernando Valley, who spent literally over 10,000 hours
 25 studying this project, including the documents which are



606 S. Olive Street, Suite 307, Los Angeles, Calif. 90014
 Call Toll-Free Outside California 800 533-5640 • Inside California 800 533-5641

POLK COURT REPORTERS *Certified Deposition Notaries* Local Telephone (213) 625-7615

1 at issue today and which we appear in favor of.

2 Once upon a time, it was fair to call this form

3 of system a dinky little system, a little train.

4 Now, however, with Senate Bill 1995, it has a beginning

5 and an end. It begins in North Hollywood and ends in

6 downtown.

7 75 years ago, the Lankershim, local paper,

8 editorialized on behalf of a rail system which, strangely

9 enough, resembles the Metro Rail System so closely that

10 it could be an identical twin. The people of the Valley

11 have waited a long time. We hope our wait is at an end.

12 There are a number of critics of this system.

13 Some of them say it will eat up all the local dollars.

14 Patently untrue. The bonding bills and legislature provide

15 for a 30 percent cap on the Prop A fund usage, meaning

16 70 percent of those moneys are available for the light

17 rail corridors. Some people say it will serve only downtown

18 that it's a glorified people-mover. This ignores the breadth

19 and scope of Prop A, which has established a 150-mile

20 rail network. Some people say support is soft for the

21 Valley. Our supporters, in addition to locally elected

22 officials, include Senator Pete Wilson, Lieutenant Governor

23 Leo McCarthy and George Deukmejian, Governor of California.

24 Despite this support, there are the angry few.

25 Mrs. Fiedler seems to say, "Let's study some more." I



61984

POLK COURT REPORTERS Certified Deposition Notaries

606 S. Olive Street, Suite 307, Los Angeles, Calif. 90014

Local Telephone (213) 625-7615
Call Toll-Free Outside California 800 533-5640 • Inside California 800 533-5641

1 would say to her: Time is money. Mr. Bernardi does not like
2 heavy rail, light rail or buses, and wants to cap immigration
3 to this city and, quotes, add more stripes to the streets,
4 end quotes. He seems obsessed with the Wilshire corridor.
5 I would say to him that perhaps you should take a job as
6 a councilman from Wilshire because you are jeopardizing
7 the opportunity of the people of the San Fernando Valley
8 to have a meaningful, integrated rail transit system.

9 Mr. Ferraro seems to be running for something
10 other than his current council seat, and I think his comments
11 must be weighted in that regard. Hopefully his oncoming
12 study trip overseas will demonstrate to him the efficiency
13 and the operating soundness of systems similar to the Metro
14 Rail.

15 Not one of those three has proposed a feasible,
16 effective alternative to the plan we have before us today.

17 In conclusion, I would like to state that we
18 need to have a Letter of Intent for the 4.4 miles and also
19 a Letter of No Prejudice for at least the Valley segment
20 of the line, which we will build within one year. Let's
21 get on with it. In the next federal authorization period,
22 we will be able to expand our system even further.

23 Thank you.

24 MR. PATSAOURAS: Councilman Bernardi.

25 COUNCILMAN BERNARDI: Thank you for the



61984

POLK COURT REPORTERS *Qualified Deposition Notaries*

606 S. Olive Street, Suite 307, Los Angeles, Calif. 90014
Local Telephone (213) 625-7615
Call Toll-Free Outside California 800 533-5640 • Inside California 800 533-5641

1 introduction. I was very amused at this whole setup in the
2 presentation -- You can't hear me?

3 Are you representing UMTA?

4 A VOICE: RTD.

5 COUNCILMAN BERNARDI: Who is representing
6 UMTA? I want to be sure you hear this, so you tell me
7 if I am not on.

8 I am here today to urge that UMTA stop, look
9 and listen carefully before proceeding with the RTD
10 proposed 4.4-mile Metro Rail Project, a project that neither
11 we, the City of Los Angeles, nor the federal government,
12 with a trillion-dollar debt -- and its \$200 billion deficit
13 can afford. The RTD has come up with some bad numbers in
14 a desperate attempt to portray a 4.4-mile subterranean
15 people-mover as an available and realistic transit project.

16 He got a lot of his comments that he made,
17 I guess, from the discussion he had with me on the phone
18 yesterday.

19 The RTD assessment document is inaccurate and
20 seriously deficient as to what the project will cost,
21 how it will be funded, how many people will ride it and
22 the benefit that it will have on the environment, when the
23 opposite is true. It will be devastating to the environ-
24 ment and I want to remind him I am also a councilman for
25 the Wilshire District. I am a councilman, as the other



POLK COURT REPORTERS *Certified Deposition Notaries*

606 S. Olive Street, Suite 307, Los Angeles, Calif. 90014

Local Telephone (213) 625-7615

Call Toll-Free Outside California 800 533-5640 • Inside California 800 533-5641

1 14 are, of the total City of Los Angeles, and I am concerned
 2 that the Metro Rail Project is primarily intended to
 3 encourage an enormous amount of growth -- much more than
 4 necessary and much more growth than we can handle and
 5 growth that will seriously impact on other areas of the
 6 city; and as a matter of fact, if he is interested, it
 7 will substantially add to the traffic congestion, the
 8 number of cars that will be on Wilshire Boulevard.

9 In Miami, Atlanta, Washington, and the BART
 10 system in San Francisco, patronage forecasts exceeded
 11 actual ridership by a substantial amount. I know it is
 12 not quite fair yet to include Miami. Some of the figures
 13 I understand were quoted around here, but that may turn
 14 out to be a doozy, and the dooziest of all of them. How
 15 can anyone have confidence in the RTD's forecast that
 16 55,000 people a day will be clammering to ride a subway
 17 from Union Station to Alvarado Street? Some 35,000 of that
 18 number would have to get off the buses that now take them
 19 to their downtown destination, pay a 20-cent transfer
 20 fare, and get on the subway to finish their trip. Does the
 21 RTD plan to force these people off the buses and herd
 22 them down into the subway stations, whether they like it
 23 or not? Is it true you are going to terminate bus service
 24 at these various stations? And if the 55,000 daily rider-
 25 ship turns out to be a fathom figure, what happens to



POLK COURT REPORTERS Certified Deposition Notaries

606 S. Olive Street, Suite 307, Los Angeles, Calif. 90014

Local Telephone (213) 625-7615

Call Toll-Free Outside California 800 533-5640 • Inside California 800 533-5641

1 the supposed transit benefits and the projected patronage
2 revenue? Cost overruns have plagued every other transit
3 system built in our nation in the last two decades. Miami
4 and other cities are bogged down with construction and
5 design flaws, but we are asked to believe the RTD will
6 bring in this project, earthquake faults, oil, gas and
7 tar pockets notwithstanding, with no overruns, no delays,
8 no problems. This is the same RTD administration that
9 now runs buses on city streets at a cost of \$60 an hour,
10 well above neighboring bus systems in Long Beach, at
11 \$42 an hour, and Santa Monica at \$36 an hour, and the same
12 RTD administration that just months from now will be
13 crying the blues over the termination of a Prop A subsidy
14 for the 50-cent bus fare. The same RTD that intends to
15 spend \$300 million a mile for a subway, where more and
16 more people are becoming disenchanted with and will again
17 be before the City asking for the City's share of Prop A
18 revenues. If the RTD cannot achieve cost efficiency
19 and productivity with its bus services, which are at least
20 40 percent higher than the neighboring communities, what
21 will change so that this could be accomplished with a
22 subway service? When the inevitable cost overruns occur,
23 which funding source will pick up the slack? Not the
24 State, I understand. Anybody here from the State? Not
25 the federal government, I understand, but the City of



POLK COURT REPORTERS Certified Deposition Notaries

606 S. Olive Street, Suite 307, Los Angeles, Calif. 90014

Local Telephone (213) 625-7615

Call Toll-Free Outside California 800 533-5640 • Inside California 800 533-5641

1 Los Angeles supposedly will be obligated to pick up
 2 2 percent of that total cost. Where will the other 98
 3 percent costs come from? We must have certain knowledge
 4 of that before, not after the first pailful of dirt is
 5 turned. On what basis does RTD estimate the level of
 6 funding from the private sector, the Assessment Districts,
 7 would be \$170 million if the 18-mile line was built, but
 8 only dropped to 130 million for the four-mile segment?
 9 In other words, dropping off 12 of the stations and six
 10 of them in the area with the potential development is the
 11 greatest; that's in the Wilshire chamber area.

12 How can development around five stations
 13 produce proportionately greater revenues than around 17
 14 stations? Can anyone rely on such a project? If private
 15 development stands to be that massive on the 4.4 miles,
 16 then the Metro Rail may well bring more congestion,
 17 additional clogging of city streets, particularly Wilshire
 18 Boulevard, and no energy savings and negative environmental
 19 effects. Where will the money come from to cover operation
 20 and maintenance costs? Need I remind you that elsewhere
 21 in the nation transit systems are plagued with operating
 22 deficits, deferred maintenance, decreasing fares and
 23 declining ridership? Who will provide the subsidy to
 24 maintain the RTD's exorbitant operations and maintenance
 25 costs? Will the bus fares be increased to subsidize the



61984

POLK COURT REPORTERS Certified Deposition Notaries

606 S. Olive Street, Suite 307, Los Angeles, Calif. 90014
Call Toll-Free Outside California 800 533-5640 • Inside California 800 533-5641
Local Telephone (213) 625-7615

1
2
3
4
5
6
7
8
9
10
11
12
13
14
15
16
17
18
19
20
21
22
23
24
25

dead-end subway? The message from Washington is that there are too many already in line for transit funding. Somebody must be denied.

It is our responsibility here today to take a hard look before it is too late. The Metro Rail is a bureaucrat's dream but a taxpayer's nightmare. Make no mistake, the proposed 4.4-mile subway would not be the backbone of the Los Angeles transit system as its promoters claim, but because of its exorbitant cost, it would be a very real threat to the real backbone of public transit in Los Angeles; the freeways, surface streets and the present bus system.

Thank you very much for allowing me to offer you this kind of encouragement.

[Continued on Page 73.]



POLK COURT REPORTERS *Certified Deposition Notaries*

606 S. Olive Street, Suite 307, Los Angeles, Calif. 90014
 Local Telephone (213) 625-7615
 Call Toll-Free Outside California 800 533-5640 • Inside California 800 533-5641

1 MR. PATSAOURAS: Morrie Fink, followed by
 2 John Mack.

3 MR. FINK: Good afternoon, Mr. Patsaouras, Mr.
 4 Dyer. I am Morrie Fink, president of the United Chambers
 5 of Commerce of the San Fernando Valley.

6 In the Valley, we have studied this long and
 7 hard. We have had a great deal of debate and we had Mr.
 8 Dyer come out and discuss it to our general membership.
 9 We have come to the conclusion, by a slim majority, that
 10 we in the Valley are going to back Metro Rail. We do so
 11 with some misgivings.

12 We are very happy about the fact that Senator
 13 Robbins has something to say about it, the State Legislature.
 14 There is a means of knowing that something is going to
 15 happen on the Valley end. Our streets, or freeways, are
 16 jammed. We want to see something happen.

17 I have lived here in California, in Southern
 18 California, for 30 years, at least, and I have heard the
 19 same thing from a great many of our more than 6,000 members.
 20 We have seen study after study after study. Let's get on
 21 with it. Let's do it well. Let's let it happen and let's
 22 not forget the San Fernando Valley.

23 That was a great letter from Senator Robbins
 24 and I want you all to please pay attention to it, especially
 25 Mr. Patsaouras, who is a fellow Valleyan.



POLK COURT REPORTERS Certified Deposition Notaries

606 S. Olive Street, Suite 307, Los Angeles, Calif. 90014
Local Telephone (213) 625-7615
Call Toll-Free Outside California 800 533-5640 • Inside California 800 533-5641

1
2
3
4
5
6
7
8
9
10
11
12
13
14
15
16
17
18
19
20
21
22
23
24
25

MR. PATSAOURAS: John Mack, executive director
Los Angeles Urban League, followed by Mr. Mike Woo.

MR. MACK: Thank you, Mr. Patsaouras. Mr. Dyer,
members of the RTD Board. I am John Mack of the Los
Angeles Urban League, and I am here to enthusiastically
support Metro Rail and to urge you to move ahead and
certainly join with many of the other previous speakers.

There is a written communication, copies of
which may be shared with you, being transmitted to Mr.
Ralph Stanely of UMTA, expressing our support again. I
won't bother to read it, but I request it be a part of
this official record.

I would like to make a few points and hopefully
not be terribly redundant at this point. I assure you I
will not repeat positions expressed by Mr. Bernardi and a
few others because it is the strong conviction, not only
of myself personally, but of the organization I represent,
the Urban League, and our constituents, that Metro Rail is
an absolute necessity. For some people it may be a luxury;
for others it is an absolute necessity. Thousands upon
thousands of our constituents, the unemployed, the poor,
the minorities, need an effective and efficient, fast-moving
transit system to get them back and forth to jobs.

As you will recall, the McCohn Commission report,
authored shortly after the Watts riots, cited transportation



POLK COURT REPORTERS Certified Deposition Notaries

606 S. Olive Street, Suite 307, Los Angeles, Calif. 90014
Local Telephone (213) 625-7615
Call Toll-Free Outside California 800 533-5640 • Inside California 800 533-5641

1 as a major and vital need if we are ever going to come to
2 grips with the problem of unemployed and the urban poor
3 living in Los Angeles. Clearly, Metro Rail as proposed
4 represents an important link, an important detail, for help-
5 ing to accomplish this objective, and that is a very crucial
6 reason why I think it is very important, in addition to
7 being good for the whole city. This is why I really have
8 problems understanding how there are those, the voices of
9 doom, those who want to return us to the stagecoach days
10 and horse and buggy days.

11 I am here to urge that we move in the space
12 age, looking ahead and building a system. We support the
13 beginning four mile route clearly as a beginning, moving
14 on to the 18.6 mile route, so that we can make it possible
15 for all citizens to benefit effectively from this system.
16 In the strongest possible terms, I urge you to do so,
17 because it is good business; it can provide a basic
18 community need and offer great economic opportunities for
19 all of our citizens.

20 Thank you.

21 MR. PATSAOURAS: Mike Wood, Deputy, State
22 Senator Dave Roberti.

23 MR. WOO: Mr. President and members of the
24 Board, I am here on behalf of State Senator David Roberti,
25 who is in Sacramento today. However, Senator Roberti felt



POLK COURT REPORTERS *Certified Deposition Notaries*

606 S. Olive Street, Suite 307, Los Angeles, Calif. 90014

Local Telephone (213) 625-7615

Call Toll-Free Outside California 800 533-5640 • Inside California 800 533-5641

1 it was very important to come today and indicate to you his
 2 support for proceeding with the proposed minimally operable
 3 segment of the Metro Rail Project.

4 We have a couple of small concerns. I discussed
 5 with Senator Roberti some of our constituents' concerns;
 6 for example, the possible need for some kind of kiss-and-
 7 ride parking facility around the area of Wilshire and
 8 Alvarado. He also has been in touch with business people
 9 in the Chinatown areas concerned about feeder bus connections
 10 between Union Station and Chinatown.

11 The Senator does strongly feel it is important
 12 to move ahead. I heard the remarks earlier contained in
 13 the letter from Senator Robbins. Senator Roberti voted for
 14 the bill by Senator Robbins and he is concerned about the
 15 needs to give assurances to the Valley.

16 We have been involved in other fights, whether
 17 a fight involving the Hollywood Chamber of Commerce to make
 18 sure it did not bypass Hollywood, and over the proposed
 19 Crenshaw station. There are many people who have an interest
 20 in this project, but it is Senator Roberti's feeling that
 21 regardless of whether you live in the Valley, Hollywood
 22 or the Crenshaw area or downtown, we are all part of a
 23 great city and while it is important to state what our
 24 immediate needs are, sometimes it is necessary for us to
 25 all work together as opposed to tearing each other apart;



POLK COURT REPORTERS *Certified Deposition Notaries*

606 S. Olive Street, Suite 307, Los Angeles, Calif. 90014
Local Telephone (213) 625-7615
Call Toll-Free Outside California 800-533-5640 • Inside California 800-533-5641

1 so in that spirit, we urge you to go ahead with this
2 project, file the Negative Declaration, and try to do the
3 best you can to pull us all together.

4 Thank you.

5 MR. PATSAOURAS: Thank you.

6 John McDonald, president, Los Angeles NAACP.

7 MR. McDONALD: Have all the Board members
8 received a copy of my statement and also a letter?

9 MS. BOLEN: It's available for them.

10 MR. McDONALD: Would you make sure they
11 receive those?

12 MS. BOLEN: Yes.

13 MR. McDONALD: Mr. President, members of the
14 Board. On behalf of the Los Angeles National Association
15 for the Advancement of Colored People, NAACP, I am here
16 today to express our unwaivering support for the Metro
17 Rail. The NAACP has been supportive of mass transit develop-
18 ment in the regional core for as many years as the need
19 has been cited. We support public transportation improve-
20 ments in general. Our transit routes go back to the days
21 of active participation in the Coalition for Rapid Transit.
22 We have, in recent years, continued efforts on our own and
23 in conjunction with other community based organizations.

24 As you may know, we have participated in
25 numerous public hearings over the years and many bipartisan



POLK COURT REPORTERS *Certified Deposition Notaries*

606 S. Olive Street, Suite 307, Los Angeles, Calif. 90014
Local Telephone (213) 625-7615
Call Toll-Free Outside California 800 533-5640 • Inside California 800 533-5641

1 elected officials of the Los Angeles area have our documented
2 support for the project. On the national level, we have
3 expressed our support to the Urban Mass Transportation
4 Administration as well as support -- and we have supported
5 legislation and other activities of the American Public
6 Transportation Association relative to its increasing
7 resources for public transportation. We have belabored
8 through this project with your Board for many years and
9 now our efforts have been only a recent endeavor.

10 Los Angeles' local commitment to such a project
11 as the Metro Rail has been unprecedented by comparison to
12 the rest of the nation. It is unfortunate that the naivete
13 has prompted a few to question the merits of this project,
14 because UMTA funding commitment to the initial four mile
15 segment and not to the entire 18.6 miles, as proposed;
16 however, we have the same view as your Board, realizing
17 that the federal government is merely taking an increment
18 approach to the system's development. An increment approach
19 is as easy to support as any, and we do not view a slight
20 change in approach as adverse.

21 The voters of this county has mandated the
22 support for all rail transit development in Los Angeles.
23 Heavy rail transit is the only solution for serving the
24 regional core and the currently proposed light rail system
25 for the county cannot make much sense without linking to



POLK COURT REPORTERS *Certified Deposition Notaries*

606 S. Olive Street, Suite 307, Los Angeles, Calif. 90014
Call Toll-Free Outside California 800 533-5640 • Inside California 800 533-5641
Local Telephone (213) 625-7615

1 the regional core's Metro Rail. Everyone interested in
2 Metro Rail transit should be well aware of this fact.

3 Countywide residents must realize an adverse
4 blow to the Metro Rail project will result in the develop-
5 ment of an ineffectual, light rail transit system, because
6 without Metro Rail the currently proposed light rail
7 corridors would not directly serve the central and regional
8 core and its major destinations. Likewise, many areas of
9 high transit dependency will also not be directly served.
10 Direct link of the light rail system to Metro Rail will
11 rarely begin to get to the true heart of mobilizing an
12 mobility and transportation needs in this region.

13 As a member in full standing of the Southwest
14 Transportation Coalition the NAACAP also urges your Board
15 to work closely with the Los Angeles County Transportation
16 Commission in assessing real solutions for the southwest
17 corridor of the district.

18 Again, the mass transit link between the
19 city's international airport and the area of employment
20 centers around that airport and mid-Wilshire is sorely
21 missing and needs critical attention and assessment by the
22 two mass transit agencies in the county. Residents of the
23 southwest corridor overwhelmingly supported Prop A to be
24 involved in the planning process, but to date, this major
25 corridor has not been excluded from mass transportation.



POLK COURT REPORTERS Certified Deposition Notaries

606 S. Olive Street, Suite 307, Los Angeles, Calif. 90014
Call Toll-Free Outside California 800 533-5640 • Inside California 800 533-5641
Local Telephone (213) 625-7615

1
2
3
4
5
6
7
8
9
10
11
12
13
14
15
16
17
18
19
20
21
22
23
24
25

Previous calls from cooperative agencies, community assistance, has appeared to have fallen on deaf ears. The entire south central community is monitoring the consideration being given the Southwest Transportation Coalition. Again, we ask that this mass transit gap be bridged, and as we all know, Metro Rail is vital to the reality of mass transportation in Los Angeles.

I would like to take this opportunity, if you will, to submit to you and to your Board a copy of my recent transmittal to Ralph Stanley of the Urban Mass Transportation Administration.

Thank you.

MR. PATSAOURAS: Thank you.

Dolly Wegman.

MS. WEGEMAN: Mr. Patsaouras, members of the Board, ladies and gentlemen. I am Dolly Wegman, speaking as the general secretary of the San Fernando Valley Transportation Coalition.

We represent six Chambers of Commerce, seven resident associations, 133 companies who are members of, three colleges, the Board of Realtors, and other organizations that would take too long to name.

I believe the time has come for plain talk; plain talk that will allow the people to be heard here at home, in Sacramento and in Washington. Metro Rail is not



POLK COURT REPORTERS *Qualified Deposition Notaries*

606 S. Olive Street, Suite 307, Los Angeles, Calif. 90014

Local Telephone (213) 625-7615

Call: Toll-Free Outside California 800 533-5640. • Inside California 800 533-5641.

1 a separate, unattached subway that runs from North Hollywood
 2 to Union Station. It is the essential backbone of the
 3 countywide system being designed for the benefit of all
 4 residents by the various agencies responsible for moving
 5 us about the area; The SCRTD, the County Transportation
 6 Commission, Caltrans, and the Los Angeles City Department
 7 of Transportation; and it is as this backbone to an
 8 integrated system that we back the construction of Metro
 9 Rail. We must not be caught in the political rhetoric
 10 of subway versus light rail or battle between cost estimates.
 11 We must recognize that this issue of a transit system is
 12 inextricably entwined with the city's master plan, with
 13 housing, with jobs and other major factors that change a
 14 growing city.

15 The master plan is the statement of land use
 16 policy that has been adopted by the City Council. The
 17 plan designed with citizen help tells us how and where
 18 Los Angeles will grow. It establishes regional centers
 19 for high-rise, high density commercial development and
 20 outlines areas for low density housing in between; but
 21 these centers in the residential areas must be connected
 22 in a manner that will avoid strangling traffic jams, and
 23 this is what the system is all about. There is no question
 24 about the need for this citywide system. The only question
 25 is when do we start to build it. There is no question



POLK COURT REPORTERS *Certified Deposition Notaries*

606 S. Olive Street, Suite 307, Los Angeles, Calif. 90014
 Call Toll-Free Outside California 800 533-5640 • Inside California 800 533-5641

Local Telephone (213) 625-7615

1 about the countywide system that uses light rail and buses
 2 and vans and private cars all interconnected by the 18.6
 3 subway which is the backbone of the system. The only
 4 question is how to get passed the naysayers with their
 5 half truths and incomplete statements and let the voters
 6 hear the whole story, see the whole system and learn what
 7 is in it for them. The question is not how to justify the
 8 construction of a 4 mile segment. The answer is, this is
 9 the first increment of the 18.6 mile backbone known as
 10 Metro Rail.

11 Today's financing requires, thankfully, the
 12 return to prudent money management. Incremental financing
 13 is nothing more than a 1984 description of that good old
 14 American pay as you go. The question is not how to
 15 protect the rural life of the San Fernando Valley separate
 16 from Los Angeles, because contrary to the position of one
 17 of our elected officials, the answer is that the Valley
 18 is very much a part of the city, has already seen a
 19 dramatic shift to commercial, high-tech, entertainment,
 20 communications and service areas, is still growing and
 21 needs access to a citywide transit system to get our people
 22 to and from their work.

23 I have read the Environmental Assessment
 24 document. I participated in the long milestone process,
 25 those 10,000 man hours in which we badgered the RTD, and



POLK COURT REPORTERS *Certified Deposition Notaries*

606 S. Olive Street, Suite 307, Los Angeles, Calif. 90014

Local Telephone (213) 625-7615

Call Toll-Free Outside California 800 533-5640 • Inside California 800 533-5641

1 I contributed to both the draft and final EIS/EIR Metro
2 Rail. I can find nothing in the Environmental Assessment
3 that counters any of the positions in the original document
4 accepted by UMTA. The only difference is in the ball game
5 itself.

6 Federal funding policies now dictate incremental
7 funding and construction. This will take longer. Added to
8 this -- and please remember this -- this city is expanding
9 rapidly at the same time that our economy is changing from
10 one that is industrial to one based on service and informa-
11 tion. These dislocations are tremendous and have forced
12 changes in all planning processes and in our very own
13 thinking. We are caught up in a transition period where
14 all the rules have changed; where unpredictability is the
15 very way of life. However, we still have to solve a major
16 problem whose solution was started in the past when guide-
17 lines existed and long established procedures were gospel.
18 We have to change gears in order to get to where we wish
19 to go. We have to devise new ways to get the results we
20 want as we move toward our solution of a very old problem.
21 It is rather like trying to do a jigsaw puzzle in a pickup
22 truck, bounding along a washboard road. You have to try
23 to put together those same old thousand small pieces, but
24 now they are all moving around as you continue to try to
25 steer into that smooth road ahead. It is not easy. No



POLK COURT REPORTERS *Certified Deposition Notaries*

606 S. Olive Street, Suite 307, Los Angeles, Calif. 90014
Local Telephone (213) 625-7615
Call Toll-Free Outside California 800 533-5640 • Inside California 800 533-5641

1 one ever taught us to do it; but we can learn to do it if
2 we all work together.

3 Now one word about those patronage figures
4 everybody is you know what about. No transportation
5 enterprise has ever started with a full load. Ask any
6 freeway engineer or airlines operations chief. Building
7 a traffic load takes time. Now, you must remember when our
8 freeways opened, we whizzed around them at 70 or 80 miles
9 an hour. They were already outgrown then because -- and
10 this is a big because lots of people forget -- by the time
11 the next link in that freeway system could be designed,
12 engineered, escorted through the political maze, financed
13 and built, it took between ten and twelve years. The
14 normal population growth during this ten to twelve years
15 did in fact dump enough extra cars on the road to give us
16 a parking lot at high noon between Winnetka and Woodman.
17 It was there today. You should have seen it. That means
18 the near future is yesterday. Thanks to the red tape and --
19 I'm sorry to say -- creaking forward motion of the govern-
20 mental planning and funding.

21 That's why we have to act now or we won't be
22 able to move in the future. People must be able to get to
23 work wherever the work may be. We must be able to protect
24 our way of life and have a healthy environment. We must
25 enable those who cannot drive or choose not to get around



POLK COURT REPORTERS Certified Deposition Notaries

606 S. Olive Street, Suite 307, Los Angeles, Calif. 90014

Local Telephone (213) 625-7615

Call Toll-Free Outside California 800 533-5640 • Inside California 800 533-5641

1 this city. This transit network can be built, but it will
2 take time and faith in the future and lots of planning, but
3 that's how we brought water to our desert city, built the
4 harbor and the freeways and became hosts of the Olympics.
5 You know -- they just didn't just get here. We never quit
6 when the going got tough and look what Los Angeles has
7 accomplished.

8 Unlike the doom and gloom sayers, I agree with
9 President Reagan. I believe we will prosper and grow.
10 Along with the people of this city and county I voted
11 faith in the future when I voted Prop A moneys. This was
12 a long-term commitment, not a short-term political ploy.
13 Let's not expect a long-term investment to pay for itself
14 in the short time that short-term politicians demand. Let's
15 face the facts. It is a long, tough, dirty job, but if
16 we are willing to adjust to the reality, ready, willing and
17 able to fight for every inch of the way, gentlemen, we can
18 accept the Alvarado segment as the first four miles of a
19 150 mile plus system. I believe in the future but I know
20 unless I start working in the future now, somebody else
21 will make the plans and I may not get what I want. Like
22 all the other voters, I want Los Angeles to prosper and
23 grow and be a good place to live for our children, our
24 grandchildren and their children and grandchildren; but
25 if this dream is to come true, we must start this.



POLK COURT REPORTERS Certified Deposition Notaries

606 S. Olive Street, Suite 307, Los Angeles, Calif. 90014
Local Telephone (213) 625-7615
Call Toll-Free Outside California 800 533-5640 • Inside California 800 533-5641

1 integrated transit system now. Please don't let the
2 politicians steal our future.

3 Thank you very much.

4 MR. PATSAOURAS: Thank you.

5 Rodney Rood.

6 MR. ROOD: Mr. Chairman and members of the Board.
7 As chairman of the Central City Association of Los Angeles,
8 I would like to support the conclusions of the Southern
9 California Rapid Transit District Environmental Impact
10 Assessment of the Metro Rail Project from Union Station to
11 the Wilshire/Alvarado segment.

12 The Central City Association represents more
13 than 300 business firms and professional firms which
14 together with the city, county and federal government
15 employ more than 300,000 people who commute to downtown
16 Los Angeles every day. Altogether along the route of the
17 regional metro core there are more than 800,000 employees.
18 We have been working with the Los Angeles Chamber of
19 Commerce and other business groups for the past ten years
20 to support the RTD program of bringing to the Greater Los
21 Angeles area a well-balanced transportation system.

22 Los Angeles is the headquarter city for western
23 United States in international trade, industry, banking
24 and finance, government and cultural and sports activities.
25 We are the only major urban area in the world without a



POLK COURT REPORTERS *Certified Deposition Notaries*

606 S. Olive Street, Suite 307, Los Angeles, Calif. 90014
Call Toll-Free Outside California 800 533-5640 • Inside California 800 533-5641

Local Telephone (213) 625-7615

1
2
3
4
5
6
7
8
9
10
11
12
13
14
15
16
17
18
19
20
21
22
23
24
25

multi-modal transportation system. Our transportation system is totally dependent upon highways, freeways and surface streets which are all operating at maximum capacity today. The Metro Rail will be the backbone of a balanced and integrated transportation network.

I would like to stress the importance of Metro Rail for our areas' continuing economic growth and development as we approach the 21st Century. Without added transit capacity in Los Angeles, our mobility will deteriorate, resulting in traffic stagnation and decline of the area's economic health. Clearly, Los Angeles must have a comprehensive rail system to maintain it's position as the leading financial and trade center of the Pacific realm.

[Continued on Page 88.]



61984

T#7

POLK COURT REPORTERS *Certified Deposition Notaries*

606 S. Olive Street, Suite 307, Los Angeles, Calif. 90014
Local Telephone (213) 625-7615
Call Toll-Free Outside California 800 533-5640 • Inside California 800 533-5641

1
2
3
4
5
6
7
8
9
10
11
12
13
14
15
16
17
18
19
20
21
22
23
24
25

Because the proposed Wilshire/Alvarado segment was and still is a subcomponent of the full 18.6-mile project, the Central City Association concurs there are no new significant environmental impacts. There are no new significant impacts which have not already been identified in the approved Final Environmental Impact Statement. As we have stated previously, the Central City Association will work with the RTD and the business community to develop mitigation measures to lessen disruptive impact of construction on affected businesses along the route. While we are disappointed the Congressional funding has not yet been provided at a level which will allow commencement of the full 18.6-mile preferred alternative, the Wilshire/Alvarado segment is an important and appropriate beginning and we have no doubt the full system will be constructed. We request an immediate finding of "No Significant Impact" from UMTA and we look forward to UMTA's issuance of a Letter of Intent for the Wilshire/Alvarado segment and a Letter of No Prejudice for the balance of 18.6-mile system.

Thank you.

MR. PATSAOURAS: Bob Moser.

MR. MOSER: Mr. President, Members of the Boards, Members of the Public. I represent the North-eastern Mechanics Club and also a member of the Los Angeles



61984

POLK COURT REPORTERS *Certified Deposition Notaries*

606 S. Olive Street, Suite 307, Los Angeles, Calif. 90014
Local Telephone (213) 625-7615
Call Toll-Free Outside California 800 533-5640 • Inside California 800 533-5641

1
2
3
4
5
6
7
8
9
10
11
12
13
14
15
16
17
18
19
20
21
22
23
24
25

Democratic Central Committee.

The voters, through Prop A, have spoken. They demand a rail rapid transit system. Not a system with a freeway fixation, but a system that goes where the people and jobs are -- the Wilshire corridor.

We are still paying for a boondoggle at the Santa Monica Freeway. Our beloved Governor wants us to have a boondoggle called the Long Beach Freeway Extension, which we will pay for generations and generations long after it is built. By the way, the Santa Monica Freeway -- the boondoggle of the Santa Monica Freeway -- was built at the cost of several million dollars per square mile. I wonder how many people in this room realize when we talk about boondoggle, that is a boondoggle. Not the cost of putting into place a system, a transit system, that goes from somewhere to somewhere, unlike the Santa Monica Freeway.

In regards to the disinformation propaganda being broadcast on a Glendale station, I would like to recommend that this Board tell the media department to monitor the station and to ask for equal time under the Fairness Doctrine of the Federal Communications Commission. This is on KIEV on a daily basis and deliberately distorts statistics about the Metro Rail and regularly broadcasts facts and figures which are not accurate and on a regular



6198

POLK COURT REPORTERS Certified Deposition Notaries

606 S. Olive Street, Suite 307, Los Angeles, Calif. 90014
Call Toll-Free Outside California 800 533-5640 • Inside California 800 533-5641

Local Telephone (213) 625-7616

1 basis he has people like Representative Bobbie Fiedler,
2 who broadcasts the misleading so-called facts.

3 Going back to what I said at the beginning,
4 the people have already spoken. There is no need for
5 another vote at all. Proposition A passed by almost
6 60 percent of the vote, which is more than Proposition 13
7 passed, by the way.

8 I would like to point out that in 1949 in
9 Chicago, Illinois, a Federal Court jury found that in
10 the National City lines case, an oil company, a tire
11 company, and automobile company conspired to destroy mass
12 transit in the United States. This was an antitrust suit.
13 I'm wondering if it's happening again. I'm wondering who
14 is paying this broadcaster and this Congresswoman from
15 Chatsworth.

16 A VOICE: You are out of order.

17 MR. MOSER: I'm not, unless the President says
18 so.

19 I want to thank you very much for the time
20 allotted me.

21 MR. PATSAOURAS: Mr. Steve Jacoby, followed by
22 Lois Saffian.

23 Lois Saffian followed by Bob Geoghegan.

24 MS. SAFFIAN: I'm Lois Saffian, past president
25 of the Hollywood Arts Council and a member of the Hollywood



184

POLK COURT REPORTERS *Certified Deposition Notaries*

606 S. Olive Street, Suite 307, Los Angeles, Calif. 90014
Local Telephone (213) 625-7615
Call Toll-Free Outside California 800 533-5640 • Inside California 800 533-5641

1 Arts Council and a member of the Hollywood Citizens
2 Advisory Committee on the Metro Rail Project.

3 Like the Valley people, we spent thousands of
4 hours also looking at this Metro Rail Project, and one of
5 the things that we were fighting for, under the very able
6 direction of Bill Welsh, was to have a station in
7 Hollywood; and we are very happy to have that because we
8 knew the value of the subway both economically and
9 culturally to Hollywood, and we wanted to be sure there
10 was a station in Hollywood.

11 I have spoken in this room before in support
12 of the Metro Rail Project and especially as it relates to
13 Hollywood and the cultural and economic vitality of that
14 community. I have spoken about the great number of
15 theatres that are in Hollywood, second only to New York
16 City, by the way, and how the subway would benefit that
17 growing theatre community.

18 I am also a member of the Board of Directors
19 of the League of Women Voters of Los Angeles, and we have
20 done a thorough study on transportation needs in Los Angeles
21 over the past several years and we have done a study of
22 the Metro Rail Project, and if you are familiar with how
23 the league operates, we do a study and present it to our
24 membership and we get consensus from our membership, and
25 on this, we take a position, and our position, based on



POLK COURT REPORTERS *Certified Deposition Notaries*

606 S. Olive Street, Suite 307, Los Angeles, Calif. 90014
 Call Toll-Free Outside California 800 533-5640 • Inside California 800 533-5641

Local Telephone (213) 625-7615

1 our membership approval, is totally in support of the
 2 Metro Rail Project.

3 Today, however, I really would like to speak
 4 as a private citizen not representing any special
 5 organization or interest.

6 During this past year, I have had an opportunity
 7 to do quite a bit of traveling and in cities like Washington,
 8 D. C., and New York and London and Copenhagen. I was
 9 continually aware of and extremely grateful for the
 10 transportation systems available in these cities. I never
 11 needed a car and I rarely took a taxi. If I wanted to go
 12 to the zoo in Washington and Wimbledon in London, I was
 13 there in a few minutes by subway. I heard the horror
 14 stories Councilman Bernardi was telling you earlier. I
 15 didn't see any of that. All I saw was a rapid and
 16 efficient movement of mobs of people and a great pleasure
 17 to see, and I wish we had that in Los Angeles. I came
 18 to feel that one of the marks of a great city, one that
 19 is forward-looking and caring about its citizens, was an
 20 efficient transit system. I could see how it adds
 21 immeasurably to the quality of life. Crowded streets and
 22 freeways cause enormous stress and this, together with
 23 the accompanying smog, it creates an untold toll on the
 24 health of citizens living in Los Angeles and should not be
 25 tolerated. In fact, more than once, I considered leaving



61984

984

6

POLK COURT REPORTERS *Certified Deposition Notaries*

606 S. Olive Street, Suite 307, Los Angeles, Calif. 90014

Local Telephone (213) 625-7615

Call Toll-Free Outside California 800 533-5640 • Inside California 800 533-5641

1 Los Angeles myself just for this very reason, and in this
 2 past summer I had a picture of what Los Angeles could be
 3 like.

4 I returned from Europe a week before the opening
 5 of the Olympics, prepared for the worst, and like everyone
 6 else, I was amazed to see the streets and freeways
 7 driveable for the first time in at least 20 years. We know
 8 there were many factors involved, but, certainly, a very
 9 strong element was surely the fact that more public
 10 transportation was being provided and that people were
 11 availing themselves of it. Even after everyone was aware
 12 that the traffic was not congested, they continued using
 13 the public transportation services. This should have
 14 provided proof in answer to those who say people won't
 15 even use the subway system. Give them a good transporta-
 16 tion system which is rapid and efficient and you don't
 17 have to wait for a long time. They will use it.

18 Unfortunately, of course, this was all a
 19 short dream of what might be, and now back to normal,
 20 but it doesn't always have to be this way. We know that
 21 now. We had the unique opportunity of seeing an example
 22 of how Los Angeles might be. We have a chance now to
 23 choose our future and make that dream a reality by
 24 supporting a fully funded Metro Rail Project.

25 Thank you.



POLK COURT REPORTERS *Certified Deposition Notaries*

606 S. Olive Street, Suite 307, Los Angeles, Calif. 90014
Call Toll-Free Outside California 800 533-5640 • Inside California 800 533-5641

Local Telephone (213) 625-7615

84

1
2
3
4
5
6
7
8
9
10
11
12
13
14
15
16
17
18
19
20
21
22
23
24
25

MR. PATSAOURAS: Bob Geoghegan.

MR. GEOGHEGAN: Mr. President, Members of the Board. My name is Bob Geoghegan, Chief Deputy to Supervisor Ed Edelman and his alternate to the Los Angeles County Transportation Commission. Supervisor Edelman represents the downtown area. He represents the mid-Wilshire area. He represents the Beverly/Fairfax area, the unincorporated area of West Hollywood and West Hollywood and parts of the San Fernando Valley. He very much comes close to representing the entire area that is covered by the Metro Rail line.

The Supervisor extends his apologies for not being here personally to address you in support of the Metro Rail line. Scheduling conflicts made the time he had allotted impossible for him to come, but he wanted to let me tell you of his feelings; that he recognizes the federal constraints that make it necessary to start only with a 4.2-mile segment and he supports the 4.2-mile segment and believes there are not any significant environmental changes over and above those identified in previous EIRs. He wanted me to emphasize, however, in supporting the 4.2-mile segment, he is by no means lessening his commitment to the construction of the entire 18.6-mile line, and he believes very strongly that we here locally should send that message to Washington; that we stand



POLK COURT REPORTERS *Calified Deposition Notaries*

606 S. Olive Street, Suite 307, Los Angeles, Calif. 90014
 Call Toll-Free Outside California 800 533-5640 • Inside California 800 533-5641

Local Telephone (213) 625-7615

1 resolved in our commitment to go forward with the entire
 2 project.

3 The 4.2-mile segment is, in a very real sense,
 4 the starter segment of the starter line which will be the
 5 backbone of the entire 150-mile system that we envision
 6 for Los Angeles County. We must begin somewhere, but
 7 sometimes we forget the importance of the Wilshire line,
 8 the Metro line, not only to the people who live and work
 9 and shop along the Metro Rail corridor, but the entire
 10 county.

11 When the County Transportation Commission
 12 staff first began to plan the priority corridors for the
 13 implementation of the Proposition A map, the staff
 14 recommendations initially did not cover the San Fernando
 15 Valley. It did not cover the west side of Los Angeles,
 16 for the simple reason that, according to the staff, were
 17 those lines to be constructed on their own, they did not
 18 have the patronage to become cost effective. It was the
 19 Transportation Commission Board that instructed the staff
 20 to go to the supposition that the Metro Rail existed, and
 21 once that was made, then lines to the San Fernando Valley,
 22 lines to the west side of Los Angeles, out Wilshire
 23 Boulevard from Fairfax, could carry the patronage to make
 24 them effective and get lines to those areas of the county
 25 that deserved being served, even lines such as the



984

POLK COURT REPORTERS *Certified Deposition Notaries*

606 S. Olive Street, Suite 307, Los Angeles, Calif. 90014

Local Telephone (213) 625-7615

Call Toll-Free Outside California 800 533-5640 • Inside California 800 533-5641

1 downtown Long Beach to Los Angeles line that doesn't require
 2 the Metro Rail for its existence still benefit because
 3 our staff calculated that once we figured that the Long
 4 Beach to downtown Los Angeles line would hook into the
 5 Metro Rail line, the patronage numbers for the Long Beach
 6 line jumped by a full 50 percent.

7 Supervisor Edelman has said we are now in the
 8 9th inning of transportation deliberations for Los Angeles
 9 County, and that's true, but the choice we face now isn't
 10 whether or not we wish to pay our federal dollars for
 11 transportation. That choice has been made years ago.
 12 We have always been paying with our federal dollars for
 13 transportation. The difference is we have been paying
 14 through our federal dollars to build transportation systems
 15 in different cities, to solve the congestion problems of
 16 different people, to deal with their air pollution, to
 17 get them to work.

18 The Supervisor believes it is time for
 19 Los Angeles County to get their fair share of their federal
 20 transportation dollars. He believes we should go forward
 21 with the transportation system that even UMTA says is the
 22 most cost-effective transportation system in the United
 23 States.

24 For these reasons, he supports the Metro Rail
 25 line and urges you to do so, as well.



61984

3. or
1R.?

POLK COURT REPORTERS Certified Deposition Notaries

Local Telephone (213) 625-7615

606 S. Olive Street, Suite 307, Los Angeles, Calif. 90014

Call Toll-Free Outside California 800 533-5640 • Inside California 800 533-5641

1
2
3
4
5
6
7
8
9
10
11
12
13
14
15
16
17
18
19
20
21
22
23
24
25

MR. PATSAOURAS: Thank you.

Johansen, Palos Verdes School Board.

MS. JOHANSEN: Members of the Board,

Mr. President. I come here partially as a representative of the Palos Verdes Peninsula School Board, partially as a member of the Transit Authority, partially as a member of transit committees in the South Bay area.

Let me tell you first, I have a certain amount of sympathy for you. We serve multiple jurisdictions in our rather simple and restricted way in the Peninsula, serving four cities and areas of the county, and I candidly tell you that it is not easy and I appreciate the efforts you have gone through in attempting to bring consensus to this problem of public transit.

I am not here with a vested interest for Metro Rail. I am willing to tell you that as it serves as a trunk of a major expansion of public transit in Los Angeles, I will probably never ride the Long Beach light rail system. I may never ride the Century Freeway system. Perhaps the day will come, through an elderly and handicapped Dial-A-Ride, I might get to the coastal system, but even that may be unlikely; but what I am here to tell you, among other things -- I have several messages -- one is, L. A. is entitled to federal support for this system. As citizens with a need, we are entitled to it.



POLK COURT REPORTERS *Califid Deposition Notaries*

606 S. Olive Street, Suite 307, Los Angeles, Calif. 90014
Local Telephone (213) 625-7615
Call Toll-Free Outside California 800 533-5640 • Inside California 800 533-5641

1
2
3
4
5
6
7
8
9
10
11
12
13
14
15
16
17
18
19
20
21
22
23
24
25

As taxpayers, we have generously provided subsidies for every major transit program established throughout the United States. I think it is our turn.

I come from the periphery of your service area and I have no patience for those who say, "Where is my piece of the pie?" I am not a transit expert, but I am a transit advocate and I know something about trying to establish service for the public. It is clear to me any service that attempts to meet everybody's requirements, that attempts to satisfy every political agenda, will meet no one's needs.

Let me just refer, as others have, to the Olympic experience which mirrors a local experience for us. We all learned the residents of this county will ride transit systems if they are efficient and if they do what they need do, and they go where they want to go.

Let me tell you briefly about a local experience. A year ago today, RTD provided the only public transit system service in the Peninsula. One of our cities proceeded to develop its own local transit program, basically door-to-door, on-call service, no fixed route. By some members of our community, the most overserved, "Why do we need this? Why can't we put fixed routes in certain areas? Why block-to-block or door-to-door service?" The service began in October. It is oversubscribed beyond



POLK COURT REPORTERS *Certified Deposition Notaries*

606 S. Olive Street, Suite 307, Los Angeles, Calif. 90014

Local Telephone (213) 625-7615

Call Toll-Free Outside California 800 533-5640 • Inside California 800 533-5641

1
2
3
4
5
6
7
8
9
10
11
12
13
14
15
16
17
18
19
20
21
22
23
24
25

belief today. An additional city has joined that service as of this morning and I'm confident at least one other city will do that. We have turned transit-ignorant residents into transit users on our Peninsula. Children who had no freedom to move about the Peninsula may now do so.

In that context, I want to speak to you as a school board member about children and public transit. I believe that as a county we have an obligation to develop transit users in our young people. There is no way we will move into the 20th Century when every child in the State of California grows to maturity and puts him or herself in an automobile. That is impossible. So the whole context of additional public transit, of effective public transit, of rapid public transit, I think, is a legacy we must leave to our children.

Let me just close my remarks by saying something as we scan the last half century of progress in this county. Where would we be today if the freeway dreamers had not taken the first step? Where would we be today if Chavez Ravine had not become the beautiful setting of the Los Angeles Dodgers? Where would we be today if the Music Center had not been built? Where would we be today if the Olympics had not come to this city?

Every one of those events in some way has



POLK COURT REPORTERS *Certified Deposition Notaries*

606 S. Olive Street, Suite 307, Los Angeles, Calif. 90014

Local Telephone (213) 625-7615

Call Toll-Free Outside California 800 533-5640 • Inside California 800 533-5641

984

1
2
3
4
5
6
7
8
9
10
11
12
13
14
15
16
17
18
19
20
21
22
23
24
25

improved the quality of life in this county, and like every one of those, someone had to say, "Let us begin," and I think the time has come.

MR. PATSAOURAS: Thank you. We'll take a five-minute break.

[A brief recess was taken.]

[Continued on Page 101.]



POLK COURT REPORTERS *Certified Deposition Notaries*

606 S. Olive Street, Suite 307, Los Angeles, Calif. 90014

Local Telephone (213) 625-7615

Call Toll-Free Outside California 800 533-5640 • Inside California 800 533-5641

1
2
3
4
5
6
7
8
9
10
11
12
13
14
15
16
17
18
19
20
21
22
23
24
25

MR. PATSAOURAS: The SCRTD public hearing will resume and will the secretary please call the roll.

MS. BLUEMKE: Nick Patsaouras?

MR. PATSAOURAS: Here.

MS. BLUEMKE: Gordana Swanson?

[No response.]

MS. BLUEMKE: John Day?

MR. DAY: Yes.

MS. BLUEMKE: Norman Emerson?

[No response.]

MS. BLUEMKE: Carmen Estrada?

MR. ESTRADA: Here.

MS. BLUEMKE: Jan Hall?

MS. HALL: Here.

MS. BLUEMKE: Marvin Holen?

MR. HOLEN: Here.

MS. BLUEMKE: Nate Holden?

[No response.]

MS. BLUEMKE: Jay Price?

MR. PRICE: Here.

MS. BLUEMKE: Charles Storing?

MR. STORING: Yes.

MS. BLUEMKE: Michael Lewis?

MR. LEWIS: Here.

MR. PATSAOURAS: We'll continue with Mr. Tom



POLK COURT REPORTERS *Certified Deposition Notaries*

606 S. Olive Street, Suite 307, Los Angeles, Calif. 90014
 Call Toll-Free Outside California 800 533-5640 • Inside California 800 533-5641

Local Telephone (213) 625-7615

1 Nelson, Dearborn Homeowners Association followed by Mr.
 2 Jerry Hays.

3 MR. NELSON: Mr. President, Board members.
 4 My name is Tom Nelson, Dearborn Homeowners Association.
 5 I am also a member of the Hollywood Citizens Committee of
 6 40 for Metro Rail.

7 I have read and reviewed the project on the
 8 MOS-1. I am going to submit separate written comments
 9 later, but this is strictly from the standpoint of members
 10 of our area of Hollywood. The MOS-1 Project does not
 11 serve our area. We wish it did. However, we recognize
 12 the limitations on federal funding. The most important
 13 objective at the present time is to get the subway
 14 construction started. Until that happens, there will be
 15 no future extensions that will reach any of us. We whole-
 16 heartedly support the project.

17 Thank you.

18 MR. PATSAOURAS: Mr. Jerry Hays, Studio City
 19 Chamber of Commerce, followed by Councilman Archie Snow.

20 Mr. Hays?

21 [No response.]

22 Councilman Snow.

23 COUNCILMAN SNOW: My name is Archie Snow,
 24 Councilman for the City of Redondo Beach and, actually, you
 25 would think we wouldn't be too much concerned with the



POLK COURT REPORTERS *Certified Deposition Notaries*

606 S. Olive Street, Suite 307, Los Angeles, Calif. 90014
 Call Toll-Free Outside California 800 533-5640 • Inside California 800 533-5641

Local Telephone (213) 625-7615

1 development of the Metro Rail, but we have our own significant
 2 problems down there and unless Metro Rail is developed, our
 3 problems will never be resolved. I have a letter here
 4 that I have written to Mr. Stanley and I would like to read
 5 it into the record.

6 "Dear Mr. Stanley: The Southern California
 7 Rapid Transit District will be forwarding to you an
 8 amendment to a prior application submitted for construction
 9 of the downtown Los Angeles and North Hollywood Metro Rail
 10 Project. The amendment to the grant application requests
 11 federal assistance for construction financing for an initial
 12 5 mile segment of the Metro Rail. Metro Rail is very
 13 important not only to the City of Los Angeles, but also
 14 to the Los Angeles Metropolitan Area. The South-Bay Area
 15 of Los Angeles County already has plans for light rail
 16 commuter service that will tie into the Metro Rail Project.

17 Our plans will be very difficult to achieve unless we
 18 have the Metro Rail Project which will serve as the back-
 19 bone of a modern transportation system for Los Angeles
 20 County.

21 "The Los Angeles metropolitan area continues
 22 to grow and prosper because of our favorable climate
 23 and excellent living conditions. Future growth and
 24 prosperity will be determined by the development and
 25 operation of a good, clean, well-managed, cost effective



POLK COURT REPORTERS *Certified Deposition Notaries*

606 S. Olive Street, Suite 307, Los Angeles, Calif. 90014
Call Toll-Free Outside California 800 533-5640 • Inside California 800 533-5641
Local Telephone (213) 625-7615

1 public transportation system. The construction of more
2 freeways is not the answer, but Metro Rail and the
3 electrification of the Century Freeway can and will be
4 key elements in our public transportation system.

5 "I have no doubt that RTD's request will meet
6 with your approval. I am quite sure that you have as much
7 faith in, and concern for, the future of Los Angeles as
8 we locally elected officials have. I believe that the time
9 has come for Los Angeles to receive help from your
10 administration so that we can proceed with our transporta-
11 tion systems.

12 "The SCRTD needs a Letter of Intent from UMTA
13 committing to the start-up construction segment of the
14 project and a Letter of no Prejudice that will permit work
15 to proceed on the rest of the planned system.

16 "I request that this letter be made part of
17 the public hearing to be held by the SCRTD on August 30,
18 1984."

19 Copies of this letter are being sent to
20 Senators Cranston and Wilson, Congressman Levine and
21 Anderson in your district and the Southern California
22 Association of Governments. I have the pleasure of being
23 on the executive committee of SCAG and also vice-chairman
24 of Beach Cities Transportation Authority.

25 We are looking forward to Metro Rail being



POLK COURT REPORTERS *Certified Deposition Notaries*

606 S. Olive Street, Suite 307, Los Angeles, Calif. 90014
Call Toll-Free Outside California 800 533-5640 • Inside California 800 533-5641

Local Telephone (213) 625-7615

1 completed so that when the time comes when our grandchildren
2 are ready to ride around town, they can get on a good,
3 clean, rapid transit system and go somewhere at a reasonable
4 rate of speed rather than the five miles an hour it took
5 me to get from Redondo Beach here today.

6 Thank you.

7 MR. PATSAOURAS: Sam Schiffer, California Association
8 of Tenants.

9 MR. SCHIFFER: Mr. Chairman and members of
10 the Board. Thank you for allowing me to speak here.

11 My name is Samuel Schiffer, 729 Onarga Avenue,
12 Highland Park. I am here on behalf of the California
13 Tenants Association.

14 I have reviewed the Environmental Assessment,
15 Los Angeles Rail Rapid Transit Project, Union Station/
16 Wilshire/Alvarado, dated August 14, 1984. The Assessment
17 continues the serious omissions in the Final Environmental
18 Impact Statement of December, 1983. Because of these
19 omissions, I urge the complete rejection of the system in
20 its present form.

21 Let me outline several omissions:

22 Dollar loss. The final EIS table 2-20
23 omitted figures for system losses. However, the unstated
24 annual added deficit for the entire subway, above the
25 bus loss, is \$132 million. That's for one year.



POLK COURT REPORTERS *Certified Deposition Notaries*

606 S. Olive Street, Suite 307, Los Angeles, Calif. 90014

Local Telephone (213) 625-7616

Call Toll-Free Outside California 800 533-5640 • Inside California 800 533-5641

1 Table 15 of the Assessment shows annual
 2 operating costs of the proposed stretch of 15.4 million,
 3 adding 10 percent of 1.2 billion capital cost in order to
 4 estimate interest charges, gives 120 million. With
 5 amortization, that figure skyrockets. If RTD sponsors tax
 6 exempt bonds, that will be millions in added tax losses
 7 as well. These huge deficits will be a fiscal disaster
 8 to Los Angeles. The system is not rapid transit. The
 9 complete 18 mile system now shows six stations spaced
 10 one-half mile apart. The proposed four mile segment has
 11 three of these. A normal person walks one-half mile in
 12 ten minutes. The Assessment does not list station spacing
 13 nor does it list train speed between these stations, allowing
 14 for 30 second stop time. Actually, train speeds between
 15 one-half mile space stations will be 20 plus miles per
 16 hour; surely not rapid transit in this year, 1984. The
 17 only explanation for unneeded stations one-half mile apart
 18 is the greed for real estate profit around station sites.

19 The system is not locally preferred. The
 20 label, "locally preferred" is a misstatement. Actually,
 21 RTD's meetings which I attended, ignored renters, a
 22 majority of Los Angeles residents. Despite massive
 23 publicity RTD fights placing the system on the ballot for
 24 fear of a rejection by the taxpayers.

25 The destruction of low income housing and



POLK COURT REPORTERS Certified Deposition Notaries

606 S. Olive Street, Suite 307, Los Angeles, Calif. 90014
Call Toll-Free Outside California 800 533-5640 • Inside California 800 533-5641
Local Telephone (213) 625-7615

1 business! The Assessment disregards the destruction of
2 low income rental housing and small business, particularly
3 in the Alvarado area.

4 The lack of accessibility: The Assessment
5 omits mention of issuance of an annual report to ordinary
6 corporate standards; accounting for the billions RTD wants
7 to spend for construction. Lack of such reporting is an
8 invitation to misuse and corruption. RTD proposes to work
9 with the Community Redevelopment Agency, notorious for
10 destruction of 4,000 poor people's homes in Bunker Hill
11 while subsidizing ARCO. CRA has never published an annual
12 report in over 20 years of operation.

13 In conclusion, the proposed subway will be a
14 bottomless hole for our tax dollars. It will be a fiscal
15 disaster to Los Angeles. It will worsen the national
16 deficit. It's a real estate scheme using a rapid transit
17 mask to inflate downtown property profits at public expense.
18 For these reasons, I urge the Urban Mass Transportation
19 Administration to refuse \$1.2 billion to the Wilshire Metro
20 Rail pork barrel.

21 MR. PATSAOURAS: Jeri Martin, vice-principal,
22 Inglewood High School, followed by Phil Brown.

23 MS. MARTIN: Good afternoon. My name is Jeri
24 Martin. I am assistant principal, Inglewood High School.
25 However, I am here as a citizen rather than a representative



POLK COURT REPORTERS *Certified Deposition Notaries*

606 S. Olive Street, Suite 307, Los Angeles, Calif. 90014
Local Telephone (213) 625-7615
Call Toll-Free Outside California 800 533-5640 • Inside California 800 533-5641

1
2
3
4
5
6
7
8
9
10
11
12
13
14
15
16
17
18
19
20
21
22
23
24
25

of the Inglewood School District.

I am here to speak in favor of the Metro Rail. One of the factors which prompted me to speak this afternoon was the dramatic difference in the amount of automobile traffic during the Olympics and after the Olympics. Although I do not use the current transportation system, I am aware of the difference Metro Rail can make, not only to its users, but also those of us who drive automobiles. Most of us thought that traffic during the Olympics would be unbearable. I wanted to be as far away as possible. I was pleasantly surprised. I had occasion to travel to Pasadena via the Harbor Freeway through downtown L.A. to the Pasadena Freeway on Friday and could not believe traffic was as light as it was. Traffic is usually extremely heavy everywhere on a Friday. However, on a Tuesday following the Olympics, I had to travel the same freeway to downtown in bumper to bumper traffic. Traffic was so heavy I chose to exit prior and take surface streets. Unfortunately, the streets were just as bad as the freeway and this was at a time not considered to be peak traffic time.

As a school administrator, I am also aware of the need for better public transportation for students. Many students are late to school because of the bus. I know this excuse can be over-used, but I often find it hard to dispute when I have seen buses pass students by



61984

POLK COURT REPORTERS *Certified Deposition Notaries*

606 S. Olive Street, Suite 307, Los Angeles, Calif. 90014

Local Telephone (213) 625-7615

Call Toll-Free Outside California 800 533-5640 • Inside California 800 533-5641

1 because of a bus being overcrowded. I have seen students
 2 walk two or three bus stops to get on the bus because
 3 they have a better chance to get it at a distant location.
 4 Also, parents are forced to drive their children to school
 5 because of their concern for bus security.

6 We have been looking forward to an improved
 7 transportation system since the old red cars, which I
 8 barely remember. I feel that the Metro Rail system can be
 9 the answer to that much-needed transportation system.

10 Thank you very much.

11 MR. PATSAOURAS: Phil Brown.

12 MR. BROWN: I would like to give a little
 13 perspective from the general body of testimony given this
 14 afternoon.

15 I was raised in the Wilshire District and one
 16 of the experiences I had upon returning from the East
 17 Coast, where I obtained a Masters in urban design, was
 18 the opportunity to work with the community group called
 19 the Citizens to Save the Wilshire District and also the
 20 Wilshire Chamber of Commerce, participating on the
 21 Los Angeles community plan for the Wilshire District.

22 Now, this combined group of commercial and
 23 residential interests, to briefly summarize, came out
 24 against the rail subway system. The commercial interests
 25 and the homeowners came out against the subway system



984

POLK COURT REPORTERS *Certified Deposition Notaries*

606 S. Olive Street, Suite 307, Los Angeles, Calif. 90014

Local Telephone (213) 625-7615

Call Toll-Free Outside California 800 533-5640 • Inside California 800 533-5641

1 because, on one hand, the residential interests knew that
2 the traffic emerging around new highrise growth would
3 inundate their residential areas; and on the other hand,
4 the commercial interests saw there was a balance necessary
5 to be maintained in the Wilshire corridor and that was
6 going to be exceeded if excessive growth at subway-type
7 projections were allowed to occur. Now, these were
8 reasonable people and we are not hearing them today. We
9 are hearing a monotony of -- I don't know what it is.
10 I'm overwhelmed by the general gist of this hearing process.
11 I think there is a polarization that has happened and
12 that the majority interest here is not being reached or
13 not being identified, not being listened to and that will
14 only be brought out with a vote. You have got to get back
15 to a vote of the citizens of this county. You have been
16 listening to yourselves and the politicians around in
17 circles and around in circles, and most of the politicians
18 figure this is a program where we are giving money away.
19 Sure, we want money. The federal government has lots of
20 money. That's not the case. The case is trying to get
21 transportation improvements for Los Angeles, the kind we
22 can afford and the kind that adds up over time to an
23 overall network; one that rebuilds these declining
24 neighborhoods in the mid-city area. To ask to build 4.2
25 miles for \$1.2 billion is ludicrous. What you need to do



784

POLK COURT REPORTERS *Certified Deposition Notaries*

606 S. Olive Street, Suite 307, Los Angeles, Calif. 90014

Local Telephone (213) 625-7615

Call Toll-Free Outside California 800 533-5640 • Inside California 800 533-5641

1 in a dispersed development pattern, is to have dispersed
2 development, dispersed improvement.

3 Now, that is exactly what happened with the
4 Olympics. You had a dispersal of bus systems, if you
5 will, in dispersed employment centers. There were Olympic
6 events, of course, but the analogy holds that's what
7 worked, and to go and try to double the size of downtown
8 with highrise buildings and this sort of ludicrous behavior,
9 is just 19th-Century thinking. It is behind the times.

10 It seems like there has been an unquestioning
11 obedience to a city form of the past, the downtown city,
12 the 19th-Century city form. We don't have that here in
13 Los Angeles. We have a grid of dispersed settlements,
14 employment and residential development, and to endeavor
15 to improve on circulation -- that's right -- you cannot
16 ask for more freeways. So what do you do? You go to the
17 resource at hand, which is the boulevard system of
18 Los Angeles. The boulevard system has a great deal of
19 capacity. With present stop-and-go traffic, in some
20 corridors, eight or 10 miles an hour averages. You can
21 increase the capacity from three to four hundred percent
22 by allowing flowing traffic. Now this is what Los Angeles
23 needs, not an intensified, small, heavy rail system that --
24 well -- Proposition A talked about a 150-mile long system
25 and then you brought it down to 15 miles, knowing that



POLK COURT REPORTERS *Certified Deposition Notaries*

606 S. Olive Street, Suite 307, Los Angeles, Calif. 90014
 Local Telephone (213) 625-7615
 Call Toll-Free Outside California 800 533-5640 • Inside California 800 533-5641

1 that's all you could afford. Well, now you can't even
 2 afford that and it's a clear story. You can't afford
 3 subway in Los Angeles, so the point here is that you need
 4 a full EIS to start to look at the affordable alternatives
 5 that Los Angeles can have and that you have to start
 6 getting creative. The old downtown subway radial system,
 7 East Coast city form, does work here.

8 MR. PATSAOURAS: Thank you.

9 William Ross, Rapid Transit Advocates.

10 MR. ROSS: Mr. President, Mr. Dyer, Members of
 11 the Board. I am William Ross, appearing with Robert
 12 Donaldson on behalf of Rapid Transit Advocates in regard
 13 to the substantive and procedural noncompliance of the
 14 District with applicable law with regard to both the
 15 Environmental Assessment and Amended Grant Application.
 16 Because of the limitations, I can comment only on five
 17 areas of deficiency.

18 First, with respect to the issue of disposal
 19 of hazardous waste. The Environmental Assessment indicates,
 20 pages 89 and 90, that although there have been some
 21 changes in landfill capacity since this certification
 22 date, the final Environmental Impact Report, there is
 23 adequate landfill capacity presently to accept residual
 24 material from MOS-1. The statement carefully does not
 25 indicate there will be a series of hazardous materials



POLK COURT REPORTERS *Certified Deposition Notaries*

606 S. Olive Street, Suite 307, Los Angeles, Calif. 90014
Call Toll-Free Outside California 800 533-5640 • Inside California 800 533-5641
Local Telephone (213) 625-7615

1 generated with the tunnel excavation materials which much
2 be disposed of in a Class 1 waste facility. Oil-
3 contaminated soil is classified under the California
4 Administrative Code as such a hazardous or toxic waste -
5 Title II, California Administrative Code Section 66,680,
6 Subsection (e). That material cannot now be disposed of
7 in any landfill facility in the County of Los Angeles.

8 In Table V-1 of the Technical Report on
9 disposal of tunnel and station excavation material, parts
10 of the Environmental Impact Report, it was recommended
11 that the hazardous waste of the type described could be
12 accommodated at five facilities within the County of
13 Los Angeles, well into the next century. This was and
14 is an inaccurate representation of both the qualitative
15 capabilities of those facilities as well as their closure
16 dates and quantitative capabilities.

17 For example, the facility listed as Operating
18 Industries in Monterey Park, is now closed. It was subject
19 to an order for abatement which was issued by the South
20 Coast Air Quality Management District Hearing Board which
21 required its closure December 31, 1984, not 1988, as
22 represented in the EIR.

23 Landfill 2, 3 and 4 on Table V-1, the
24 Calabasas-Puente Hills and Spadril Landfill facilities
25 are operated by the Los Angeles County Sanitation District.



61984

POLK COURT REPORTERS *Certified Deposition Notaries*

606 S. Olive Street, Suite 307, Los Angeles, Calif. 90014

Local Telephone (213) 625-7615

Call Toll-Free Outside California 800 533-5640 • Inside California 800 533-5641

1 That district, in November of 1980, made a discretionary
2 decision not to accept any type of hazardous waste, liquid
3 or solid, at any of its facilities. Additionally, those
4 facilities presently cannot accept any liquid waste.

5 The BKK facility listed as No. 1 in the table
6 referenced, currently cannot accept hazardous waste of any
7 kind and is under the supervision of the Los Angeles
8 Superior Court as to the acceptance of any type or kind of
9 liquid hazardous waste. All this information is contrary
10 to and a substantial change from the information set forth
11 in Table V-1 in the FEIR.

12 It cannot be seriously questioned that such
13 waste will be encountered even in the initial excavation
14 beginning with the eastern portal of MOS-1. The waste that
15 will be encountered are described in, quotes, Reach I,
16 close quotes, which is contained in the geotechnical
17 report and also a portion of the Final Environmental Impact
18 Report. It was accomplished by the firm of Converse, Ward,
19 Davis and Dixon in November, 1981. There it is noted
20 with respect to Reach I, that semi-gassy and gaseous soil
21 material will be encountered as well as soils containing
22 the presence of oil in areas that are directly adjacent
23 to or covered by the length of an alignment of MOS-1.
24 Only one of the 11 test borings in the four-mile segment
25 indicates there would be only trace gas encountered. This



POLK COURT REPORTERS Certified Deposition Notaries

606 S. Olive Street, Suite 307, Los Angeles, Calif. 90014

Local Telephone (213) 625-7615

Call Toll-Free Outside California 800 533-5640 • Inside California 800 533-5641

1 information is directly in contradiction to the statement
2 in Section 3.9.9.2 on page 9, wherein it is stated,
3 "The District does not expect to find any soil contaminated
4 with tar or oil."

5 Because of the previously identified hazardous
6 material not being accepted at either the BKK facility,
7 the OII facility or any of the County sanitation facilities,
8 there must be a further analysis to show how hazardous
9 material will be disposed of. This hazardous material
10 would not be limited to those contaminated with oil, tar,
11 or gaseous material. It would also be applicable to
12 corrosive material which will be found when any ground
13 water level is encountered in the drilling operations,
14 also indicated in the Converse, Ward, Davis and Dixon
15 report, pages 1-187 and 188. Whatever the facility is
16 that would be authorized to accept such toxic material,
17 it is not now listed in any of the environmental
18 documentation relied upon by the District. Accordingly,
19 new haul routes, the length presently unknown, would have
20 to be analyzed in a further environmental analysis on this
21 subject.

22 The present Environmental Assessment, I assume,
23 a proposed finding of no significant impact and negative
24 declaration cannot adequately discuss these measures. _
25 It is more appropriately the subject of a supplemental



POLK COURT REPORTERS Certified Deposition Notaries

606 S. Olive Street, Suite 307, Los Angeles, Calif. 90014

Local Telephone (213) 625-7615

Call Toll-Free Outside California 800 533-5640 • Inside California 800 533-5641

1 environmental impact statement and a subsequent Environ-
 2 mental Impact Report. Indeed, guideline Section 15064H1
 3 requires the preparation of a Supplemental Impact Report
 4 in this situation. This is because there is a substantial
 5 public controversy on this issue occasioned by the
 6 inconsistent information in the Final Environmental Impact
 7 Report versus what is represented in the Environmental
 8 Assessment concerning the capabilities of the landfills
 9 just noted.

10 In summary, with respect to this substantive
 11 aspect of the Environmental Assessment, the failure to
 12 adequately recognize the changed conditions associated
 13 with the disposal of hazardous materials, alone, constitutes
 14 a significant change in the environment since the Final
 15 Impact Report was certified on November 10, 1983, requiring
 16 the preparation of both the Supplemental Environmental
 17 Impact Statement and Report.

18 The second issue we wish to deal with is that
 19 concerning floodplains. The Environmental Assessment
 20 should contain an analysis of floodplain issues as
 21 required by Federal Executive Order 11,988, which was
 22 issued on May 25, 1975. The document is presently devoid
 23 of any analysis of this question. There are areas around
 24 McArthur Park and other portions of the route alignment
 25 which must be analyzed under this Executive Order. We



POLK COURT REPORTERS *Certified Deposition Notaries*

606 S. Olive Street, Suite 307, Los Angeles, Calif. 90014

Local Telephone (213) 625-7615

Call Toll-Free Outside California 800 533-5640 • Inside California 800 533-5641

1 reference the flood insurance rule map issued December 2nd,
2 1980 by the Federal Management Agency designated as
3 parcel 74.

4 The third issue is that dealing with the
5 Robbins' Bill dual-start legislation. No mention is made
6 in the proposed Environmental Assessment in the cost
7 financing or revenue estimate sections, pages 23 through
8 28, concerning this legislation which was enrolled as
9 Chapter 917 statutes of 1984. It would require that if
10 the Metro Rail Project goes forward during its second
11 year, 15 percent of available funds from other than federal
12 sources must be spent on the acquisition of land and
13 construction of the system in the San Fernando Valley.
14 This legislation should be subject to analysis under
15 a modified project description of MOS-1, inasmuch as
16 MOS-1 will not be completed within one year. Since there
17 will be two locations for construction within two years
18 of the initiation of MOS-1, there should be an accompanying
19 environmental analysis of all issues associated with this
20 bifurcated nature at the project that is absent presently
21 in the Environmental Assessment. Also, the grant
22 application should reflect the reduction of local funds
23 for MOS construction occasioned by this elimination.

24 The fourth issue we wish to deal with is that
25 of general plan consistency. As a part of the



POLK COURT REPORTERS *Certified Deposition Notaries*

606 S. Olive Street, Suite 307, Los Angeles, Calif. 90014

Local Telephone (213) 625-7615

Call Toll-Free Outside California 800 533-5640 • Inside California 800 533-5641

1 certification required for the grant application, the
 2 District must comply with Title IV-9, United States Code
 3 Section 1602-D, which requires that the Applicant
 4 indicate that it has found the project to be consistent
 5 with official plans for the comprehensive development of
 6 the urban area affected. However, it is noted that
 7 Counsel for the District, in litigation currently on file
 8 in Los Angeles Superior Court, Rapid Transit Advocates
 9 versus SCRTD, has consistently indicated the District is
 10 not subject to either the general plans of the City of
 11 Los Angeles or the County of Los Angeles or to their
 12 zoning ordinances or regulations of those respective
 13 entities. Accordingly, if in fact the opinion of the
 14 District is that espoused by its counsel, that it does not
 15 have to comply with local land use regulations, then
 16 some identification of that issue must be present in the
 17 Environmental Assessment for consideration by the
 18 administration of UMTA as to whether or not the certifica-
 19 tion required by 49 United States Code Section 1602-D is
 20 in fact true and correct; or in the alternative, whether
 21 there should be a further environmental analysis as to the
 22 affect of MOS-1 on existing development.

23 The fifth issue we wish to discuss is that
 24 dealing with noise and vibration as detailed in pages 68
 25 through 74. Those pages reference a study accomplished



POLK COURT REPORTERS *Certified Deposition Notaries*

606 S. Olive Street, Suite 307, Los Angeles, Calif. 90014

Local Telephone (213) 625-7615
 Call Toll-Free Outside California 800 533-5640 • Inside California 800 533-5641

1 for the Final Environmental Impact Report accomplished by
 2 the firm of Wilson & Associates, which sets forth certain
 3 specific standards and figures concerning airborne noise
 4 associated about the project. It is noted that as a
 5 portion of the criterion of that study, the FEIR incor-
 6 porated the noise ordinances of both the City of Los Angeles
 7 and County of Los Angeles, along with the goals and
 8 policies of their respective general plans. Again, the
 9 factual question arises as to whether the District is going
 10 to comply with those ordinances and the general plan
 11 provisions concerning the contents of the same or some other
 12 standards.

13 The District must clarify whether it is going
 14 to comply with or be held to the standards of compliance
 15 with the City and County noise ordinances. If it is not,
 16 it will be necessary to analyze these issues further by
 17 way of a Supplemental Environmental Impact Report and
 18 Environmental Impact Statement, as a finding of "No
 19 Significant Impact" could not be made under federal law.

20 In summary, MOS-1 proposes substantial change
 21 in the level of detail associated with the Metro Rail
 22 Project. The continued theme of the Environmental Assess-
 23 ment is that the environmental impacts associated with
 24 MOS-1 have been previously analyzed with respect to either
 25 the 18.6-mile or 8.8-mile minimum operable segment



POLK COURT REPORTERS *Certified Deposition Notaries*

606 S. Olive Street, Suite 307, Los Angeles, Calif. 90014

Local Telephone (213) 625-7615

Call Toll-Free Outside California 800 533-5640 • Inside California 800 533-5641

1 alternative. This assertion, which can be characterized
 2 as environmental analysis by a rule of proportionality,
 3 has been rejected by the courts. In Commonwealth of
 4 Massachusetts vs. Watts, 716 Fed.2d 946, 1st Circuit Case
 5 1983, the Court affirmed a District Court decision
 6 requiring the Department of Interior to supplement a
 7 Final Environmental Impact Statement to reflect its downward
 8 revision of estimated oil to be found in tracts it
 9 proposed to lease off the New England Coast. The Department
 10 of Interior's downward revision revealed that 1/30th as
 11 much oil as originally estimated was to be found in the
 12 involved tracts. Nonetheless, the Court held that such a
 13 revision, even if downward, was a significant change in the
 14 environment which required a Supplemental Environmental
 15 Impact Statement.

16 We will continue to examine the proposed
 17 Environmental Assessment and offer such additional comments
 18 as may be appropriate prior to the closing of the 30-day
 19 comment period, which should commence as of August 21,
 20 the date the Environmental Assessment was finally
 21 distributed in its final form and not August 15, 1984.
 22 However, we believe that the deficiencies we have
 23 substantively detailed here today, along with the procedural
 24 deficiencies which we will forward to this Board in writing,
 25 are sufficient reasons for the reformulation and revision



POLK COURT REPORTERS Certified Deposition Notaries

606 S. Olive Street, Suite 307, Los Angeles, Calif. 90014

Local Telephone (213) 625-7615
 Call Toll-Free Outside California 800 533-5640 • Inside California 800 533-5641

1 of the present Environmental Assessment and its reissuance
 2 only after there has been appropriate scoping and
 3 consultation with interested members of the public.

4 Thank you.

5 MR. PATSAOURAS: Margo Hebald-Hegman.

6 MS. HEGMAN: Good afternoon Honorable Directors
 7 and General Manager. My name is Margo Hebald-Hegman.
 8 I am Chairwoman of the Transportation Committee of the
 9 Santa Monica Chamber of Commence and I am here to speak in
 10 favor of the Metro Rail.

11 The Santa Monica area Chamber of Commence is
 12 in favor and supports a heavy rail rapid transit system
 13 extension of Metro Rail coming into downtown Santa Monica.
 14 Only with the full 18.6-mile starter line, will we realize
 15 a full capability of a rapid transit system in this area.
 16 We must not be myopic. We must invest in our future,
 17 as have other great cities in this nation done over the
 18 past years.

19 A study by a top car rental agency recently
 20 published in a local newspaper indicated that it costs
 21 33 cents a mile in today's dollars to run an automobile
 22 from Santa Monica to this building in downtown Los Angeles,
 23 a distance of 15 miles. It costs me today \$4.95 each way
 24 or \$9.80 round trip, and that does not include parking.
 25 A Metro Rail fare is estimated not to cost more than a



POLK COURT REPORTERS Certified Deposition Notaries

606 S. Olive Street, Suite 307, Los Angeles, Calif. 90014

Local Telephone (213) 625-7615

Call Toll-Free Outside California 800 533-5640 • Inside California 800 533-5641

1 bus fare, which today would cost about \$2.50 round trip.
2 This is a savings of almost 300 percent.

3 In addition, we must alleviate the pollution
4 caused by the automobile. We must provide good and
5 frequent rapid transit for our citizens who do not or
6 cannot drive, such as our children and many of your
7 elderly and handicapped. It is now time that we have an
8 excellent and extensive rapid transit system of our own.

9 Thank you.

10 MR. PATSAOURAS: Pat Miller representing
11 Congressman Julian Dixon.

12 MS. MILLER: Mr. President, Mr. Dyer, Board
13 Members. I am very pleased to be here today to read
14 this letter Congressman Dixon has asked me to bring to
15 you and read into the record.

16 "It is my pleasure to have the opportunity
17 to once again express my unqualified support for the Metro
18 Rail System. I have reviewed the Environmental Assessment
19 document prepared for today's hearing. I cannot imagine
20 a more exhaustive analysis of environmental concerns as
21 well as mitigation measures proposed to address them than
22 that contained in this document. Furthermore, coupling
23 it with the previously published Environmental Impact
24 Statement provides a complete picture of the environmental
25 consequences of building this project. It is my opinion



POLK COURT REPORTERS Certified Deposition Notaries

606 S. Olive Street, Suite 307, Los Angeles, Calif. 90014

Local Telephone (213) 625-7615

Call Toll-Free Outside California 800 533-5640 • Inside California 800 533-5641

1 these documents underscore the urgent need to construct the
2 first segment of the Metro Rail System as rapidly as
3 possible.

4 "The current status of federal funding requires
5 the system to be built in segments similar to the rail
6 construction programs in Baltimore, Miami, and Atlanta.
7 As a member of the Appropriations Committee in the House
8 of Representatives, I assure you the phased construction
9 program in no way distracts from Congress' strong support
10 for Metro Rail. In each of the last two years, the
11 Appropriations Committee has approved a larger funding
12 allocation for the Metro Rail Project than any other new
13 start rail system. This overwhelming support was confirmed
14 last year when the House of Representatives voted by more
15 than two to one, 280 to 139, to build the Metro Rail.

16 In conclusion, I hope that the message we
17 send to UMTA today is one which emphasizes the tremendous
18 unmet transit needs in Los Angeles, as well as the broad-
19 based community support for Metro Rail. More than 68
20 percent of my constituents joined with me in 1980 to
21 approve the construction of a rail rapid transit system
22 in Los Angeles County and today I wish to reaffirm this
23 strong commitment."

24 Signed by Congressman Julian Dixon.

25 I would also like to have the record note that



POLK COURT REPORTERS *Certified Deposition Notaries*

606 S. Olive Street, Suite 307, Los Angeles, Calif. 90014
Call Toll-Free Outside California 800 533-5640 • Inside California 800 533-5641

Local Telephone (213) 625-7615

1 yesterday Congressman Dixon sent a letter to Ralph Stanley
2 asking for a Letter of Intent and a Letter of No Prejudice,
3 and to be redundant, I also want to commend the SCRTD for
4 the tremendous job done with the bus system during the
5 Olympics. It was a pleasure.

6 Thank you.

7 MR. PATSAOURAS: Richard Bruckner, Hollywood
8 CRA.

9 MR. BRUCKNER: Good afternoon, Mr. Patsaouras.
10 I am here to deliver a letter from Mr. Helfeld, and I would
11 like to quickly summarize his comments -- again, repre-
12 senting the Community Redevelopment Agency of the City of
13 Los Angeles.

14 We would like to reinstate the agency's support
15 for the Metro Rail Project and feel it is absolutely
16 vitally necessary for the growth, continued growth of the
17 region and the revitalization of, particularly, North
18 Hollywood, and continued revitalization of the Central
19 Business District. This project has been on the drawing
20 board and being planned for the last 20 years. We feel
21 an urgent need to see this project move along as rapidly
22 as possible and are anxious to be a part of this program.
23 We urge UMTA's support of this project, and if I could make
24 this part of the record.

25 MR. PATSAOURAS: Ms. Polly Ward, Committee



POLK COURT REPORTERS *Certified Deposition Notaries*

606 S. Olive Street, Suite 307, Los Angeles, Calif. 90014

Call Toll-Free Outside California 800 533-5640 • Inside California 800 533-5641

Local Telephone (213) 625-7615

1 of 45.

2 MS. WARD: Not only am I a member of the North
3 Hollywood Advisory Committee of 45, but I am also a daily
4 bus rider from the San Fernando Valley into downtown
5 Los Angeles. As such, I claim some expertise regarding the
6 problems of the RTD and handling the people coming down
7 to work in downtown Los Angeles. I hope to work in
8 downtown Los Angeles 10 years from now, and I am not at
9 all sure that's going to be possible if we cannot begin
10 doing something about our transit system. Therefore, I
11 am here to urge the construction of the 4.2-mile segment
12 as the beginning of the larger Metro Rail System which will
13 be the cornerstone of an improved transit system in the
14 L. A. Basin. It is time to start putting our money into
15 the ground, not into paper.

16 Thank you.

17 MR. PATSAOURAS: Mr. Ron Palmer, Valleywide
18 Committee on Streets & Highways.

19 MR. PALMER: Good afternoon, Mr. President,
20 Mr. Dyer, Members of the Board.

21 The Valleywide Transportation Committee is
22 a founding member of the San Fernando Valley Transportation
23 Coalition and is pleased to have this opportunity to
24 reiterate its support for construction of the Los Angeles
25 Metro Rail. In public hearings a year ago, Valleywide



61984

POLK COURT REPORTERS *Certified Deposition Notaries*

606 S. Olive Street, Suite 307, Los Angeles, Calif. 90014

Local Telephone (213) 625-7615

Call Toll-Free Outside California 800 533-5640 • Inside California 800 533-5641

1 endorsed construction of the full 18.6 Metro Rail Project
 2 in the locally preferred alternative configuration. We
 3 did so at that time in the belief that the Metro Rail
 4 Project was the logical keystone in development of a rail
 5 rapid transit system to serve all Los Angeles area
 6 residents. Today, the Valleywide reaffirms its backing
 7 for the Metro Rail Project and urges approval of the
 8 Environmental Assessment documents required for the now
 9 scaled back first four-mile segment to be initially funded.

10 In giving endorsement, we point out that the
 11 Valleywide Transportation Committee constituency is in the
 12 San Fernando Valley. The Valleywide Committee has been
 13 working for improved transportation for some 30 years.
 14 Just as we are here today lending our support for
 15 construction of the initial four-mile metro rail segment
 16 in downtown Los Angeles, the Valleywide Committee can be
 17 counted on to publicly back the Metro Rail to its completion.
 18 Valleywide will be backing Metro Rail at the environmental
 19 hearings proposed for the second four-mile segment and we
 20 will be back in similar hearings for the third and fourth
 21 segment or however many times it takes to get the job done.
 22 In turn, we expect that all the key Metro Rail boosters
 23 represented here today in these hearings will be equally
 24 supportive at the San Fernando Valley Metro Rail's figurative
 25 last mile in the Universal City station to its North



POLK COURT REPORTERS *Certified Deposition Notaries*

606 S. Olive Street, Suite 307, Los Angeles, Calif. 90014
 Call Toll-Free Outside California 800 533-5640 • Inside California 800 533-5641
 Local Telephone (213) 625-7615

1 Hollywood terminus. It is just as important as this initial
 2 four-mile segment.

3 Thank you.

4 MR. PATSAOURAS: Susan Shedlow.

5 MS. SHEDLOW: Members of the Board, I do urge
 6 that you adopt this Negative Declaration for the 4.4-mile
 7 Metro Rail Project and let's get this thing built and
 8 completed. You guys are the -- I thought I was a bad
 9 procrastinator. You guys are, too. Let's get on with it.

10 MR. PATSAOURAS: Jack Roth.

11 MR. ROTH: Mr. Chairman, Members of the Board.
 12 What else is there to say? I have listened to it all
 13 today. I can only speed you on and tell you, first of all,
 14 our Rapid Transit Board is obviously a body of men and
 15 women of great goodwill and great patience. You have
 16 listened to all of this stuff and guff today. We were all
 17 here a year ago.

18 A few things have hit me. In New York City,
 19 not quite a hundred years ago, they built elevated railroads
 20 and subways and an old friend of my father's told me many
 21 years ago -- who was one of the promoters -- Jesse Grant.
 22 He was the last remaining son of U. S. President Grant.
 23 Now, in his old age, in Los Altos, California, he told my
 24 father and me stories of the financing of those railroads.
 25 He said, "Sure there was some graft taken. New York City



POLK COURT REPORTERS *Certified Deposition Notaries*

606 S. Olive Street, Suite 307, Los Angeles, Calif. 90014

Local Telephone (213) 625-7615

Call Toll-Free Outside California 800 533-5640 • Inside California 800 533-5641

984

1 probably paid \$5 for every \$3 worth of subway and elevated
 2 road they got, but the important thing was they got it."
 3 That's what is important. We have no way of knowing
 4 whether the price tag on our Metro Rail System is a bargain
 5 or not and we never will know. I sat through two years of
 6 hearings as a member of the North Hollywood Metro Rail
 7 Committee. We apprised everything. We listened to all the
 8 experts that the RTD could commandeer to come and tell us
 9 about it. We evaluated it on a very obtuse and involved
 10 scale of evaluation. We came to what we considered adequate
 11 conclusions and we approved it because we need it. The
 12 people need it.

13 Almost a thousand years ago, the great
 14 cathedral of Notredame was built in Paris. Do you how
 15 long it took them to build it? Not quite 200 years. This
 16 is for John Dyer. They used up 13 master builders. Now,
 17 the master builders then is the architect now. They used
 18 up 13 in the 200 years it took them to build it and we have
 19 to get started on this. We don't want to wait 200 years
 20 for our Metro Rail system. Remember, the people will
 21 always pay for whatever it is and I'm very disappointed
 22 in my old Councilmen Bernardi. He should know better.
 23 Whatever it is going to cost to get the Metro Rail, we
 24 the taxpayers will pay it, as we pay for everything. We
 25 paid for this B-1 bomber that went down yesterday. That's



61984

POLK COURT REPORTERS Certified Deposition Notaries

606 S. Olive Street, Suite 307, Los Angeles, Calif. 90014

Local Telephone (213) 625-7615

Call Toll-Free Outside California 800 533-5640 • Inside California 800 533-5641

1 a boondoggle if there ever was one. Our Metro Rail will be
 2 something that all of us or our descendents will ride on;
 3 so God bless you and make it move.

4 MR. PATSAOURAS: Thank you.

5 Mr. Elder Abraham Nair, Paster, Jesus Christ
 6 Community Church.

7 PASTOR NAIR: You know, I have listened to
 8 so many things today and think about the quality of all
 9 of us. Just look at us. We have everything in common.
 10 We are born; we live; we die; we brought nothing here and
 11 taking nothing away, and the miracle of your life is
 12 that we are just one breath from eternity. Think about
 13 that and also think about good things are never cheap and
 14 cheap things are never good.

15 In listening to their -- I call them doom-
 16 screamers -- and, "We can't do it." You know, that's a
 17 disease -- "We can't do it." Do you know what happens to
 18 them? They become, "Don't eithers."

19 You know, it's time now. It's way past time
 20 to be on about the job of transportation. This is a great
 21 city and we haven't even begun to grow, but it will grow
 22 faster with adequate transportation. The time has truly
 23 come and now is the time to move dynamically, methodically
 24 and awesomely. The doom-screamers have, in the past, and
 25 bless their hearts, will in the future, speak negatively



POLK COURT REPORTERS *Certified Deposition Notaries*

606 S. Olive Street, Suite 307, Los Angeles, Calif. 90014

Local Telephone (213) 625-7615
 Call Toll-Free Outside California 800 533-5640 • Inside California 800 533-5641

1 about progress.

2 Do you realize laws were enacted to keep that
 3 crazy contraption called an automobile off the road, with,
 4 "Horses are here to stay"? It's interesting how we look
 5 back and reflect who was really crazy. Then there was an
 6 insane man to make the reckless assertion that the world was
 7 round. His name was Columbus. History has vindicated his
 8 insane vision. I have heard even from the pulpit that some
 9 people said, "Now, if God intended for man to fly, he would
 10 have given him wings." I think the preacher had a --
 11 leave that out.

12 The Olympics, the doom-screamers hollered,
 13 "Oh. Do you know what this is going to do to taxpayers?
 14 Who is going to pay the bill? It is going to be a burden
 15 on this city. Taxpayers will be the fall guys."

16 That's why the gentleman, the illustrious
 17 gentleman behind me, got mad and said, "Speak for yourself,
 18 not all taxpayers." You pay it whether you know it or
 19 not, so taxpayers pay and, actually, as I said before,
 20 you are not going to take it with you, so do something and
 21 leave a legacy of something for all. So, you know, the
 22 world came here and reached out and touched each other in
 23 the greatest display of people-to-people relationships for
 24 a few more months of love, competitive admiration. We in
 25 the United States and the world will be better for it.



61984

#10 **POLK COURT REPORTERS** *Certified Deposition Notaries*

606 S. Olive Street, Suite 307, Los Angeles, Calif. 90014

Local Telephone (213) 625-7615

Call Toll-Free Outside California 800 533-5640 • Inside California 800 533-5641

1 As I conclude, think about how much validity
2 the doom-screamers had on their destructive agenda in
3 England. Can you imagine the nerve of those brash,
4 asinine stupid people in the American Colonies defying
5 the throne of England? They are ravel-rousers. They
6 say that they are a nation of free men under God with
7 liberty and justice for all. Isn't that something stupid?
8 Again, history has vindicated the stupid people.

9 MR. PATSAOURAS: Florence Meare, All City Club.

10 MS. MEARE: Good afternoon, Gentlemen.

11 It gives me great pleasure to introduce
12 Margarite McFarland with the Los Angeles City Club and
13 very, very interested in Metro Rail, as I am.

14 MS. McFARLAND: I started out with a headache,
15 which is three strikes against me, but I do feel very
16 keenly about this. We had so much rhetoric and oratory
17 and witticisms and phillicisms. If we could get right
18 down to common sense and compare \$300 million per mile
19 to dig in the earth or one-tenth of that and 10 times
20 that mileage for surface lines where we would enjoy the
21 sunrise and fresh air and good health, as we rode from the
22 Valley downtown -- and that would probably take one year --
23 whereas your digging in the earth would take five years as
24 a minimum, and if we add earthquakes, which we well might
25 could do -- and I'm surprised that no one has touched on



POLK COURT REPORTERS *Certified Deposition Notaries*

606 S. Olive Street, Suite 307, Los Angeles, Calif. 90014

Local Telephone (213) 625-7615

Call Toll-Free Outside California 800 533-5640 • Inside California 800 533-5641

1 the fact that is an earthquake area and we have 'them
2 popping up around us and you have had the real thing in
3 '32 and otherwise. Why can't we want to be practical
4 knowing that we are nearly bankrupt? In fact, we might
5 discover we are bankrupt when we view there is some colored
6 money in the distance that we heard about and we heard our
7 Mayor say we are nearly bankrupt. Why should we take on
8 another burden? I wish that we could consider the
9 possibility of the red car efficiency. There are a number
10 of us that can remember that red car that headed in at
11 4th and Hill -- Wasn't it? -- the subway? Doesn't the
12 City still own the land that that ran on? And if so,
13 couldn't they use that instead of having to use eminent
14 domain to destroy -- Was it 200 buildings they thought
15 they might have to eminent domain out of existence? And
16 is there anything more expensive to taxpayers than to have
17 to buy eminent domain and move them or destroy them and
18 convert that into a hole in the ground?

19 I have received a 102-page booklet from the
20 RTD, which I studied, and the map you have going under
21 the buried elephants in the tar pits or deviating around
22 it; I think that is an interesting possibility for
23 consideration, and I haven't heard that mentioned. There
24 are far more things to consider than just, "Let's get
25 started." You don't get very far with Alladin's lamp, but



POLK COURT REPORTERS *Certified Deposition Notaries*

606 S. Olive Street, Suite 307, Los Angeles, Calif. 90014

Local Telephone (213) 625-7615

Call Toll-Free Outside California 800 533-5640 • Inside California 800 533-5641

1 some of these things today sounded like somebody might have
2 one in their pocket that they are going to get out and,
3 "Let's get on with it," but to pay the piper to reckon
4 with the debts and the interest. Interest is a fearful
5 thing on hundreds of millions of dollars; so add that to
6 your worries and give us another chance at a vote. We
7 hoped we would have a chance to vote this down on the ballot
8 and I believe you thought we would, and we intend to.
9 We are going to fight it all the way.

10 MR. PATSAOURAS: Mr. Vincent Bertolini,
11 Northridge Chamber of Commerce, followed by Edward Duncan.

12 MR. BERTOLINI: Good afternoon. I'm at a
13 disadvantage because coming down from the office in Van
14 Nuys, I had the experience which makes us wonder why we
15 haven't done this sooner in terms of mass transit, of
16 trying to get on the freeway system to get down here.
17 I, fortunately, heard the radio reports that the Ventura-
18 Hollywood Freeway was backed up all the way to Silverlake
19 at the 411 Interchange, so I came around the San Diego
20 to the Santa Monica. It wasn't so smart. There were
21 several incidents of slamming on the brakes and a briefcase
22 flying, jacket going flying; so I have a prepared statement
23 which I would like to read, and I'm going to read, but not
24 with my glasses because they are on the floor of my
25 automobile. Thanks to Dolly Wegman, I will struggle with



POLK COURT REPORTERS *Certified Deposition Notaries*

606 S. Olive Street, Suite 307, Los Angeles, Calif. 90014

Local Telephone (213) 625-7615

Call Toll-Free Outside California 800 533-5640 • Inside California 800 533-5641

1 her glasses.

2 I come before you today with diverse interests,
3 both community and professional. I am an architect with the
4 firm of Robbins and Bound in Van Nuys, and also vice
5 president with the San Fernando Valley Transportation
6 Coalition and the Northridge Chamber of Commerce and also
7 an officer of the Southern California Chapter of the
8 Society of American Registered Architects. In addition,
9 my interests and commitment to the City of Los Angeles
10 in its growth and development stems from a special
11 perspective.

12 I first came to Los Angeles in 1950 as a
13 youngster with my parents. I grew up in Hollywood next
14 to the freeway, saw it built, saw it open. I went to high
15 school and college here. In 1957, after a very enjoyable
16 growing-up period in this city, I returned with my family
17 to New York, in which I spent the balance of my years in
18 college and came back here in 1982, only two years ago,
19 with my wife and sons and I reestablished my residence
20 in Northridge. Needless to say, there was an extraordinary
21 change in 25 years. As an architecture student, I studied
22 here and learned the city and I loved the city. As an
23 older architecture student, I love it even more today.
24 I bring family around and I show them downtown. I show
25 them the city, and this is a city to be proud of.



POLK COURT REPORTERS *Calified Deposition Notaries*

606 S. Olive Street, Suite 307, Los Angeles, Calif. 90014

Local Telephone (213) 625-7615

Call Toll-Free Outside California 800 533-5640 • Inside California 800 533-5641

1 When I left, there wasn't the urban centers of
2 Century City, Universal City, and Warner Center. There
3 wasn't the growth of the Valley as a major population
4 center of homes and jobs. There wasn't the vast freeway
5 system and huge traffic jams. The automobile and its
6 easy access gave impetus to the spreading out and growth
7 of the city. It will, without relief, contribute to its
8 demise. This is the problem. The growth is here and is
9 continuing. Los Angeles is a major city of the world.
10 The road system cannot remain as the only way people can
11 get to their jobs, to school, shops and so forth. It
12 also affects the quality of life of the citizens traveling.
13 It takes longer. It is more frustrating, air pollution
14 worsens and vast quality of energy wasted.

15 Recently the Ventura Freeway was referred to
16 as the official parking lot of the Olympics. It's not
17 funny when you are trying to get from North Hollywood
18 to Woodland Hills. I live near the newly opened Simi Valley
19 Freeway in Northridge and I'm amazed when there is heavy
20 traffic congestion on that most northerly road of the city.
21 Where are the cars coming from? Where are they going?
22 Certainly a lot of them.

23 The need for a rail transit system separated
24 from the road system, independent and free-moving is very
25 real. It must connect the Valley to the rest of the city.



61984

POLK COURT REPORTERS *Califed Deposition Notaries*

606 S. Olive Street, Suite 307, Los Angeles, Calif. 90014

Local Telephone (213) 625-7615

Call Toll-Free Outside California 800 533-5640 • Inside California 800 533-5641

1 Have you seen the traffic going through the Sepulveda Pass
2 or Cahuenga Pass or the crawling mass of cars over the
3 hill? I have; and it sometimes is a very exasperating
4 situation.

5 The growth is continuing. The forecasts are
6 clear. The people are here and the jobs are here. The
7 neighborhoods are large and spread out and cannot any
8 longer be serviced by the Twentieth Century system of
9 highways and cars. We must realistically plan a Twenty-
10 first Century system to meet the needs of the present and
11 future generations and do it now. The idea is building
12 the heavy and light rail system linking the entire
13 metropolitan area. The system proposed makes sense with
14 Metro Rail at its core, connecting North Hollywood to
15 downtown in a light rail system serving the San Fernando
16 Valley. We must act now. The answer to this and future
17 generations is mass transportation; an idea whose time has
18 come.

19 Thank you.

20 MR. PATSAOURAS: Edward Duncan.

21 MR. DUNCAN: Good afternoon. My name is
22 Edward Duncan.

23 In order to maintain support and credibility,
24 I think it is essential that this assessment offer some-
25 planning alternatives. For instance, four miles may be



POLK COURT REPORTERS Certified Deposition Notaries

606 S. Olive Street, Suite 307, Los Angeles, Calif. 90014

Local Telephone (213) 625-7615

Call Toll-Free Outside California 800 533-5640 • Inside California 800 533-5641

1 the end of the line following reduced funding coincident
2 with the presence of reelection. We have 155 million,
3 Section 9, UMTA support. I think we need to get both
4 Presidential candidates to give us a commitment on the
5 UMTA 9 continued support in what they offer us between now
6 and 1990.

7 It is my belief we have a traffic trap between
8 here -- between now and 1990, a traffic transport trap,
9 if you please.

10 Should Wilshire now be converted to a bus
11 only? That's an alternative. This would improve our
12 current six to eight miles per hour that you report.

13 Should 6th Street and 3rd Street be one-way
14 east and one-way west for autos with exclusion of trucks?
15 What is the alternative site for the \$90 million Union
16 Station site if you can't afford it? Have you looked at
17 the post office downtown, the annex which is to be moved?
18 Perhaps you can reduce you \$90 million price.

19 To evaluate this process, the current fare
20 subsidy laws has to be confronted and quickly to gain and
21 maintain support. If SCAG is correct in their very recent
22 projection that 85-cent fares will reduce bus use by
23 9 to 40 percent, you then have a fantastic problem with the
24 tables and portions thereof that refer to 64 or 54 percent
25 of subway usage from bus transport if that bus transport



POLK COURT REPORTERS *Certified Deposition Notaries*

606 S. Olive Street, Suite 307, Los Angeles, Calif. 90014

Local Telephone (213) 625-7615

Call Toll-Free Outside California 800 533-5640 • Inside California 800 533-5641

1 disappears because of a fare increase to a dollar. Page 28,
2 Tables 1 and 2, Tables 3 and 1, must evaluate these
3 passenger lost fares related to 75 cents and a dollar.

4 With the 20 million square feet added office
5 space and 120,000 additional people to work in downtown
6 Los Angeles, 40 percent increase in the Central Business
7 District by 1990, five-years plus, are we really talking
8 about a transit trap by interferring with the traffic
9 patterns of the downtown area? Do you propose some
10 additional one-way streets to take care of that and avoid
11 the gridlock? This is not adequately addressed at all
12 in C, page 31.

13 Page 79, your energy conversion is about
14 18 percent. How does this demand increase our residential
15 electric costs?

16 Page 83, the circulation impact of traffic trap
17 with 120,000 additional CBD employees.

18 As a transit advocate, I have a deep concern
19 on the real time and cooperation between this RTD and the
20 Department of Transportation in Los Angeles. This
21 Assessment is soft on projection of traffic and the lack
22 of practical response and the traffic responses are
23 understated.

24 Per SCAG, they asked for a 6 percent transit
25 use and I wonder what your proposal is in this particular



61984

POLK COURT REPORTERS *Qualified Deposition Notaries*

606 S. Olive Street, Suite 307, Los Angeles, Calif. 90014

Local Telephone (213) 625-7615

Call Toll-Free Outside California 800 533-5640 • Inside California 800 533-5641

1 area.

2 Thank you.

3 MR. PATSAOURAS: Harry Brand, followed by
4 Mr. McGovern.

5 Mr. McGovern followed by Mr. Roberts.
6 Mr. Swan followed by Mr. Cornwell.

7 MR. SWAN: I have a map for you. I wish you
8 could look at it now.

9 I am Robert Swan from Long Beach. I am void
10 by the support of the Metro Rail from such a great part
11 of the community. It takes a long time to get one of these
12 things going and you have to stay with it.

13 I have emasculated my speech to conform with
14 the three-minute rule. Here are tidbits.

15 Councilman Bernardi is concerned about the
16 popularity of Metro Rail. When he was first elected to
17 the L. A. City Council, he proposed a grid system of
18 subways. Metro Rail is blanketing the city.

19 Councilman is concerned with if the Alvarado
20 Metro Rail is built, that will be the end of it; that it
21 will never reach the San Fernando Valley. Not to worry.
22 See what happened after Arroyo Seco Parkway? Substandard --
23 which ended short of downtown at the L. A. River. "This is
24 another downtown people-mover project," Bernson says, but
25 a people-mover is a self-contained small-area project whose



POLK COURT REPORTERS *Certified Deposition Notaries*

606 S. Olive Street, Suite 307, Los Angeles, Calif. 90014

Local Telephone (213) 625-7615

Call Toll-Free Outside California 800 533-5640 • Inside California 800 533-5641

1 hardware is incompatible for expansion areawide.

2 I offer a hundred percent support to the
3 Alvarado/San Fernando Metro Rail and preach the lessons
4 of faith and orderly transit evolution.

5 John Dyer and the Council gave the people in
6 the RTD hell for delaying the Metro Rail because we wanted
7 for it to take us to the Hollywood Bowl. It is time, John,
8 to do whatever is necessary to start this project right.

9 I recommend these changes:

10 One, put the Alvarado station underwater in
11 McArthur Park.

12 Two, lengthen the station platform.

13 Three, bring the Long Beach light rail to
14 Union Station through the Metro Rail tunnel. Refer to
15 pages 8 and 18, 52 through 54.

16 In Alvarado, you plan to take 24 residential
17 units, 17 commercial establishments, 50 residences, five
18 restaurants. A neighborhood that works; that's
19 Wilshire/Alvarado. It works so well visitors' spirit
20 is a thriving and alive people, such a diversity of small
21 business establishments. Don't touch it, not even for your
22 overrail. Don't let Metro Rail be the bull in this fine
23 china shop. Place your stations under McArthur Park then
24 restore that leg and park segments above it. Your entrance
25 kiosk would be on the far rather than the near side of



POLK COURT REPORTERS *Certified Deposition Notaries*

606 S. Olive Street, Suite 307, Los Angeles, Calif. 90014
Local Telephone (213) 625-7615
Call Toll-Free Outside California 800 533-5640 • Inside California 800 533-5641

1
2
3
4
5
6
7
8
9
10
11
12
13
14
15
16
17
18
19
20
21
22
23
24
25

Alvarado, serving Wilshire and 7th, as planned. Your bus operation will be much simplified.

Refer to page 2, a station platform.

EIS says the Metro Rail Project platform built to accommodate six cars are sufficient for the future, but they are not. The extension upon the busway to El Monte, the future several extensions off of Wilshire. Too many short trains would have to be operated. Once built, it is ridiculously -- it is extremely expensive and difficult to lengthen station platforms. Set your right standards now, like we did with the Arroyo Parkway. Increase each station platform length by two car lengths. This should not be a significant change environmentally. You have my map of the rail routes in downtown L.A.

Now, as to the jewel that adds glitter both to the Alvarado and Long Beach line, sharing with the Metro Rail tunnel from Flower Street to Union Station downtown L.A., both the short costly Alvarado segment of Metro Rail and the Long Beach light rail would instantly increase viability or productivity and patronage by sharing this underused tunnel. All trains would stop at the same platform. This would mean never having to hike for rail transfer. This is a dream interface.

For the viability of both the Metro Rail and



61984

POLK COURT REPORTERS Certified Deposition Notaries

606 S. Olive Street, Suite 307, Los Angeles, Calif. 90014
 Call Toll-Free Outside California 800 533-5640 • Inside California 800 533-5641

Local Telephone (213) 625-7615

1 light rail to make them both equally useful to the total
 2 community as they can be, we must send the paid expert,
 3 including myself as a catalyst, back to the drawing board.
 4 Don't just place the Long Beach station one on top of the
 5 other at 7th and Flower, providing a hike from one train
 6 to the other; and even worse, if the light rail elevated
 7 option were chosen to proceed further, you would have to
 8 come down to ground level before going underground to
 9 transfer; so that light rail option is not viable and
 10 the Council has ruled out the surface option. Nobody got
 11 a chance to see mine, which is better, and can still be
 12 implemented at low cost at a later date. Putting both
 13 rail lines in the same inadequate tunnel would also satisfy
 14 the Los Angeles City Council's desire to continue the
 15 light rail to Union Station. They just didn't know they
 16 could do it now.

17 The terms light and heavy rail, abbreviated
 18 "LRT" and "HRT" becomes the same as Metro Rail, are not
 19 precise but often semantically similar. They run on the
 20 same track, equally wide, can be designed to lead from the
 21 same high platform, can use the same or different voltages,
 22 can pick up power from third rail or overhead panograph;
 23 a version of the old trolley, or both. Their speed can
 24 be whatever we want them to be. They can be automatic
 25 or manually controlled. They can operate in subway as



POLK COURT REPORTERS *Certified Deposition Notaries*

606 S. Olive Street, Suite 307, Los Angeles, Calif. 90014
 Call Toll-Free Outside California 800 533-5640 • Inside California 800 533-5641

Local Telephone (213) 625-7615

1 elevated at ground level with or without grade crossing
 2 for operation in traffic.

3 So we must instruct our engineers -- drag them,
 4 kicking and screaming, if necessary -- to come back with
 5 the most feasible, economical plan to integrate light and
 6 heavy rail operation in downtown L.A. and I hope I am
 7 in on their deliberations.

8 Let me see if I can cut this.

9 Oh. This is important. The short Alvarado
 10 Metro Rail will increase pressure for the most rapid
 11 expansion possible. There is no question the whole line
 12 to the Valley will be built, but the possibilities of low-
 13 cost expansion by laying tracks will be an invitation to
 14 successful expansion the easiest way possible. For that
 15 reason, the contract to be let to bring a busway into
 16 Union Station on a on-rail route should be aborted and
 17 I conclude.

18 I leave you with two compatible themes: A
 19 hundred percent support of Metro Rail, and a categorical
 20 imperative of maximum light rail to heavy rail interface
 21 at 7th and Flower all the way to Union, Hollywood Bowl,
 22 notwithstanding.

23 MR. PATSAOURAS: Mr. Michael Cornwell, No on
 24 Metro Rail.

25 MR. CORNWELL: This will probably be my last



POLK COURT REPORTERS *Certified Deposition Notaries*

606 S. Olive Street, Suite 307, Los Angeles, Calif. 90014

Local Telephone (213) 625-7615

Call Toll-Free Outside California 800 533-5640 • Inside California 800 533-5641

1 appearance before this group because my wife has told me
2 if I don't give up my interest in this No on Metro Rail,
3 she is going to throw me out and my boss will terminate
4 my job.

5 The formal remarks we have made are going to
6 your Board and I just would like to make some informal
7 remarks.

8 John Dyer said that he will not answer any
9 questions during the hearing for interest of time. I hope,
10 John, that you will answer a question at some point.

11 MR. PATSAOURAS: I said that.

12 MR. CORNWELL: A lot of questions have been
13 raised today. Questions have been raised for the last
14 three years during public hearings on the original EIR/EIS,
15 and although I am certainly biased, being a Metro Rail
16 critic, those questions have never been answered. I think
17 it is shocking that we are given an assessment with the
18 deficiencies that are apparent in it and asked to approve
19 a segment, that according to Robert Mannis, must be
20 evaluated as an independently operating unit because of the
21 possibility that Alvarado may remain a terminal station;
22 and on the distribution list for this document, the
23 Alvarado/Wilshire Citizens Advisory Committee was not
24 circulated. The four and five religious public-interest
25 organizations that operate in the Alvarado area serving



61984

T#11

POLK COURT REPORTERS *Certified Deposition Notaries*

606 S. Olive Street, Suite 307, Los Angeles, Calif. 90014

Local Telephone (213) 625-7615

Call Toll-Free Outside California 800 533-5640 • Inside California 800 533-5641

1 the disadvantaged, the homeless, the street people, those
2 organizations were not circulated. The Archdiocese of the
3 Episcopal Church, who has the most activity interest
4 group in the Alvarado area, was not consulted and those
5 people are going to be seriously impacted.

6 I have asked this Board earlier to seriously
7 reconsider scheduling this hearing on this date as we move
8 to the Labor Day weekend. I asked this Board to consider
9 releasing this for official comment after the Olympics
10 when this city emptied out of people and you did not hear
11 that request. An attorney today officially advised that
12 the comment period for this document was not April 15th
13 as published -- sorry -- August 15, but August 21st or 24th
14 whatever he said. On August 15 your Metro Rail department
15 was hastily Xeroxing copies to circulate to government
16 agencies of this, but I raised the question that this
17 document has never been adequately circulated until
18 possibly today or well beyond the August 15th date; so I
19 would ask this Board to leave the comment period open beyond
20 the September 15 date for a number of reasons.

21 One, there are a number of academic people who
22 have been critical of that system who are just now and not
23 yet returned to their posts. I talked to Martin Wachs
24 where he has been for a year at Rutledge. He was driving
25 back to his post at UCLA, visiting all the national parks.



POLK COURT REPORTERS *Certified Deposition Notaries*

606 S. Olive Street, Suite 307, Los Angeles, Calif. 90014

Local Telephone (213) 625-7615

Call Toll-Free Outside California 800 533-5640 • Inside California 800 533-5641

1 He is vitally interested in documents not released.
2 However, he looked at your preliminary information and he
3 told me that the ridership figures are highly questionable.
4 The parking -- lack of parking section of this should be
5 challenged.

6 So I think, Mr. Chairman, that's a very good
7 reason for extending the comment period. If not, once
8 those answers are obtained, it is clear that the Environ-
9 mental Assessment is not adequate and that a new EIR/EIS
10 should be called for. I know Mayor Bradley wants to
11 start digging and it's clear by listening to people that
12 have been here today before this Board, that the citizens
13 of Los Angeles want mass transit. As Business Week reported
14 last week in their cover story: "Mass Transit: ~~The~~
15 Expensive Dream." It really is the expensive nightmare
16 for the taxpayers of a number of jurisdictions that have
17 these systems. The seven jurisdictions that operate the
18 Washington Metro Rail -- it's awash in red ink -- projected
19 operating deficits of over \$200 million next year and over
20 400 million when the system is built out. Those seven
21 jurisdictions are pressed up against the wall as to how
22 to keep that system operating. I was told recently by
23 an UMTA staff member, the federal government is giving them
24 \$18 million next year against an operating deficit of
25 200 million.



POLK COURT REPORTERS *Certified Deposition Notaries*

606 S. Olive Street, Suite 307, Los Angeles, Calif. 90014

Local Telephone (213) 625-7615

Call Toll-Free Outside California 800 533-5640 • Inside California 800 533-5641

1 The euphoria of the groups that spoke here
2 today about imploring you for transit are serious and I
3 am serious in imploring you that we need transit but you
4 are projecting a hoax on this community. When we voted
5 for Proposition A, we voted for transit. You showed us a
6 150 mile map and said "That's what you are going to get."
7 I think the fine print somewhere mentioned it may take
8 70 years, but I think next year when the masses of people
9 in this community that rely on public transit are shocked
10 when they get on the bus and realize it is not 50 cents
11 anymore; I think they are going to turn to the NAACP and
12 John Mack and Senator Watson and wonder just where their
13 leaders have led them astray. Because if you start mucking
14 up subway down Wilshire Boulevard a mile at a time, costs
15 escalating -- as John Dyer said himself -- \$600,000 a month
16 as it is delayed for study, it is clear to any rational
17 person that that subway is never going to get to North
18 Hollywood within the time of your appointments or, indeed,
19 my lifetime.

20 If the citizens of this community are led to
21 believe that once this system is in place we are going to
22 clear the air, clear the freeways, clear the streets,
23 that is not going to happen, and I think you should at
24 least be frank with the community.

25 I would address you to take seriously the



POLK COURT REPORTERS Certified Deposition Notaries

606 S. Olive Street, Suite 307, Los Angeles, Calif. 90014

Local Telephone (213) 625-7615

Call Toll-Free Outside California 800 533-5640 • Inside California 800 533-5641

1 comments made about what happened during the Olympics.
2 Those little techniques that caused traffic to move for this
3 community, removing trucks during certain hours, staggering
4 some working hours, weren't exciting. They weren't as
5 sexy as the subway and they did not add to the gratification
6 of officials who go around and say "That city has one. We
7 want ours." But it did the job and if you people were
8 doing your jobs you could provide leadership to this
9 community and move traffic without spending \$300 million a
10 mile to do it. You were the people that told us we were
11 going to have mass gridlock and traffic jams and all the
12 scare stories. That's the same people that have given
13 the information in this report. It is willfully inadequate
14 and embarks on a system that will cost \$300 million a month
15 to go four miles, and if the federal government does not
16 find that this is inadequate in environmental impact, then
17 they are not doing their job and I would imagine that that
18 will be challenged. There's two good reasons:

19 One, the local share is in serious jeopardy.
20 Senator Robbins may not want the shaft, but he's put the
21 shaft on this system. That's not in here, but pointed out
22 by an attorney.

23 The benefit assessment tax exempts residences.
24 As much as I agree with the purpose of that, that is
25 clearly going to be challenged in the court as unconstitutional



POLK COURT REPORTERS *Certified Deposition Notaries*

606 S. Olive Street, Suite 307, Los Angeles, Calif. 90014
Local Telephone (213) 625-7615
Call Toll-Free Outside California 800 533-5640 • Inside California 800 533-5641

1 That further puts the local share in jeopardy and it is
2 clear there is public controversy over this project, and
3 according to the laws that were just cited, that alone is
4 reason to evaluate a new EIR/EIS.

5 Why have two commercial, television stations
6 in this town continued to editorialize against it? Why
7 have two radio stations editorialized against it? Apparently
8 a radio station in Glendale I have never heard of is on
9 the air extensively against it. Why has the Board of
10 Supervisors in their most recent vote, voted three to two
11 to put it on the ballot. Also, last time, it was four or
12 five to nothing.

13 MR. PATSAOURAS: I have to correct you on that
14 one.

15 MR. CORNWELL: Two to two. The City Council
16 has moved now questioning it. Why don't you get us critics
17 off your back? Let us vote on it. That would remove it.
18 The citizens want to vote on 18 miles or 4 miles or what-
19 ever. Let us reevaluate the wording of the Proposition A,
20 and if they vote to support it, all this criticism will
21 be lost because if you don't ask for a referendum, the
22 referendum is going to be at a municipal election in April
23 with public officials using it as an issue and everything
24 being changed in midstream. If a public official is elected
25 who really realizes where this is going, then we would have



POLK COURT REPORTERS Certified Deposition Notaries

606 S. Olive Street, Suite 307, Los Angeles, Calif. 90014

Local Telephone (213) 625-7615

Call Toll-Free Outside California 800 533-5640 • Inside California 800 533-5641

1 to change in midstream; but starting at both ends where
2 the Robbins bill is reason enough to call for a new
3 Environmental Assessment, and I would caution you that the
4 public attention is going to be focused on officials at
5 the ballot box when the bus fares go up next year and I
6 realize you ladies and gentlemen are not elected officials.

7 I notice in Denver recently the appointed transit
8 district board was removed by ballot and elected officials
9 were put in that position. I would sort of propose that
10 Los Angeles is going to go to the way of Houston. One
11 councilman in Houston started asking questions and their
12 system was scrapped. One councilman started asking questions
13 here. He now has support. Houston shifted that money into
14 an effective, cost effective busway system. It is not
15 as sexy; it is not a subway; but it is realistic.

16 If there was unlimited funds, we could have
17 gridways and subways, but the money is just not there.
18 The federal percentage has changed. Let's evaluate it.

19 Last night when I heard that the TVA Authority
20 voted to abandon three or four nuclear plants costing
21 billions of dollars because they were just a loser, I
22 thought what agony those board members must have gone
23 through when they made that vote and reminded me of a
24 quote I heard Ralph Stanley make.

25 "The mass transit industry in this country is



POLK COURT REPORTERS *Certified Deposition Notaries*

606 S. Olive Street, Suite 307, Los Angeles, Calif. 90014
Local Telephone (213) 625-7615
Call Toll-Free Outside California 800 533-5640 • Inside California 800 533-5641

1 going to be the next nuclear industry in that regard."
 2 Mr. Stanley, I hope you are listening.
 3 MR. PATSAOURAS: Steve Jacoby.
 4 Let's take a five minute recess.
 5 [Recess.]
 6 MR. PATSAOURAS: We'll continue with the public
 7 hearing. Please call the roll.
 8 MS. BOLEN: Nick Patsaouras?
 9 MR. PATSAOURAS: Here.
 10 MS. BOLEN: Gordana Swanson?
 11 [No response.]
 12 MS. BOLEN: John Day?
 13 MR. DAY: Present.
 14 MS. BOLEN: Norman Emerson?
 15 [No response.]
 16 MS. BOLEN: Carmen Estrada?
 17 MS. ESTRADA: Here.
 18 MS. BOLEN: Jan Hall?
 19 MS. HALL: Here.
 20 MS. BOLEN: Marvin Holen?
 21 MR. HOLEN: Here.
 22 MS. BOLEN: Nate Holden?
 23 [No response.]
 24 MS. BOLEN: Jay Price?
 25 MR. PRICE: Here.



POLK COURT REPORTERS Certified Deposition Notaries

606 S. Olive Street, Suite 307, Los Angeles, Calif. 90014

Local Telephone (213) 625-7615
Call Toll-Free Outside California 800 533-5640 • Inside California 800 533-5641

1 MS. BOLEN: Charles Storing?

2 MR. STORING: Yes.

3 MS. BOLEN: Michael Lewis?

4 MR. LEWIS: Here.

5 MR. PATSAOURAS: Before we continue, as you are
6 aware, we have been very patient in extending the speaking
7 time past three minutes, which was the rule. Out of
8 courtesy to the speakers following you, I would suggest you
9 keep it to three minutes of testimony. You can submit
10 it. It will be part of the record. We'll make sure Mr.
11 Stanley reads it. If you don't want to sleep here tonight,
12 again, I would ask your consideration.

13 We'll start again with Mr. Steve Jacoby followed
14 by Mr. Laughel.

15 I'm losing Mr. Jacoby every time I call him.

16 Mr. Laughel followed by Phillip Gutulesen.

17 Anite McKinnon followed by Lorna Edgure.

18 Lydia Lopez followed by Ida Jeffries.

19 MS. LOPEZ: I would like to offer you my
20 sympathies, but at least you are fortunate to have air-
21 conditioning.

22 In the recent past we had two glorious weeks
23 in Los Angeles in preparation for the Olympics. A lot
24 of work went into it, but we had no smog, no traffic, no
25 crime and as I was getting on my bus very quickly, going



POLK COURT REPORTERS *Certified Deposition Notaries*

606 S. Olive Street, Suite 307, Los Angeles, Calif. 90014

Local Telephone (213) 625-7615
 Call Toll-Free Outside California 800 533-5640 • Inside California 800 533-5641

1 to track and field at the Colosseum, I actually, Mr.
 2 Dyer, got a seat. It's the first time in months, and I ride
 3 the bus daily; so I was just tickled pink to be part of
 4 all of that, and so when a city and county and public
 5 officials and corporations, all of us, take a real positive
 6 can-do attitude about something and we can go after it.
 7 The Olympics are a prime example of that and I think every-
 8 body that worked very hard should be congratulated.

9 Now we find that there are some political
 10 officials, four city council members, reneging on their
 11 support for the Metro Rail, and UNO thinks this kind of
 12 political pornography they are imposing on us is an attempt
 13 to pull us apart, and I think we have to be very clear,
 14 because a few years ago we said yes to Proposition A.
 15 We said it, we are getting the money, and it is about time
 16 we do something significant with that money. By that I mean
 17 burrow and lay the rail.

18 UNO brings the support of the East Side leader-
 19 ship through the parishes we represent, but also through
 20 the political officials, some which you heard today. We
 21 say it is time to get on with it, build the rail, and you
 22 have our support. God bless you.

23 MR. PATSAOURAS: Muchas gracias.

24 Ida Jeffries followed by Peter Thomas.

25 Peter Thomas?



POLK COURT REPORTERS *Certified Deposition Notaries*

606 S. Olive Street, Suite 307, Los Angeles, Calif. 90014

Local Telephone (213) 625-7615

Call Toll-Free Outside California 800 533-5640 • Inside California 800 533-5641

1 [No response.]

2 John Ruddick, Westside Civil Federation?

3 [No response.]

4 Jane Narpel?

5 [No response.]

6 Dawn Green and John Cammon.

7 MR. CAMMON: Good evening everybody and excuse
8 my hat, but I'm one of those working class people that
9 has sat back and recognize what everybody is squabbling
10 about and you wouldn't believe that. I walked away from
11 my office from people around me every day and I said
12 "I want to do something with my city and for my city."
13 So everybody talks about the rapid transit system on the
14 Wilshire Corridor.

15 I came here from Alabama at 10 years old and
16 I recognize that the house I grew up in was situated on
17 the Harbor Freeway, where the Harbor Freeway is now,
18 and as a truck driver and bus driver for entertainers, I
19 have driven all over the country.

20 As a gift from God I am able to design and
21 draw what I see in my mind. I came up with a concept called
22 the monorail express. It travels on the inside fast lane
23 of the freeway with a wall foot high to separate that lane
24 from the other three or more lanes. The freeway I have
25 in mind, hoping we can use one day, will be the San



POLK COURT REPORTERS *Certified Deposition Notaries*

606 S. Olive Street, Suite 307, Los Angeles, Calif. 90014

Local Telephone (213) 625-7615

Call Toll-Free Outside California 800 533-5640 • Inside California 800 533-5641

1 Bernardino Freeway from L.A. to San Bernardino and Riverside
2 or the Harbor from the Harbor to L.A., inside fast lane
3 both ways.

4 Now to pick up people it descends down a
5 ramp on the inside fast lane under the freeway, if you can
6 visualize being 20 feet high in some areas to create a
7 mini-mall and station stop. These units, 12 and 14 feet
8 wide by 85 feet long, they can carry a hundred ten people
9 per car. The field we use is a combination of solar energy
10 and electricity. People that travel the freeway every day
11 and use the automobile will be glad to get out of their
12 cars and save two or three more years on their brand new
13 cars. Insurance rates will go down. Your Wilshire
14 Corridor can tie into any one of the freeways and use a
15 rapid transit guideway, elevated.

16 I was part of the construction crew that
17 built one of the tallest buildings on Wilshire and I
18 know the trouble the contractors had. We went three, four
19 stories on the ground to find foundations. I worked for
20 Lithe and Grand as one of the ready-mix drivers. I was
21 there when a guy was killed when one of the slings popped
22 down and dropped on him. I know about work and I know
23 about my people, and you are my people, but I have a gift
24 and a dream. Do you believe it or not? It was a dream
25 that came from God. I won't go into the story, but I have



POLK COURT REPORTERS *Certified Deposition Notaries*

606 S. Olive Street, Suite 307, Los Angeles, Calif. 90014

Local Telephone (213) 625-7615

Call Toll-Free Outside California 800 533-5640 • Inside California 800 533-5641

1 something that can generate four million jobs in this
 2 United States if 40 states would employ 100,000 people for
 3 rapid transit. I believe that the monorail express can be
 4 a help to your rail, light rail, that you wish to use.
 5 They can complement each other. Washington is willing to
 6 go 80 percent with this concept. Chrysler -- Ford, GMC,
 7 Firestone and Goodyear can be brought into the mainstream
 8 because the technology that they have put the monorail
 9 express together.

10 Thank you.

11 MR. PATSAOURAS: Greg Roberts.

12 MR. ROBERTS: I have a letter, Mr. Dyer, about
 13 the problem of your drivers being paid to operate a bus
 14 and pass up people. I mean -- when they can take advantage

15 MR. PATSAOURAS: Greg, I am going to stop you
 16 now.

17 Next is Ray Miranda.

18 MR. ROBERTS: I think you are out of order.

19 MR. PATSAOURAS: Okay. You object.

20 MR. ROBERTS: I'll tell Mr. Antonovich. He
 21 can remove you from this Board, you know.

22 MR. PATSAOURAS: Ray Miranda.

23 MR. MIRANDA: My name is Ray Miranda, born in
 24 New York City. I was raised with the transit system we
 25 have there. It is one of the greatest cities in the world.



POLK COURT REPORTERS Certified Deposition Notaries

606 S. Olive Street, Suite 307, Los Angeles, Calif. 90014

Local Telephone (213) 625-7616

Call Toll-Free Outside California 800 533-5640 • Inside California 800 533-5641

1 We don't pollute the air with subways. I have built them.
2 I was a premed at Texas. I came here and started doing
3 research at LACC, fighting against air pollution when
4 Yorty was mayor. Okay? I have been in the trailer, ABCD
5 trailer, been in the laboratory, and I have been fighting
6 harder ever since all over the country, wherever I go run,
7 wherever I have to go look for work.

8 I came here first as a marathon runner trying
9 to go to Tokyo. I didn't make it and I stayed here for
10 four years and started fighting. I am presently a resident
11 of Austin, Texas. I didn't come here to tell you how to
12 run your state, but the problems we've got regarding
13 pollution are all over the country. I am fighting for
14 everybody that has to breathe in this country.

15 I want to call attention to a councilman I
16 hope to get rid of after after voting -- in the Austin
17 City Council. He voted for everything that wanted to save
18 money. He was against spending. If he wanted to get on
19 the council he was obviously the laughing stock. He was
20 bucking for mayor, so he fought everything which involved
21 spending money. He had no business on the council. The
22 council exists to spend money and spend it wisely. We
23 had a man something like that here today.

24 I want to tell you something about tunnel costs.
25 I am a sandhog by experience. Ya'll don't know this, but



1 it cost -- every mile we build a tunnel, it costs one cent
 2 hog life and we did it to give all of you clean air and
 3 more water for your needs through electrical transportation.
 4 So the price for your betterment -- I don't know. To me,
 5 I think we made a higher price than just a few crumby
 6 dollars.

7 I lived in New Orleans and drove a cab there.
 8 The waste was remarkable. I had to park on Airline
 9 Highway on the way downtown to get a nickel bus to the
 10 Superdome and the right-of-way existed all the time to use
 11 for a rail system, but we didn't do it because the
 12 lieutenant governor had a piece of the action so we couldn't
 13 push it.

14 I am a proponent of electrical transport and
 15 of limiting the number of devices for polluting our environ-
 16 ment. That's what I am aiming at and the more we control
 17 this the happier I am and the better we will all breathe.
 18 Electrification freeways is one of my goals for the future.
 19 I think their use for betts right-of-way is something we
 20 have to have in the 21st Century. It takes me two and a
 21 half minutes to walk one block and then I have to wait
 22 for some thoughtless person blocking the pedestrian cross-
 23 walks to get out of my way. When I get downtown I'm maybe
 24 two and a half hours late.

25 MR. PATSAOURAS: Your time is up.

POLK COURT REPORTERS *Certified Deposition Notaries*

606 S. Olive Street, Suite 307, Los Angeles, Calif. 90014

Local Telephone (213) 625-7616

Call Toll-Free Outside California 800 533-5640 • Inside California 800 533-5641

s??



POLK COURT REPORTERS Certified Deposition Notaries

606 S. Olive Street, Suite 307, Los Angeles, Calif. 90014

Local Telephone (213) 625-7615

Call Toll-Free Outside California 800 533-5640 • Inside California 800 533-5641

1
2
3
4
5
6
7
8
9
10
11
12
13
14
15
16
17
18
19
20
21
22
23
24
25

Marilyn Spicer followed by Bryan Allen.

MS. SPICER: To the president, vice president, manager and secretary. I am a citizen, disabled person, who rides on the bus. I as a citizen feel you should concentrate on transportation. I think you should not spend any more money. You should pay your bills you already have, and it takes ten years to make a freeway. It has never been built. What makes you think you are going to build this rail? I have a mother that had to move out of her home because the freeway was never built and the babies and children. I feel you should concentrate on the safety of the buses that's already here for us. I feel you should concentrate on security and concentrate on the elderly and handicapped people. I feel you should concentrate if it is earthquakeproof and also if it is clean and safe. And what makes you think it is not going to fall down and crash or whatever? I feel that it's a danger; that you cannot afford it. You should concentrate on the bills you already owe; that you will be in debt if you build this rail.

MR. PATSAOURAS: Bryan Allen followed by Dr. John Thompson.

MR. ALLEN: Thank you, Mr. President, Board members. My name is Bryan Allen, for the record, B-r-y-a-n, A-l-l-e-n, representing myself.



POLK COURT REPORTERS *Certified Deposition Notaries*

606 S. Olive Street, Suite 307, Los Angeles, Calif. 90014

Local Telephone (213) 625-7615

Call Toll-Free Outside California 800 533-5640 • Inside California 800 533-5641

1 I wonder if Mr. Marner might have an opinion
2 whether there is any limitation on the discretion of the
3 Board to arbitrarily adjust the enforcement of a time
4 length.

5 I have been a strong supporter of rail rapid
6 transit development since at least I was in the 8th grade,
7 and I consider myself a friend of Metro Rail and MOS-1
8 segment. However, I wish you to consider carefully the
9 opening sentence of the speech delivered by Alexander
10 Zoltsymitsin delivered to the AFC-CIO on July, 1975.

11 There is a Russian proverb: "The yes man is
12 your enemy but your friends will argue with you."

13 Considering some of the extremely negative
14 criticisms Metro Rail has received, I hope you will accept
15 that I am friend of Metro Rail in that particular sense.

16 To begin, I reject the limitation on the scope
17 of the EA; that it must merely disclose the adverse impacts
18 upon the external environment of one specific definition
19 of the proposal and no more. Rather, I submit it at least
20 should, if not must, fully analyze the impacts of the
21 particular design and definition.

22 On the feasible budgets for rail development
23 and available mitigations; all avail opportunity to maximize
24 environmental benefits and return on investments.

25 Briefly, from this train of discussion, I wish



POLK COURT REPORTERS *Certified Deposition Notaries*

606 S. Olive Street, Suite 307, Los Angeles, Calif. 90014

Local Telephone (213) 625-7615

Call Toll-Free Outside California 800 533-5640 • Inside California 800 533-5641

1 to bring your attention to Mr. Lewis, representing the
 2 San Gabriel Valley, that it is proposed under the MOS-1
 3 to trunk the busway operation and to eliminate all busway
 4 operations beyond L.A. CBD. Under present circumstances,
 5 some people on the San Gabriel Valley can board one bus,
 6 transfer one time, and reach a destination, either the
 7 L.A. CBD, Westlake or Wilshire centers area under the MOS-1
 8 proposal without an extension to Vermont Avenue. Someone
 9 traveling to Vermont Avenue has to transfer three or four
 10 times, depending on the ultimate destination. It's clearly
 11 an extreme deterrent to successful ridership. The mitigation,
 12 I suggest, is to maintain the operation of a line 481, not-
 13 withstanding the otherwise trunking of the busway.

14 Another point. The EA entirely overlooks a
 15 major opportunity to secure enhanced utilization of the
 16 MOS-1 and in return investment by diverting certain Hollywood
 17 Freeway express bus lines to another station. Clearly,
 18 this will have an environmental impact the EA would have
 19 to note. I submit it would be nearly negligible.

20 According to the map I have seen from the
 21 Los Angeles Department of Transportation, the daily vehicle
 22 miles traveled along Hill and Temple, is greater than
 23 that along certain possible approaches from those two
 24 freeways for those express routes to the Alvarado Street
 25 station. I submit the net impact would be less, just a



POLK COURT REPORTERS Certified Deposition Notaries

606 S. Olive Street, Suite 307, Los Angeles, Calif. 90014

Local Telephone (213) 625-7615
Call Toll-Free Outside California 800 533-5640 • Inside California 800 533-5641

1 transfer location of impact. I submit that the impact is
2 just as acceptable as routing Santa Monica express bus
3 north along -- north and south along South Fairfax Avenue
4 between the Santa Monica Freeway and the Fairfax/Wilshire
5 station on the full minimum operable segment. My rough
6 estimations indicate that the savings in bus operating time
7 would significantly exceed the headway, thereby there
8 would appear to be possible significant savings in actual
9 buses, not just bus operating hours. That is a significant
10 operating savings which is very significant.

11 The most significant aspect is the political
12 aspect. People from Hollywood and North Hollywood, Studio
13 City areas, will state they are not now served by Metro
14 Rail under the MOS-1 segment. However, it is well known
15 that the people are indeed served by rail if they are
16 served by any feeder line. Modern day transit depends
17 on successful feeder systems. By allowing express bus
18 access to the MOS-1 segment, people in the Hollywood area,
19 North Hollywood and Studio City, can be promised they will
20 immediately have access to the MOS-1.

21 [Continued on Page 163.]
22
23
24
25



POLK COURT REPORTERS *Certified Deposition Notaries*

606 S. Olive Street, Suite 307, Los Angeles, Calif. 90014
 Call Toll-Free Outside California 800 533-5640 • Inside California 800 533-5641

Local Telephone (213) 625-7615

1 There is the interesting precedent of the
 2 New York bus early in the century. There was a public
 3 outcry then, not because they had done the initial
 4 construction, but they had not done enough. That could
 5 be a precedent which is very valuable.

6 I see the red light here. I have some
 7 important --

8 MR. PATSAOURAS: Submit them, your written
 9 comments, to the Secretary.

10 MR. ALLEN: I plan to do so, however, it is
 11 also my experience that Board Members are not likely to
 12 read in detail --

13 MR. PATSAOURAS: That's for us to decide.

14 MR. ALLEN: Could I summarize?

15 MR. PATSAOURAS: Yes.

16 MR. ALLEN: There is an opportunity for
 17 significant capital cost savings. I'll pass out a map
 18 to you. It's similar to -- It eliminates certain flaws.

19 By multiplication of the Long Beach -- as
 20 indicated here in the various stations, there can be
 21 significant deferrals and capital costs. I do not have
 22 a precise estimate, but in the order of \$30 million,
 23 \$50 million. I cannot explain why, how, where. The
 24 significant cost savings can be diverted to the Metro Rail
 25 line during an interim period.



POLK COURT REPORTERS *Certified Deposition Notaries*

606 S. Olive Street, Suite 307, Los Angeles, Calif. 90014
Local Telephone (213) 625-7615
Call Toll-Free Outside California 800 533-5640 • Inside California 800 533-5641

1
2
3
4
5
6
7
8
9
10
11
12
13
14
15
16
17
18
19
20
21
22
23
24
25

I believe I have to come to the conclusion that the six-car platform stations proposed for Metro Rail are not necessarily frill. Until 1976, RTD assumed four car-platform stations for significant savings. These savings could be a ratio of 1.2 or two to one. The total savings, I cannot state, for many reasons. The total savings are at least potentially a major dent into the cost of an extension of the MOS-1 to Vermont Avenue and Wilshire. The reserve capacity needed and not offered immediately for the four cross stations can be obtained by moving block signaling.

The rest will have to be in writing.

Technology is the answer, not frills and station construction. This is a frill.

MR. PATSAOURAS: Dr. Thomson, followed by Mr. Howard Watts.

DR. THOMSON: Members of the Board and General Manager Dyer. I want to go over a few things that came to mind. I am an ordinary property owner and taxpayer.

For one thing, it is my opinion and the opinion of a lot of people, that the perception that those, in general, who are taxpayers and riders throughout the area, are in support of the project of a subway, is not well-founded. In fact, the perception that those of us who voted for Proposition A automatically were in favor of the



POLK COURT REPORTERS *Certified Deposition Notaries*

606 S. Olive Street, Suite 307, Los Angeles, Calif. 90014

Local Telephone (213) 625-7615

Call Toll-Free Outside California 800 533-5640 • Inside California 800 533-5641

1 subway of this particular dimension and type and cost,
2 is a problem of engineering, is not well-founded in fact.
3 The reverse is the case, in my opinion.

4 The perception is now arising that there are
5 a lot of disclosures that have appeared since the
6 Proposition A was passed. We voted for it on the assumption
7 that those handling our money and plans for the public and
8 rapid transit would not necessarily be tempted and rushed,
9 stampeded, into any particular project that came along,
10 but evaluate all advantageous and disadvantageous features
11 and plan in a sensible way over a long period of time,
12 choose the methods for using the taxpayers' money best.
13 My suggestion is that this is not the case on some of
14 the disclosures on one of your papers.

15 One, the disclosure, as we hear, is that
16 developers are buying up opportunities to buy along the
17 Wilshire corridor and the opinion is they will be able
18 to do what we refer to now as we look upon it as
19 Manhattanizing the area around there. The matter is that
20 it is not necessarily to the benefit of the people. This
21 area there has a concentration of apartment houses that
22 will defeat the purpose, and other disclosures that no
23 plan is being projected for providing all these automobiles
24 that would have to be parked someplace or another to use
25 all these different locations.



POLK COURT REPORTERS *Certified Deposition Notaries*

606 S. Olive Street, Suite 307, Los Angeles, Calif. 90014
Local Telephone (213) 625-7615
Call Toll-Free Outside California 800 533-5640 • Inside California 800 533-5641

1
2
3
4
5
6
7
8
9
10
11
12
13
14
15
16
17
18
19
20
21
22
23
24
25

Those who lived, as I, as a child, in New York and have been back and forth and to other cities where subways are, observe that those who are really the users of those subways walk to those subway stations. They don't park the car someplace. This is impractical, to consider we should ignore this situation.

The fact of the matter is, the man is very likely right, the UCLA expert that testified at those public meetings perhaps as much as only 2,500 fewer cars would be used as a result of this whole 18 miles, if it came into existence.

One of the things -- I want to run down a number of different points, but I see my red light is here. I particularly want to call attention to one particular point. I particularly represent that perhaps no one else has mentioned it. I am a property owner within a half a mile of the projected station in North Hollywood. I believe I would have my property actually confiscated without proper return whatsoever -- have to move out where my labeling and publicity around the world and my biochemical products have been known, and labels and every other kind of addressed -- I mean making known my address.

The cost of sharing those station expenses without residences having to contribute to them, would obviously be so great that those of us who are not able



POLK COURT REPORTERS *Certified Deposition Notaries*

606 S. Olive Street, Suite 307, Los Angeles, Calif. 90014
Call Toll-Free Outside California 800 533-5640 • Inside California 800 533-5641
Local Telephone (213) 625-7615

1 to make use of being there would have to get out. That's
2 unfair, too.

3 MR. PATSAOURAS: Mr. Watts.

4 MR. WATTS: Mr. President, Mr. Dyer. I would
5 like to read from an article that Dyer quoted in the
6 newspaper. I wouldn't be surprised if a lot of people
7 opposed to the system, which I am -- editorializing --
8 ask that a supplemental environmental report be written.

9 "Said Dyer -- he added with some exasperation --
10 that it would include essentially the same words as are in
11 here, pointing to the Environmental Assessment that will
12 be the subject of Thursday's hearing."

13 I would like to question this District as to
14 what the legal term is we have before us; Environmental
15 Assessment Report or Environmental EIA?

16 I would like to tell you a story. There was
17 once upon a time a bunch of citizens that decided to build
18 a hole in the ground and dig a hole in the ground and
19 build what they call a Metro Rail. That Metro Rail was
20 to be a cemetery at certain times down through the years.
21 It also would be a cause for more crime instead of less
22 crime. As the story goes on, the Los Angeles Basin,
23 instead of having more buses and less crime on those
24 buses, we would have more crime in the actual stations
25 and in the Metro Rail that is being proposed here, four



POLK COURT REPORTERS Certified Deposition Notaries

606 S. Olive Street, Suite 307, Los Angeles, Calif. 90014

Local Telephone (213) 625-7615

Call Toll-Free Outside California 800 533-5640 • Inside California 800 533-5641

1 miles, and I understand the tax for this so-called four-
 2 mile issue is going from 38 percent all the way up to
 3 51 percent local and state taxes. That's according to
 4 a report that just came out recently that I understood
 5 Mr. Dyer sent to the federal government or federal
 6 government sent to us.

7 I would like to see somebody take this whole
 8 thing to court because we had 18.6 and now we are down
 9 to four. Sooner or later, I think we may even be down
 10 to zero and that's exactly what we need, and then get
 11 light rail on every place in this city, which would be
 12 more worthy of what we really need, and that is light
 13 rail, not Metro Rail.

14 MR. PATSAOURAS: Thank you, Mr. Watts. We
 15 have Ted Laughel.

16 Anybody else before we adjourn?

17 MR. LAUGHEL: Mr. Chairman, Honored Members of
 18 the Board. My name is Ted Laughel, representing a couple
 19 of senior citizens from North Hollywood.

20 Ladies and Gentlemen, we want a mass transit
 21 system for our transportation in downtown and other parts
 22 of the city. We fully support this project for the
 23 benefits of the actual and the future generations.
 24 Los Angeles is the most extended city in the world, but
 25 it is the only big city that doesn't have an appropriate



POLK COURT REPORTERS *Certified Deposition Notaries*

606 S. Olive Street, Suite 307, Los Angeles, Calif. 90014

Local Telephone (213) 625-7615

Call Toll-Free Outside California 800 533-5640 • Inside California 800 533-5641

1
2
3
4
5
6
7
8
9
10
11
12
13
14
15
16
17
18
19
20
21
22
23
24
25

mass transit system. For all these reasons we fully support this project.

Thank you.

MR. PATSAOURAS: Do I hear a motion to adjourn?

MS. HALL: So moved.

MR. DAY: Second.

MR. PATSAOURAS: Okay. Adjourned.

[At 6:15 p.m. the hearing was adjourned.]



POLK COURT REPORTERS *Qualified Deposition Notaries*

606 S. Olive Street, Suite 307, Los Angeles, Calif. 90014
Call Toll-Free Outside California 800 533-5640 • Inside California 800 533-5641
Local Telephone (213) 625-7615

REPORTER'S CERTIFICATE

STATE OF CALIFORNIA]
] ss.
COUNTY OF LOS ANGELES]

I, Juanita Gonzalez, CSR No. 3003, a Notary Public in and for the County of Los Angeles, State of California, certify:

That the foregoing Hearing before the Southern California Rapid District Board of Directors was taken before me at the time and place herein set forth, at which time said hearing was recorded stenographically by me and thereafter transcribed under my supervision; and

That the aforesaid hearing as typed is a true record of the proceedings had at that time.

IN WITNESS WHEREOF I have subscribed my name and affixed my seal this 6th day of September, 1984.

Juanita Gonzalez

Juanita Gonzalez, CSR No. 3003



1
2
3
4
5
6
7
8
9
10
11
12
13
14
15
16
17
18
19
20
21
22
23
24
25



ENVIRONMENTAL ASSESSMENT

LETTERS

Mr. Don C. Grayson
SCRTD
425 S. Main Street
Los Angeles, CA. 90013

Route to:			
RTP	JJL	JB	
SBG	JLJ	GK	
SLS	JK	LK	
File: SAID v RTD			

August 19, 1984

RECEIVED
AUG 20 1984

Local Department

Dear Mr. Grayson,

Yesterday I received a document : ENVIRONMENTAL ASSESSMENT LOS ANGELES RAIL RAPID TRANSIT PROJECT UNION STATION TO WILSHIRE/ALVARADO.

I would like to inform you that I am willing to attend the Public Hearing on August 30, 1984. And I will raise some questions on cost calculations as presented in this report. To be more exact; the \$4.9 millions for utilities cost does not seem to be ^{correct}, neither does the design contingency appear to be correctly calculated. The same is true about the very high cost item of agency cost, in contrast to the previous minimum operable segment (NOS) of \$53 millions is very high.

Very Truly

And Issaq Said
Said Issaq Said
14360 Valerio # 209
Van Nuys, CA. 91405

RECEIVED
SCRTD - TSD
TRANSIT FACILITIES
AUG 21 1984
ITEM # 1200
FILE # _____

LEGAL DEPARTMENT
SOUTHERN CALIFORNIA RAPID TRANSIT DISTRICT
INTER-DEPARTMENTAL MEMORANDUM

Date: August 20, 1984

To: Nadeem Tahir
From: Don C. Grayson
Subject: ATTACHED LETTER FROM MR. SAID

Mr. Said has a pending lawsuit in federal court because the District failed to employ him as a Supervising or Senior "Project Control Analyst" in 1983. His suit is based upon an allegation of discrimination based upon his national origin, Afghanistan.

I have no idea what triggered this letter, other than perhaps an attempt to embarrass the District, perhaps to discredit the Project, and perhaps to try to bolster his allegations that he was and is more qualified than these existing or later hired personnel working on the project in the area of Cost Accounting or Project Control.

However, since forewarned is forearmed, I am sending this letter to you for your information and in case you feel the need to recheck figures and cost items so you will be adequately prepared if he raises questions regarding the items commented on in his letter.



Don C. Grayson
Assistant Counsel

DCG:cv
7:5

Attachment

RECEIVED
SCRPTD - TSD
TRANSIT FACILITIES
AUG 21 1984
ITEM # 1262
FILE # _____

Aug 23, 1984

Robert H. McManus
Grants Management
U.S. Dept of Transportation

Naadeem Jahir,
So. Calif RTD,

Dear Sirs:

We received the Environmental Assessment of Metro Rail. We noted you probably only want comments regarding environmental impacts.

Regardless of the impact on those 18.6 miles, what about the environments of East L.A., Watts, Compton, the whole San Fernando Valley, & Highland Park? As lifetime residents of L.A., the traffic problems will not be solved. We are in North Hollywood — to drive to that station would be 5 miles away. That is no help! Having lived in a lot of L.A. areas, there seems to be no help in traffic for anyone — except Wilshire Blvd.

Why not be sensible & put a light rail system on 1 lane of all the present freeways? That would benefit everyone of us — what a bunch of cars it would eliminate on the freeways!

Sincerely
Betty & Horace De Mille

P.S. We cannot make the Aug 30 meeting

WITTNER'S CIGARS - PIPES - TOBACCOS

DIRECT IMPORTS

169 S. FAIRFAX AVE.
LOS ANGELES, CALIF. 90036
PHONE 935-9183

August 23, 1984.

Mr. Nadeem Tahir
So. Cal. Rapid Transit District
425 South Main street
Los Angeles, Cal. 90013

Dear Sir:

After receiving the brochure concerning the proposed Metro project from Washington, D.C. I like to inform you, that I am opposed to that venture for the simple reason that it would destroy my business. Fairfax ave as you know is a small very narrow street and with heavy construction above and under the surface we could no longer stay in business. We are established in the the city of L.A. for over 40 years contribute much in local, state and federal taxes and employ 5 people.

Very truly yours

X *Kevin Wittner*

RECEIVED
SCRTD - TSD
TRANSIT FACILITIES

AUG 27 1984

HSW:sw

ITEM # 170
FILE # _____



**SOUTHERN CALIFORNIA
ASSOCIATION OF GOVERNMENTS**

600 South Commonwealth Avenue • Suite 1000 • Los Angeles • California • 90005 • 213/385-1000

August 23, 1984

RECEIVED
SCRTD - TSD
TRANSIT FACILITIES

AUG 29 1984

ITEM # 1395
FILE # _____

Mr. Nadeem Tahir
Manager, Environmental Engineering
SCRTD
425 South Spring Street
Los Angeles, CA 90013

Dear *Nadeem* Tahir:

We have received your Environmental Assessment on the Los Angeles Rail Rapid Transit Project, Union Station to Wilshire/Alvarado. We concur with the proposal for a Negative Declaration on this first section of the 18.6-mile Metrorail project.

Beyond the Negative Declaration, we strongly support construction of the initial four-mile section with UMTA financial participation. We further recommend that the District request a Letter Of No Prejudice (LONP) from UMTA stating that any state or local monies used to construct any additional portion of the full 18.6-mile project will be considered as a part of the local match when UMTA is able to participate further.

SCAG has supported the Metrorail project for many years. Our recently adopted Regional Transportation Plan states:

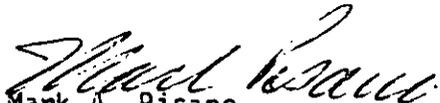
"The Metrorail Project connecting downtown Los Angeles with North Hollywood is partially funded in the RTIP with about \$250 million of state funds committed as a part of the local match. A federal commitment of UMTA Section 3 funds should be secured to complete this \$3.1 billion project. The Southern California Rapid Transit District should continue to seek UMTA funding for this regionally committed project."

If four miles can be built under current federal legislation, then they should be built now to get the project under way. Further federal participation can be obtained in the future without slowing down the construction schedule of the entire project. We will continue to support the District in seeking that additional federal support until the project is completed. Through the Letter Of No Prejudice, UMTA will be indicating to us that they are keeping an open mind on the remainder of the project.

Mr. Nadeem Tahir
August 23, 1984
Page 2

Thank you for the opportunity to comment on the Environmental Assessment. We will continue to participate wherever possible in the development of the Metrorail Project.

Sincerely,


Mark A. Pisano
Executive Director

MAP:BW

cc: John Dyer



CITY OF CULVER CITY

9770 CULVER BLVD. • CULVER CITY, CALIFORNIA 90230

ADMINISTRATIVE OFFICE

August 28, 1984

Nadeem Tahir
Manager, Environmental Engineering
SCRTD
425 South Main Street
Los Angeles, CA 90013

RE: Environmental Assessment Metro Rail Mos-1

Dear Mr. Tahir:

On April 2, 1984, the City Council of the City of Culver City, California, passed Resolution No. 84-R037. This Resolution supported a full funding commitment by the federal Urban Mass Transportation Administration (UMTA) for the entire 18.6 mile SCRTD Metro Rail.

It is the City's understanding that an approximate four mile segment of the project can be funded within existing federal authorization limits and that SCRTD is receiving public comments on an Environmental Assessment on this four mile Minimum Operable Segment (MOS).

Since the City of Culver City has already passed a Resolution in support of the Metro Rail Project, the City of Culver City would like to go on record in support of the Environmental Assessment of Metro Rail Mos-1.

Sincerely,

Dale Jones,
Chief Administrative Officer

DJ:DRA:hkg

cc: David R. Ashcraft, CCMBL
Maggie Wilkinson, SCRTD
Joan Staum

RECEIVED
SCRTD - TSD
TRANSIT FACILITIES

AUG 30 1984

ITEM # 1429

FILE # _____

KENTURA FREEWAY
IMPROVEMENT COALITION
Post Office Box 1
Woodland Hills, California 91365
August 28, 1984

RECEIVED
SCRTD - TSD
TRANSIT FACILITIES

AUG 30 1984

ITEM # 1427
FILE # _____

Nadeem M. Tahir
Southern California Rapid
Transit District
425 South Main Street
Los Angeles, California 90013

Re: EIS-Minimum Operable Segment

Dear Mr. Tahir:

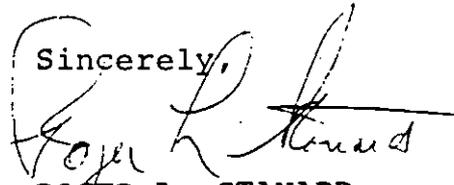
The Ventura Freeway Improvement Coalition once again voices its support for the Los Angeles Metro Rail Project.

Our Coalition supports the proposed 4-mile, 5-station rail line extending from Union Station to Wilshire/Alvarado as an initial funding segment. This support is made with the understanding that future funding will permit construction of the fully proposed starter line to extend the full 18.6 miles from downtown Los Angeles to North Hollywood.

The San Fernando Valley has a critical need for rail transit to supplement the already over-crowded freeways. The failure of the Urban Mass Transit Administration to issue a letter of no prejudice on the entire project now threatens to confuse rail transit supporters in the San Fernando Valley as to whether the Metro Rail project will ever reach the San Fernando Valley.

We urge UMTA to immediately issue a letter of no prejudice for the entire project and approve funding for the initial 4-mile segment.

Sincerely,



ROGER L. STANARD
Chairman

RLS:kms

cc: Robert H. McManus, UMTA



RECEIVED
SCRTD - TSD
TRANSIT FACILITIES

AUG 30 1984

August 29, 1984

ITEM # _____
FILE # _____

Mr. Nadeem Tahir
Manager, Environmental Engineering
SCRTD
425 South Main Street
Los Angeles, CA 90013

Dear Mr. Tahir:

Please consider this letter a formal request for the enclosed to be part of the testimony for the August 30, 1984 public hearing on MetroRail.

Thank you.

Sincerely,

A handwritten signature in black ink, appearing to read 'Joe Baker'.

Joe A. Baker
Executive Vice President

JAB/dg
encl.



August 29, 1984

Mr. Ralph Stanley, Administrator
Urban Mass Transportation Administration
Department of Transportation
400 West Seventh Street, S.W.
Washington, D.C. 20590

Dear Mr. Stanley:

The Century City Chamber of Commerce supports the issuance of a "Letter of Intent" for the portion of MetroRail fundable from existing authorizations. The initial project must happen if we are ever to have a countywide rail rapid system that we definitely need and want.

We also urge a "Letter of No Prejudice" for the balance of the 18.6 mile line be issued.

Let's get on with it! MetroRail is a need that must be met now.

Sincerely,

A handwritten signature in black ink that reads 'Joel Baker'.

Joel A. Baker
Executive Vice President

JAB/dg

cc: Congressman Anthony Beilenson
11000 Wilshire Boulevard, Suite 14223
Los Angeles, CA 90024

cc: Arne Charitan

200 PARK AVENUE
NEW YORK, N. Y. 10166
TELEPHONE (212) 878-8000
INTERNATIONAL TELEX 234493
WESTIC TELEX 710-561-2191

1737 M STREET, N.W.
WASHINGTON, D.C. 20006
TELEPHONE (202) 331-7760
INTERNATIONAL TELEX 248439

101 WEST BROADWAY
SAN DIEGO, CALIFORNIA 92101
TELEPHONE (619) 239-1200
INTERNATIONAL TELEX 697842

19 WEST ELM STREET
GREENWICH, CONNECTICUT 06830
TELEPHONE (203) 869-6533

Rogers & Wells
261 South Figueroa Street
Los Angeles, California 90012

TELEPHONE (213) 229-8200
INTERNATIONAL TELEX 194758

47, AVENUE HOCHÉ
75008-PARIS, FRANCE
TELEPHONE 763.11.00
INTERNATIONAL TELEX 290617

58 COLEMAN STREET
LONDON EC2R 5BE, ENGLAND
TELEPHONE 01. 628. 0101
INTERNATIONAL TELEX 884964

CABLE ADDRESSES
"YORKLAW" NEW YORK
"WALAW" WASHINGTON
"LALAW" LOS ANGELES
"OIEGOLAW" SAN DIEGO
"EURLAW" PARIS
"USLAW" LONDON

August 31, 1984

53637/6

Mr. Nadeem Tahir
Southern California Rapid
Transit District
425 South Main Street
Los Angeles, California 90013

Re: Comments on Environmental Assessment;
Los Angeles Rail Rapid Transit Project
Union Station to Wilshire/Alvarado

Dear Mr. Tahir:

The purpose of this communication is to offer the comments of the Rapid Transit Advocates, Inc. and Wilshire Homeowners Association (collectively "RTA") with respect to the Environmental Assessment ("EA") of the Los Angeles Rail Rapid Transit Project, Union Station to Wilshire/Alvarado, Minimum Operable Segment One ("MOS-1"). The EA was issued by the Southern California Rapid Transit District ("SCRTD") on August 15, 1984. On or about August 17, 1984, an extensive errata sheet for the August 15, 1984 EA was distributed. On or about August 21, 1984 a final printed copy of the EA which contained pen and ink changes on pages 9 and 40 was distributed. (All references will be the final printed copy of the EA unless otherwise noted.)

Mr. Nadeem Tahir
August 31, 1984
Page 2

The comments contained in this communication will be with respect to the purported procedural and substantive compliance by the SCRTD with the National Environmental Policy Act ("NEPA"), the Council on Environmental Quality Regulations (40 C.F.R. §§ 1500-1508, "CEQ Regulations"); the Environmental Processing Regulations of the Urban Mass Transportation Administration (23 C.F.R. § 771 et seq., "UMTA Regulations"); the California Environmental Quality Act ("CEQA," Public Resources Code Section 21000 et seq.); the CEQA Guidelines, Title 4, California Administrative Code Section 15000 et seq.; and the Environmental Guidelines of the SCRTD ("SCRTD CEQA Guidelines") to be utilized in processing environmental documentation.

A review of the EA reveals that the SCRTD has procedurally and substantively failed to comply with applicable law.

This communication will initially detail the procedural deficiencies and then proceed to the substantive deficiencies of the EA.

I. PROCEDURAL DEFICIENCIES

A. Failure to Prepare Initial Study/Prejudging Environmental Effects of MOS-1.

The SCRTD has misconstrued the role of an EA as the supporting environmental documentation for MOS-1. The SCRTD CEQA Guidelines/^{1/} deal with Initial Studies and Environmental Assessments accomplished by the District. Section 5.1 of those Guidelines provides as follows:

"If a project is subject to the requirements of CEQA not exempted by these Guidelines, the District shall conduct an initial study. An Initial Study (IS) is a

^{1/} Local agencies such as the SCRTD are required to adopt their own regulations for processing environmental documentation, CEQA Guidelines Section 15022, Public Resources Code Section 21151.5, which were revised in December, 1981.

preliminary analysis of a proposed action to determine if the project will have a significant effect on the environment and whether a negative declaration (ND) or an Environmental Impact Report (EIR) shall be prepared. In federal regulations, the Initial Study is called an Environmental Assessment (EA) which leads to either finding of no significant impact (FONSI) or an Environmental Impact statement (EIS).

If a project clearly will have a significant effect on the environment, the Initial Study/Environmental Assessment is not required before the preparation of an EIR/EIS."

The notice disseminated by the SCRTD on or about August 20, 1984 is entitled "Notice of Public Hearing on an availability of the Environmental Assessment and Intent to Adopt a Negative Declaration on the Metro Rail Project-Yards and Shops near Union Station to Alvarado Station."

The attachment to the Notice also notes the following:

A proposed Negative Declaration for the proposed action has been prepared and will be considered for adoption by the SCRTD Board of Directors on September 13, 1984, at 1:00 p.m or as soon as practical thereafter in the District's Board Room.

"."

". The District is also collecting written comments on the proposed Negative Declaration.

"."

"DEADLINE FOR COMMENTS: All comments on the Environmental Assessment or the proposed Negative Declaration must be received no later than September 13, 1984, in order to be considered."

Mr. Nadeem Tahir
August 31, 1984
Page 4

Although the EA indicates that it is to serve as an Initial Study under CEQA (p. 1), this is not consistent with the position of the SCRTD General Manager. In a July 25, 1984 memorandum to the SCRTD the General Manager stated the following:

It is the staff's position that the Environmental Assessment most closely approximates a negative Declaration under CEQA Guidelines § 15070, or possibly an addendum under § 15164. The Environmental Study for the Justification of MOS-1 completed in June (Attachment C to June 4, 1984 RTD Letter) performs the function of an Initial Study under CEQA Guidelines § 15063.

Thus, what actually constitutes the Initial Study for MOS-1 in the view of the applicant has not been clarified, nor is it apparent to the public whether the EA or Attachment C to the June 4, 1984 RTD Letter constitutes the Initial Study under CEQA.

If the EA is the Initial Study for MOS-1, the SCRTD prejudged the environmental consequences of the Project by already preparing a Negative Declaration rather than an Environmental Impact Report. This is also supported by the July 25, 1984 memorandum of the General Manager to the Board of Directors when it states on page 2 that the EA for MOS-1 indicates that no significant change will occur in the affected environment; that there will be no significant change in the anticipated impacts; and that there are no significant changes in proposed mitigation strategies. Further, in a July 20, 1984 memorandum to the Board of Directors the General Manager stated:

The District has prepared an Environmental Assessment of the Minimum Operable Segment-1 . . . as a part of its application to UMTA, dated May 11, 1984, for immediate Metro Rail Funding under existing laws and environmental regulations. In order to maintain the public consensus needed to support Metro Rail it is important that new aspects of the system be explained to the community and be made available for comment through the public hearing process.

It is submitted that the foregoing course of conduct evidences a paramount concern for obtaining federal funding rather than analyzing the environmental consequences of MOS-1. The failure of the SCRTD to consult with the public, or engage in the scoping process further supports RTA's contention that the SCRTD has not complied with CEQA.

B. Failure to Consult/Scope.

Section 5.2 of the SCRTD CEQA Guidelines provides as follows:

"5.2 IS/EIS Scoping Process

District should consult with agencies and individuals who are affected by the proposed project or are likely to be interested in it. The District shall consult with all responsible agencies as soon as it has determined that an IS/EA will be prepared. This consultation is referred to as the scoping process.

The objectives of this scoping process are:

-To determine which aspects of the proposed project have the potential for environmental impact;

-To identify measures to mitigate adverse environmental impact;

-To identify alternatives including those that are environmentally preferable; and

-To identify other environmental review and consultation requirements that should be prepared concurrently with the IS/EA (e.g., identify properties eligible for National Register of Historic Places). (Emphasis added).

Mr. Nadeem Tahir
August 31, 1984
Page 6

This section is also consistent with the UMTA Regulations for processing environmental documentation. 23 C.F.R. Section 771.111(a) provides that there should be "scoping" with respect to any environmental documentation accomplished by an applicant for capital assistance.

The SCRTD CEQA Guidelines Section is also consistent with the substantive UMTA section on the processing procedure associated with an EA, 23 C.F.R. Section 771.119(a)(b).

Section 771.119(b) provides as follows:

For actions that require an EA, the applicant in consultation with the administration, will, at the earliest appropriate time, begin consultation with interested agencies and others to achieve the following objectives: define the scope of the project; identify alternatives to the proposed action; determine which aspects of the proposed action have potential for environmental impact; identify measures and alternatives which might mitigate adverse environmental impacts; and identify other environmental review and consultation requirements, which should be prepared concurrently with the EA. The applicant will accomplish this through an early coordination process (i.e., procedures under Section 771.111), or through a scoping process. Summary of the context made and comments received will be included in the EA. (Emphasis added).

The consultation purportedly conducted by the SCRTD is summarized in Section 4.1 of EA on page 93. The summary indicates consultation with "responsible agencies that are concerned with the MOS-1." It is not indicated how the SCRTD determined whether an agency was "concerned" with the MOS-1.

The summary evidences no consultation with interested individuals or others, or the public at large.

The SCRTD has failed to participate in the required scoping session, or consultation, with RTA or to indicate that

other interested members of the public who may wish to have commented upon the environmental matters to be covered in the EA have been consulted. With respect to RTA this is inexcusable because of pending litigation with respect to the procedural and substantive sufficiency of the SCRTD and UMTA actions concerning the continual planning for the construction of the Metro Rail Project.

The RTA was in fact interested in an EA procedure as evidenced by the fact that it commented upon the June 4, 1984 communication from the General Manager of the SCRTD to the Administrator of UMTA. This was accomplished by letter dated June 29, 1984. On August 15, 1984 the UMTA Administrator replied indicating, among other things, that RTA will continue to be involved in the process. Apparently, the level of participation contemplated by UMTA is greater than that actually afforded by the SCRTD.

If scoping or consultation with interested segments of the public does not occur there is no guarantee that the EA initially addresses the appropriate environment concerns with the Project. Additionally, there is no assurance that the agency has demonstrated to an apprehensive citizenry that it has analyzed and considered the ecological implications of its proposed actions. People ex rel. Department of Public Works v. Bosio, 47 Cal. App. 3d 495 (1975); CEQA Guidelines Section 15003(d). This concern is particularly apropos when the substantive deficiencies of the EA are examined.

II. SUBSTANTIVE DEFICIENCIES

A. Disposal of Hazardous Waste.

The EA under the heading "Geology and Hydrology Impacts" on pages 89 and 90 indicates that although the status of some landfills has changed since the publication of the Technical Report on Disposal of Tunnel and Station Excavation Material (1983), there is adequate capacity to accept residual matter from the MOS-1. The statement carefully does not indicate that there will necessarily be a series of hazardous materials generated with the tunnel muck which must be disposed of in a facility which is authorized to accept Class I waste materials. The criteria for acceptance of Class I hazardous waste materials is determined by the permit issued to that

particular facility by the Regional Water Quality Control Board. The classification of a landfill facility as a Class I or Class II-1 facility does not mandate that it can handle all Class I wastes.^{/2/} Generally, oil-contaminated soil [a Class I toxic waste, Title 22 California Administrative Code Section 66680(e)] whether it is in solid form or liquid form (for example dissolved methane gas in liquid tunnel muck) cannot be disposed of at a landfill facility in the County of Los Angeles. In Table V-1 of the Technical Report on Disposal of Tunnel and Station Excavation Material (1983), it was represented that hazardous wastes of the type just described could be accommodated at five facilities within the County of Los Angeles well into the next century.^{/3/} This was, and is, an inaccurate representation of both the qualitative capabilities of those facilities as well as their closure dates and quantitative capabilities. For example, the facility listed as Operating Industries, Inc. ("OII") in Monterey Park (Number 5 Table V-1) is now closed. It was subject to an Order of Abatement which was issued by the South Coast Air Quality Management District Hearing Board which required its closure by December 31, 1984, not 1988 as represented in that table.

Landfills numbered 2, 3 and 4 on Table V-1, the Calabasas, Puente Hills, and Spadra landfill facilities are all operated by the Los Angeles County Sanitation District. That District in November of 1980 made a discretionary decision not to accept any type of hazardous waste, liquid or solid, at any

^{/2/} See, Toxics Management in California, An Identification of Issues, Prepared by the Hazardous Substance Task Force, State of California, (1983) p. 5.

^{/3/} These five facilities were the BKK facility in West Covina, the OII facility in Monterey Park and those facilities operated by the Los Angeles County Sanitation District: Spadra in Pomona; Calabasas located in the unincorporated portion of the County of Los Angeles known as Calabasas; and Puente Hills located near La Puente.

of its facilities. Additionally, those facilities presently cannot accept any liquid waste. Finally, the BKK facility currently cannot accept hazardous wastes of any kind and is under supervision of the Los Angeles Superior Court as to the acceptance of any type or kind of liquid hazardous waste.

This information is contrary to, and a substantial change from the information set forth in Table V-1.

It cannot be seriously questioned that such hazardous wastes will be encountered, even in the initial excavation or tunneling operations beginning with the Eastern Portal of MOS-1. The wastes which will be encountered are described in "Reach 1" in the Geotechnical Report which also serves as the basis for the Environmental Impact Report.^{/4/} There, it is noted that in Reach 1, gaseous and semi-gassy soil materials will be encountered as well as soils containing the presence of oil. Presumably, this is because of the proximity of the line to the geological formation known as the "Union Station Oil Field."^{/5/} Similar indications of contact with gaseous or oil-contaminated soil are present in all but one of the test Borings numbered 1-11 in the CWDD Report. Even if the gaseous material is present in the tunnel muck in a dissolved form,^{/6/} it is still, according to engineers at the Los Angeles County Sanitation District, considered hazardous because of the potential for explosion in certain ignition situations. Therefore, it would not be subject to acceptance at the County Sanitation facilities, no matter what the concentration of dissolved gas.

^{/4/} Geotechnical Investigation Report, Volume 1, prepared by Converse, Ward, Davis, & Dixon, Inc., November 1981. (hereinafter "CWDD")

^{/5/} CWDD identifies four oil fields over which the alignment will pass or will be near. (CWDD, p. 1-53).

^{/6/} Borings CEG 1 through 11 have been classified as either "gassy" or "potentially gassy." (CWDD, p. 1-56)

This information directly contradicts the statement in Section 3.9.9.2 of the EA (p. 89) that "the District does not expect to find any [soil] contaminated with tar or oil."

Because the previously identified hazardous material cannot be accepted at either the BKK, the OII facility or any of the County Sanitation District facilities, there must be a further analysis as to how hazardous materials will be disposed of. /7/ This environmental analysis is not a minor concern, which can be characterized as a "fly-specking" concern in the environmental analysis associated with this Project. Whatever the facility is that would be authorized to accept such materials it is not now listed in any of the environmental documentation relied upon. Accordingly, new haul routes, the length of which are presently unknown, would have to be analyzed in a further environmental analysis on this subject. The present EA and a Finding of No Significant Impact ("FONSI") and Negative Declaration can not adequately discuss these measures. It is more appropriately the subject of a supplemental EIS and subsequent EIR. /8/

/7/ An additional hazardous material which should be quantified and analyzed environmentally is that of the corrosive potential of ground water encountered, CWDD, p. 1-187 - 1-188.

/8/ See, CEQA Guidelines Section 15162. See also, CEQA Guidelines Section 15064(h)(1) which indicates that if there is a serious public controversy over the environmental effect of a project, the lead agency shall consider the effect, subject to the controversy, to be significant and shall prepare an EIR. It is noted that the public controversy over the disposal of hazardous materials arises because of the failure of the EA to acknowledge a previously identified environmental issue and problem, something which can only be cured by a complete environmental analysis in a supplemental EIS and subsequent EIR.

Mr. Nadeem Tahir
August 31, 1984
Page 11

Apparently, the incomplete information advanced by the applicant in this area is at least partially the result of its failing to consult with at least one agency having jurisdiction by law in this area, the South Coast Air Quality Management District Hearing Board, which issued the Order for Abatement for the Monterey Park landfill facility.

In summary, with respect to this substantive aspect of the EA, the failure to adequately recognize the changed conditions associated with the disposal of hazardous materials alone constitutes a significant change in the environment since the Final Environmental Impact Report was certified on November 10, 1983, requiring the preparation of a supplemental environmental impact report and statement.

B. Flood Plains Considerations

The EA should contain an analysis of the flood plains issue as required by Executive Order 11,988./9/ There is a related State Department of Transportation regulation which indicates that for purposes of flood insurance computations, there may be areas around MacArthur Park and other portions of the route alignment which would fit this designation./10/ Accordingly, an analysis of that area should take place. Further, since the yard of the Eastern Portal directly abuts the Los Angeles Flood Control channel, a statement with regard to that geographic area would also be appropriate.

/9/ Issued May 25, 1975, the Order requires federal agencies to avoid taking action in a flood plain wherever there is a practical alternative. Here, there should minimally be a statement with respect to flood plains, or areas which are subject to flooding in the MOS-1 route alignment.

/10/ See, FIRM, Flood Insurance Rule Map, December 2, 1980, Federal Emergency Management Agency, Parcel 74.

C. "Dual-Start" Legislation

No mention is made in the proposed EA/11/ of state legislation which will impact the specific manner in which the Project is to be constructed, Senate Bill 1995 (Robbins). That legislation which was enrolled as Chapter 917, Stats. of 1984 requires that if the Metro Rail Project goes forward during its second year fifteen percent of available funds, from other than federal sources must be spent on the acquisition of land and construction of the system in the San Fernando Valley. This legislation should minimally be subject to analysis under a modified project description as MOS-1 will not be completed within one year. Since there will be two foci for construction within two years of the initiation of MOS-1, there should be an accompanying environmental analysis of all issues associated with this bifurcated nature of the Project.

D. General Plan Consistency

As a part of the certification process required for the Amended Grant Application the District must comply with 49 U.S.C. § 1602(d), which indicates that the applicant has found the project to be consistent with official plans for the comprehensive development of the urban area. However, it is noted that counsel for the District in litigation currently on file in Los Angeles Superior Court, Rapid Transit Advocates et al. v. Southern California Rapid Transit District, et al., LASC No. C 479185, has consistently indicated that the District is not subject to either the general plans of the City of Los Angeles or the County of Los Angeles or to the zoning ordinances and regulations of those respective entities. Accordingly, if in fact the position of the District is that espoused by its counsel, that is, that it does not have to comply with local land use regulations then some identification of that issue must be presented in the EA for consideration by the Administrator of UMTA as to whether or not the certification required by 49 U.S.C. § 1602(d) is in fact true and correct or in the alternative whether there should be a further environmental analysis as to the effect of MOS-1 on existing developments.

/11/ See, EA sections dealing with "Costs," "Financing" and "Revenue Estimates" pages 23-28.

E. Noise Evaluation and Study

On page 68 through 74 of the EA the effects of noise and vibration are discussed. Those pages reference a study accomplished for the Final Environmental Impact Report by Wilson, Ihrig and Associates, Inc. which sets forth certain specific standards and figures concerning airborne noise. It is noted that as a portion of criteria in that study in the FEIR the noise ordinances of both the City of Los Angeles and the County of Los Angeles were considered along with the Goals and Policies of the general plans of those respective entities. Again, the factual question of whether the District is going to comply with those ordinances and the general plan provisions concerning content of the same arises. This is because, in the litigation referenced hereinabove, the District's Counsel has consistently represented that the District is exempt from general plan requirements and from local ordinance requirements. Stated quite plainly, the Wilson, Ihrig and Associates, Inc. study is in question. The District must clarify whether it is going to comply or be held to the standards of compliance, with the City of Los Angeles Noise Ordinance and the County of Los Angeles Noise Ordinance and the respective provisions of their general plans in this area. If it is not, then it will be necessary to analyze these issues further by way of a Supplemental Environmental Impact Report and Environmental Statement as a Finding of No Significant Impact could not be made.

The ambiguity of what actions the District would take in this area is amplified by paragraph VI of the supposed Historical and Cultural Mitigation Agreement wherein it is indicated that the District will take all measures "feasible" to abate noise and vibration problems. (FEIR, p. 4-30). The question obviously arises, will such "feasible" measures equate with the standards of either the Wilson, Ihrig & Associates, Inc. study or the respective ordinances of the City of Los Angeles and the County of Los Angeles or some other standard in this area? Until this issue is clarified, the District has the advantage of accomplishing the least effective method of mitigation in this area because of the vague language and unstated assumptions set forth in the documents and studies noted.

MOS-1 proposes a substantial change in the level of detail associated with the Metro Rail Project. The continued theme of the EA is that the environmental impacts associated with MOS-1 have been previously analyzed with respect to either the 18.6 mile project or the 8.8 mile MOS. This assertion, which can be characterized as environmental analysis by the rule of proportionality, has been rejected by the courts.

In Commonwealth of Massachusetts v. Watt, 716 F.2d 946 (1st Cir., 1983), the court affirmed a district court decision requiring the Department of Interior to supplement a final environmental impact statement (FEIS) to reflect its downward revision of estimated oil to be found in tracts it proposed to lease in the Georges Bank area of the North Atlantic off the New England coast. The Department of the Interior's downward revision revealed that 1/31 as much oil as originally estimated was to be found in the involved tracts. The court held that such a revision, even if downward, was a "significant change" under 40 C.F.R. § 1502.9(c) (1980) which required an EIS supplement. 716 F.2d 949-950. It noted further that it would be important to know the magnitude of the change and that such a change in magnitude could not be calculated by a rule of proportionality. 716 F.2d 960.

The preparation of supplemental EIS would also effectuate the basic aims of NEPA which favor disclosure of all relevant types of "significant changes in the proposed action", 23 C.F.R. § 771.129(b) (1980), or the type and kind of "new information or circumstances" or "changes to the proposed action" which may worsen the economic and environmental effects described in the FEIS. [proposed section, 23 C.F.R. § 771.127(a)(1)(ii) (1980)].

The amount of the funding involved, exceeding one billion dollars, must be regarded as "major federal action", [Environmental Defense Fund v. Marsh, 651 F.2d 983, 991 (5th Cir., 1981)], so as to require an additional statement of environmental impact. Stated slightly differently, NEPA requires the supplementation of an EIS when subsequent project changes can, in qualitative or quantitative terms, affect the quality of the human environment." 42 USC § 4332, Environmental Defense Fund v. Marsh, Id.

Rogers & Wells

Mr. Nadeem Tahir
August 31, 1984
Page 15

We will continue to examine the proposed EA and will offer such additional comments as may be appropriate prior to the closing of the 30-day comment period. However, we believe the deficiencies of the EA noted in this communication merit the reformulation and revision of the EA with its reissuance only after appropriate scoping and consultation has occurred.

Very truly yours,



Robert D. Donaldson

cc: Michael Cornwell
President, Rapid Transit Advocates, Inc.

Ralph L. Stanley
Administrator
Urban Mass Transportation Administration



Westside Civic Federation

August 30, 1984

LOUIS E. KORN
President Emeritus

**MEMBER HOMEOWNER
ASSOCIATIONS**

Beverly Angeles

Beverly Roxbury

Beverly Wilshire

California Country
Club

Carthay Circle

So. Carthay
Neighborhood

Tract 7260

Westside Village
Civic

Westwood Gardens
Civic

Wood South of
La Monica Blvd.

Mr. Nadeen Tahir
Manager Environmental Engineering
SCRTD
425 S. Main Street
Los Angeles, California 90013

Gentlemen:

We wish to voice our concern and reservations of the newest proposal for an initial segment of four miles for the Metrorail system. Up to this point in time, our federation has not actively focused on the reality or usefulness of Metrorail, but believe that now we must urge serious consideration of alternative transportation systems.

Our group represents approximately 50,000 homeowners covering an area from La Brea on the East, San Diego Freeway on the West, Santa Monica Boulevard on the North and the Santa Monica Freeway on the South.

We request that you now take the time to actively seek out the views of various groups, including Homeowners Associations, on the viability and desirability of the four mile segment. Our concerns include but are not limited to ridership, operational cost, construction cost, commitment of financial support and the impact of the Robbins Bill. Accordingly, we request that an updated EIR be required on the new four mile segment.

Thank you for considering these comments.

Sincerely,

Don Genovese
Diana Plotkin

DGDP:jj

cc: Nick Patsouras
Congressman Mel Levine
Congressman Howard Berman
Congressman Henry Waxman
Congressman Anthony Beilenson
Supervisor Ed Edelman



COUNTY OF LOS ANGELES • DEPARTMENT OF HEALTH SERVICES



313 NORTH FIGUEROA STREET • LOS ANGELES, CALIFORNIA 90012 • (213) 974- 7837

PUBLIC HEALTH PROGRAMS

NT

August 22, 1984

DUGLAS R. STEELE
DEPUTY DIRECTOR

MARTIN D. FINN, M.D., M.P.H.
MEDICAL DIRECTOR

Mr. Robert H. McManus
Associate Administrator for
Grants Management
Urban Mass Transportation
Administration
400 - 7th Street S.W.
Washington, D.C. 20590

Dear Mr. McManus:

SUBJECT: ENVIRONMENTAL ASSESSMENT: LOS ANGELES RAIL RAPID
TRANSIT PROJECT, UNION STATION TO WILSHIRE/ALVARADO

The staff of Environmental Management reviewed the subject report and found the presentation of environmental health related impacts to be satisfactory. Relevant impacts are adequately addressed and analyzed by the subject report.

If you have any questions regarding this matter, please contact Margaret Berumen at 974-7837.

The opportunity to review this report is appreciated.

Very truly yours,

Richard H. Rinaldi
Acting Environmental Management Deputy

RHR:MB:aw

RECEIVED
SCRTD - TSD
TRANSIT FACILITIES

SEP 6 1984

ITEM # 1509

FILE # _____



ADDRESS ALL COMMUNICATIONS
TO THE COMMISSION
CALIFORNIA STATE BUILDING
SAN FRANCISCO, CALIFORNIA 94102
TELEPHONE: (415) 357-8536

T. S. Joe

Public Utilities Commission

STATE OF CALIFORNIA

August 29, 1984

FILE NO. 183-19/EIR

Nadeem Tahir
Southern California Rapid
Transit District
425 South Main Street
Los Angeles, CA 90013

Dear Mr. Tahir:

This is in response to your Environmental Assessment for the Los Angeles Rail Rapid Transit Project, Union Station to Wilshire/Alvarado Street.

The staff has reviewed this matter and since the proposed project (MOS-1) is to be a subway system which will alleviate most of the staff's concerns, we will offer no comments. We would, however, remind the District that application authority will be required for any work or changes done at existing railroad crossings.

Thank you for allowing us the opportunity to review and comment on this matter. Should you require further information, please feel free to contact the staff at the above address and telephone number or Mr. Ray Toohey, Senior Transportation Engineer, at our Los Angeles Office, 107 South Broadway, Room 5109, Los Angeles, CA 90012, Telephone number (213) 620-2387.

Very truly yours,


WILLIAM L. OLIVER, Principal
Railroad Operations & Safety Branch
Transportation Division

RECEIVED
SCRTD - TSD
TRANSIT FACILITIES

SEP 4 1984

ITEM # 1492

FILE # _____

TALK... by... Robert J. Swan Southern California Rapid Transit District
1pm Public Hearing Thursday August 30, 1984
SUBJECT: Metrorail "Minimum Operable Segment" Union Station-Wilshire & Alvarado

(Four hours into the hearing, with RTD's general manager John Dyer and both directors Jan Hall and Jay Price representing Long Beach present)

Mr. SWAN: *I've prepared a map for you to look at during my talk.*

DIRECTORS, to the secretary of the RTD: *It's all right to pass it out.*

Mr. SWAN: *I am Robert J. Swan, from Long Beach. I am transit leadership. It's been heartening listening to support for the metrorail shown here today by many groups. There is a long lead time in such projects; you have to stand firm. I've emasculated my prepared speech in order to conform with the 3-minute rule; here are tidbits.*

Councilman Bernardi is concerned about the popularity of Metrorail. When he was first elected to the Los Angeles city council he proposed a grid system of subways--metrorails blanketing the city.

Councilman Bernson is concerned if the Alvarado metrorail is built if that will be the end of it, that it will never reach the San Fernando Valley. Hal, not to worry; see what happened after Arroyo Seco Parkway, substandard, which ended short of downtown at the Los Angeles River. (*Our freeways happened.*)

This is another downtown people mover project, Bernson says. But a peplemover is a self-contained small-area project whose hardware is incompatible for expansion areawide.

I offer 100% support to the Alvarado-San Fernando metrorail--and preach the lessons of faith in orderly transit evolution.

John Dyer and the council gave the people and the RTD hell for delaying the metrorail because we wanted for it to be able to take us to Hollywood Bowl. It's time, John, for us to do whatever is necessary to start this project right. I recommend these changes:

*Put the Alvarado Station under water in McArthur Park.

*Lenthen the station platforms.

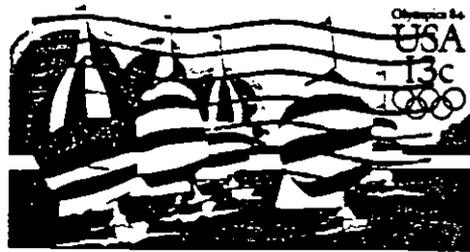
*Bring the Long Beach light rail into Union Station through the metrorail tunnel.

Refer to pages 8 and 18, 52 through 54 (of the Environmental Assessment). 24 residential units, 17 commercial establishments, 50 residents, 5 restaurants are impacted at Alvarado.

A neighborhood that works. That's Wilshire-Alvarado. Works so well, that a visitor's spirits soar to be in such a thrivingly alive peopled community with such a diversity of small business establishments. Don't touch it, not even for your crossover. Don't metrorail be the bull in this fine china shop. Place your station under McArthur Park, then restore the lake and park segments above it. Your entrance kiosks would be on the far rather than the near side of Alvarado, serving Wilshire and 7th as planned. Your bus operations would be much simplified. (*You'd continue through routes on Wilshire, 7th, and Alvarado, and your terminus one-way loop would use Hoover, Wilshire, Alvarado, and 7th. Park'n'ride and kiss'n'ride are inappropriate in this peopled, pedestrianed, bused community*)

Refer to page 2 on station platforms. The EIS says the metrorail platform lengths, built to accommodate 6 cars, are sufficient for the future. But they are not. With extension upon the busway to El Monte, with several future extensions off of Wilshire, too many short trains would have to be operated. Once built, it is ridiculously expensive and difficult and disruptive to lengthen station platforms. Set your right standards now, unlike what they did with Arroyo Seco Parkway. Increase each station platform length by 2 car lengths. Done now, this should not be a significant change environmentally.

N. Cohen
4612 E. Greenwood St
L.A. Ca 90013



Mr. Nadeem Zahid's Manager
R.T.D. 4258 Main St
Los Angeles Ca 90013

© USPS 1983

we had to make or well been to the meeting.
Please don't go ahead with the
Metro Rail Subway project it
is a flop in San Francisco & the
debt we'll have there is a better way
above ground over the Free way
In New York the round and hell in
subways and a earthquake could
happen & the deaths in a subway.
Where is the billions of dollars from
you raise the fare on R + E then
people will not ride can't afford it use Comm
since I stop Bradley Spender.

Mr. William Taker,
Manager, Environmental
Engineering, R.T.D.

Charles J. Brooks
#109 Alan Hotel
236 East 2nd St.
Los Angeles, Calif
Zip 90012

Dear Sir:

I did not get to your ~~at~~ Aug. 30, 1984
public hearing on the Environmental Assessment
of an initial 4-mile segment of the 18.6 mile
Metro Rail project. Please do not support this.
There are many less costly such projects
that we need more. The Wilshire Blvd Projects,
as a group to be payed for by tax payer's money
in whole or in part, are money-rip-off-traps
to enrich the unworthy among us.

After the 4-mile segment has been completed,
(and I hope it is not started), then it will still be
advisable to abandon any further portion of the
18.6 mile project as it will cost far more than
the present estimate plus inflation and other business
than those in that part of our community are far
more deserving of the taxpayer supported advantage.

It is the usual habit of the criminally
agressive bigota to claim that those supporting
the defensive forces are the r. Clains and to
respond to every attempt to engineer some reason-
able plan as if it were a challenge to a fight.
They usually make nearly all the noise in your
hearings, but they seldom express anything except
a dishonest sales talk. Don't enrich these share-owning
personality types among us or you will contribute
toward putting us all in a worse position than the
victims of the Jonestown Guyana massacre.

Southern California is not a civilized part of the world. The "Cold War" practitioners brag about "winning" by committing genocidal warfare against the best of our citizenry and the social truths they support. They controlled Richard Nixon and the office of U.S. President and they control Ronald Reagan and the present office of the U.S. President; City, County, State and Federal, we do not have a Government, we have a Tyranny. The Wilshire Project will shunt taxpayers' money into the hands of the organized crime contractors who make a slave-owning tyranny of our once free government. I lived in Kansas City, Mo. in the early 30's and I saw how "Bossism" put public contracting money into the grasping hands of the bruta. I am seeing it in Southern California today.

Don't call those who attempt to correct it Communists. Don't call them anti-semitic. Many of them who are hurting me in the U.S. are not Jews.

If the Jews are guilty (as Hitler ^{was} would) then truth is anti-semitic. If that is anti-semitic then the Jews deserve to be in trouble. If they deserve to be ~~not~~ are not in trouble then the human race is in trouble. The human race is in great trouble. Don't make it worse. Don't emit a curt and harsh toward those who love you as their own. Don't become those were 1930's. Please don't react to their requests. Don't emit toward their victims just because ~~that~~ indicate to you that you must. Free the U.S.A. (Charles F. Proctor)

T.A. NELSON, P.E.
CONSULTING ENGINEER
TRANSPORTATION CONSULTANT
2563 Dearborn Dr., Los Angeles, CA 90068 (213) 462-5500

September 4, 1984

Mr. Nadeem Tahir
Southern California Rapid Transit District
425 South Main Street
Los Angeles, CA 90013

Dear Mr. Tahir:

Thank you for sending a copy of the Environmental Assessment on the Los Angeles Rail Rapid Transit Project, Union Station to Wilshire/Alvarado, Minimum Operable Segment -1. I have previously submitted comments on the Draft EIS/EIR for the entire 18.6-mile project and 8.8-mile MOS, as well as on several of the milestone supporting documents. It seems logical to confine my present remarks to a review of those factors that may differ from the previous EIS/EIR.

The only significant change within the approximately four-mile route is that the Wilshire/Alvarado station becomes a terminal. This will cause an increase in the number of patrons transferring at this point whose origins/destinations are to the west. The mitigation measures providing for bus loading lanes and kiss-and-ride automobile spaces appear to be adequate. Perhaps some increase in pedestrian handling space, gates, and vending space should be considered. Also, during rush hours some of the local Wilshire buses could terminate at the station to distribute and collect Metro Rail patrons to the west.

The No Project Alternative is certainly unacceptable, given the present bus capacity problems, ridership growth projections, and traffic congestion that will occur along Wilshire Blvd. and in the central business district without a subway.

Those of us residing in the Hollywood area are disappointed that the initial segment will not reach us. However, we understand budget limitations and wholeheartedly support the MOS - 1 project. A start must be made somewhere. What we do find hard to understand is the difficulty in obtaining a federal commitment to a highly-rated subway project in the nation's second largest city while huge amounts of federal funds have been expended for rapid transit in several eastern U. S. cities.

Sincerely,

T. A. Nelson

RECEIVED
SCRTD - TSD
TRANSIT FACILITIES

SEP 5 1984

ITEM # 1468

FILE # _____

SECURITY PACIFIC NATIONAL BANK

LOS ANGELES

ARCH D. HARDYMENT
SENIOR VICE PRESIDENT

August 28, 1984

Mr. Nadeem Tahir
Southern California
Rapid Transit District
425 S. Main Street
Los Angeles, CA 90013

Dear Mr. Tahir:

This letter is to inform you that we have reviewed the environmental analysis pertaining to the portion of the Los Angeles Rail Rapid Transit Project extending from the Union Station to the Wilshire/Alvarado terminal. We are satisfied that no significant negative environmental impacts will result from the construction of this project.

We want to be recorded as being in support of this project, which we feel will eventually be very beneficial to the greater Los Angeles area. Thank you for this opportunity to present our views on this project.

Sincerely,

Arch Hardyment

AUGUST 30, 1984 HEARING, ENVIRONMENTAL ASSESSMENT
LOS ANGELES 4-MILE RAIL LINE TO ALVARADO STREET

My name is Samuel Schiffer. I live at 729 Onarga Avenue in Highland Park. I am here on behalf of the California Tenants Association.

I have reviewed the "Environmental Assessment, Los Angeles Rail Rapid Transit Project, Union Station to Wilshire/Alvarado", dated August 14, 1984.

The 'Assessment' continues the serious omissions in the 'Final Environmental Impact Statement' of December 1983. Because of these omissions, I urge the complete rejection of the system in its present form. Let me outline several omissions.

1. Dollar Loss

The Final EIS, Table 2-20 omitted figures for system losses. However, the unstated annual added deficit in Table 2-20 for the entire subway above the bus loss is \$132 million.

Table 1-5 of the Assessment shows Annual operating costs of the proposed stretch of \$15.4 million. Adding 10% of \$1.2 billion capital cost in order to estimate interest charges give \$120 million. With amortization, this figure would sky-rocket. If RTD sponsors tax-exempt bonds, there will be many millions in added tax-losses as well.

These huge deficits will be a fiscal disaster to Los Angeles.

2. System not "Rapid Transit"

The complete 18-mile system now shows six stations spaced $\frac{1}{2}$ mile apart; the proposed 4 mile segment has 3 of these.

A normal person walks $\frac{1}{2}$ mile in 10 minutes.

The Assessment does not list station spacing nor does it list train speed between these stations, allowing for 30-second stop time.

Actually, train speeds between $\frac{1}{2}$ mile spaced stations will be 20+ miles per hour, surely not 'rapid transit' in the year 1984.

The only explanation for unneeded stations $\frac{1}{2}$ mile apart is the greed for real-estate profit around station sites.

3. System Not "Locally Preferred"

The label 'locally preferred' is a mis-statement. Actually, RTD's meetings ignored renters, a majority of Los Angeles Residents. Despite massive publicity, RTD fights placing the system on the ballot for fear of a rejection by the taxpayers.

4. Destruction of Low-Income Housing and Business

The Assessment disregards the destruction of low-income rental housing and small business, particularly in the Alvarado area.

5. Lack of Accountability

The Assessment omits mention of issuance of an Annual Report to ordinary corporate standards, accounting for the billions RTD wants to spend for construction. Lack of such reporting is an invitation to mis-use and corruption.

RTD proposes to work with the Community Redevelopment Agency, notorious for destruction of 4000 poor people's homes in Bunker Hill while subsidizing ARCo. CRA has never published an Annual Report in over 20 years of operation.

ED
SCRTD - TSD
TRANSIT FACILITIES

SEP 6 1984

Conclusion

The proposed Wilshire subway will be a bottomless hole for our tax-dollars.

It will be a fiscal disaster to Los Angeles.

It will worsen the national deficit.

It is a real-estate scheme that uses a 'rapid-transit' mask to inflate downtown property profits at public expense.

For these reasons, I urge the Urban Mass Transportation Administration to refuse \$1.2 billion to the Wilshire Metrorail pork-barrel.



Mark

NT

**COUNTY OF LOS ANGELES
DEPARTMENT OF PUBLIC SOCIAL SERVICES**

3481 RIO HONDO AVENUE, EL MONTE, CALIFORNIA 91731/TEL: (818) 572-5720
P.O. BOX 5493, EL MONTE, CALIFORNIA 91731

August 27, 1984

Mr. Robert H. McManus
Associate Administrator for
Grant Management
Urban Mass Transportation Administration
Department of Transportation
400 7th Street S.W.
Washington, D.C. 20590

Dear Mr. McManus:

This is in response to your letter of August 15, 1984 requesting comments on the Environmental Assessment Report on the latest proposal for a rapid transit rail system in Los Angeles (Union Station to Wilshire/Alvarado).

Enclosed is a copy of comments which our Department submitted earlier in response to the initial Rapid Transit Rail proposal. The comments are still up-to-date and apply without change to the latest rapid transit proposal.

Questions from your staff may be directed to Paul Fast at (818) 572-5548.

Very truly yours,

David E. Fulbright
David E. Fulbright, Chief
Special Operations, Division II
Bureau of Special Operations

DEF:SS:PF:eo

Enclosure

**RECEIVED
SCRTD - TSD
TRANSIT FACILITIES**

SEP 10 1984

ITEM # 1563

FILE # _____



COUNTY OF LOS ANGELES
DEPARTMENT OF PUBLIC SOCIAL SERVICES

3681 RIO MONTE AVENUE, EL MONTE, CALIFORNIA 91731/TEL: (213) 572-5730
P. O. BOX 5493, EL MONTE, CALIFORNIA 91731

July 20, 1983

Mr. Charles H. Graves, Director
Office of Planning Assistance
Department of Transportation
400 7th Street, S.W.
Washington, D.C. 20590

Dear Mr. Graves:

This is in response to your letter of June 8, 1983 requesting comments on the draft Environmental Impact Report on a proposed rapid transit rail project in Los Angeles.

Our Department provides public assistance to over 900,000 persons in Los Angeles County. Since these are low-income individuals, many of whom lack a private means of transportation, any enhancement of Los Angeles' public transportation system would be welcomed by this segment of the population.

We have reviewed the proposed transit route to determine if construction of the line would improve public access to the district welfare offices in North Central Los Angeles. Most offices would be little impacted by the line. Two of our district offices (Metro North and Echo Park), presently serving about 55,000 people, lie within six to ten blocks of the proposed route.

Questions from your staff regarding these comments may be directed to Paul Fast of my staff at (213) 572-5548.

Very truly yours,



MICHAEL COLLINS, CHIEF
SPECIAL OPERATIONS DIVISION II
BUREAU OF SPECIAL OPERATIONS

MC:PF:pg

cc: Joseph Guerra



Centers for Disease Control
Atlanta GA 30333
September 5, 1984

Mr. Nadeem Tahir
Southern California Rapid Transit District
425 South Main Street
Los Angeles, California 90013

Dear Tahir:

We have reviewed the Environmental Assessment (EA) for the Los Angeles Rapid Rail Transit Project, Union Station to Wilshire/Alvarado on behalf of the U.S. Public Health Service. This review centered around the health effects of the project on the local residents and the health of workers.

The segments of this assessment which are of primary concern to this agency are noise and vibration, air quality, traffic safety, and worker safety. As stated in the EA, noise, both during construction and during operation of the rail system, can be upsetting to local residents. The mitigative measures proposed appear adequate for noise and vibration attenuation, and we recommend that they be included in the design and construction contract documents.

Air quality is also a concern, particularly in the Los Angeles area. Control of fugitive dust as well as CO, HC, NO_x, and SO₂ will obviously be extremely important. Utilization of the mitigative measures specified in the EA will be necessary to ensure that the State and Federal air quality standards are met.

Traffic safety will be extremely important during construction. Movement of heavy equipment through the area will create traffic delays and hazards which must be handled by the local authorities. These problems can be decreased by proper planning, removal of construction debris, and consideration for the routing of construction vehicles. Pedestrian safety should also be a prime consideration.

Worker safety, although not a part of the EA, must be adequately addressed. Compliance with the provisions of the Occupational Safety and Health Act by the contractors will be required and should be monitored by the Southern California Rapid Transit District (SCRTD).

We appreciate the opportunity to comment on this assessment. Please send us a copy of additional assessments or records of decision. If you have any

RECEIVED
SCRTD - TSD
TRANSIT FACILITIES

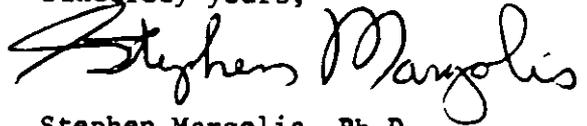
SEP 10 1984

ITEM # 1581
FILE # _____

Page 2 - Mr. Nadeem Tahir

questions regarding these comments, please contact Mr. Hal Emmett at (404)
454-4410.

Sincerely yours,

A handwritten signature in cursive script that reads "Stephen Margolis". The signature is written in black ink and is positioned to the right of the typed name.

Stephen Margolis, Ph.D.
Chief, Environmental Affairs Group
Environmental Health Services Division
Center for Environmental Health

Los Angeles NO on Metro Rail Committee



8578 1/2 Santa Monica Blvd. • Los Angeles, California 90069 • 213/652-7688

Co-Chairmen
Phillip Jon Brown
Architect, West Hollywood
Robert M. Lawson, Jr.
Realtor, Wilshire Center

September 7, 1984

Mr Ralph Stanley
UMTA
400-Seventh Street SW, Room 9328
Washington DC, 20590

Re: Extension of 30 Day Comment Period
MOS-1/ Environmental Assessment

Dear Mr. Stanley:

Please accept this letter as a written request to extend the 30 day comment period on the Environmental Assessment; Los Angeles Rail Rapid Transit Project, Union Station to Wilshire/Alvarado.

This extension is requested because the FINAL EA was not available until August 21, 1984. Evidence to this effect was presented at the Public Hearing on August 30, 1984.

Also, we believe the deficiencies of the EA introduced at the Public Hearing require a Supplemental Environmental Impact Report and Environmental Statement for this 4.1 mile segment.

Thank you for your consideration in this matter.

Very truly yours,

Phillip Jon Brown
Co-Chairman

PJB:cam

cc: Mr. Nadeem Tahir, SCRTD ✓

RECEIVED
SCRTD - TSD
TRANSIT FACILITIES

SEP 10 1984

ITEM # 1578
FILE # _____



SIERRA CLUB — ANGELES CHAPTER

2410 WEST BEVERLY BLVD., LOS ANGELES, CALIFORNIA 90057

(213) 387-4287

804 Verano Place
Irvine, CA. 92715

September 6, 1984

Nadeem Tahir
Southern California Rapid Transit District
425 South Main Street
Los Angeles, CA. 90013

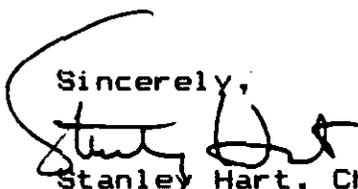
Dear Mr. Tahir:

Re: Environmental Assessment
LA Rail Rapid Transit Project

The Sierra Club supports the construction of the Metro project for Los Angeles; it believes that it is an effective means of solving the region's serious imbalance in its transportation infrastructure. The lack of commitment to the construction of the complete project is regrettable.

While we have reservations regarding the configuration and financing of the project, we believe that it is important to begin actual construction as soon as circumstance permits.

Sincerely,


Stanley Hart, Chairman
Transportation Committee

To Mr. Radem Tahir
Manager Environmental Eng

Why Ok Why

Did you change the bus
stop on the 16 & 18

bus at Flower St

Don't you think people
working on the Academy
& other Bldgs at Flower St

would like to get off
the bus near road

No one gets off the buses
from the # 400 ^{page} etc
Thank you Ann

BW 46402

LA 90046

Greetings.

Another breeding ground for crime.
What is the accessibility for the handicapped?

FORGET it!!

Jacqueline Siddiqui

BW 46402

LA 90046

200 PARK AVENUE
NEW YORK, N.Y. 10166
TELEPHONE (212) 878-8000
INTERNATIONAL TELEX 234493
WESTIC TELEX 710-561-2191

1737 H STREET, N.W.
WASHINGTON, D.C. 20006
TELEPHONE (202) 331-7760
INTERNATIONAL TELEX 246439

101 WEST BROADWAY
SAN DIEGO, CALIFORNIA 92101
TELEPHONE (619) 239-1200
INTERNATIONAL TELEX 697842

19 WEST ELM STREET
GREENWICH, CONNECTICUT 06830
TELEPHONE (203) 669-6533

Rogers & Wells
261 South Figueroa Street
Los Angeles, California 90012

TELEPHONE (213) 229-8200
INTERNATIONAL TELEX 194758

47, AVENUE HOCHÉ
75008-PARIS, FRANCE
TELEPHONE 763.11.00
INTERNATIONAL TELEX 290817

56 COLEMAN STREET
LONDON EC2R 5BE, ENGLAND
TELEPHONE 01. 628. 0101
INTERNATIONAL TELEX 884964

CABLE ADDRESSES
"YORKLAW" NEW YORK
"WALAW" WASHINGTON
"LALAW" LOS ANGELES
"OIEGOLAW" SAN DIEGO
"EURLAW" PARIS
"USLAW" LONDON

September 13, 1984

53637/6

Mr. Nadeem Tahir
Southern California Rapid
Transit District
425 South Main Street
Los Angeles, California 90013

Re: Further Comments on Environmental Assessment;
Los Angeles Rail Rapid Transit Project Union
Station to Wilshire/Alvarado

Dear Mr. Tahir:

The purpose of this communication is to offer the further comments of Rapid Transit Advocates, Inc. and Wilshire Homeowners Association (collectively "RTA") regarding the Environmental Assessment ("EA") of the Los Angeles Rail Rapid Transit Project, Union Station to Wilshire/Alvarado, Minimum Operable Segment One ("MOS-1"). The EA was issued by the Southern California Rapid Transit District ("SCRTD") on August 15, 1984, and modified on August 17 and 21, 1984.

RTA has previously commented on the EA by letter to you dated August 31, 1984. This is intended to supplement our prior comments, and to discuss the following additional substantive deficiencies of the EA:

A. The Use of Park Lands

The EA is substantively deficient in its treatment, or, more accurately, its non-treatment, of the effect of MOS-1 on local parklands.

Mr. Nadeem Tahir
September 13, 1984
Page 2

The only reference in the EA to the use of parkland appears to be at Part 3.10(f), which states as follows:

"Cultural resources: Three properties are eligible for the National Register of Historic Places and will be adversely affected: Union Station, Title Guarantee Building, and Pershing Square Building. Archeological resources may be encountered near Union Station. Some paleontological resources may be encountered near Union Station. Some land will be taken from the Pershing Square. Mitigation measures have been specified in a Memorandum of Agreement." (Emphasis added.)

This statement purports to be a summary of the Final Environmental Impact Statement ("FEIS") for the 18.6 mile Metro Rail Project. Part 5.2.2 of the FEIS identifies the Court of Flags and Pershing Square as parks or recreation areas that will be affected even by MOS-1. There is some discussion of alternatives to these particular impacts in the FEIS, but they are legally deficient.

As the FEIS itself states:

"Section 4(f) of the Department of Transportation Act of 1966 (49 USC 1663(f)) declares a national policy that special effort be made to preserve the natural beauty of the countryside, public park and recreation lands, wildlife and waterfowl refuges, and historic sites. Section 4(f) permits the Secretary of Transportation to approve a project that requires the use of publicly owned land from a park, recreation area, or wildlife refuge, or any land from a storage site of national, state or local significance only if the following determinations have been made: there is no feasible and prudent alternative to the use of such land, and all possible planning has been undertaken to minimize harm to the 4(f) lands resulting from such use." FEIR, Section 5.1.

Mr. Nadeem Tahir
September 13, 1984
Page 3

In connection with such a "4(f)" determination, the United States Court of Appeals for the Ninth Circuit has held, in a similar situation involving a highway, that the mandates of Section 4(f) must be complied with by the Secretary of Transportation as a prerequisite for federal funding. Stop H-3 Association v. Coleman, 533 F.2d. 434 (9th Cir. 1976). With respect to MOS-1, Section 5.1 of the FEIR states that a letter (FEIR Figure 4-10) has been received from United States Department of the Interior providing the required Section 4(f) determination. That letter, however, contains no reference to either the Court of Flags or Pershing Square. Consequently, no Section 4(f) determination with respect to the use of these parklands has been made.

As previously noted, Part 3.10(f) of the EA refers to a "Memorandum of Agreement" in connection with environmental impacts on cultural resources. The FEIR contains this document at pages 4-27 through 4-30. The Memorandum of Agreement does not, however, make any reference whatsoever to the use of or the impact upon parklands.

It is thus clear that the EA, even by reference to the underlying FEIR, is deficient for lack of a Section 4(f) determination with respect to parkland. Further, it is submitted that a Section 4(f) determination cannot be made in this area because neither the EA nor the FEIR demonstrates that there are no "feasible and prudent" alternatives to the projected impacts on the Court of Flags or Pershing Square. This deficiency can be corrected only by means of a substantive analysis in a supplemental EIS and subsequent EIR.

C. Archaeological Resources

Neither the EA nor the underlying FEIR contains any discussion whatsoever of the costs associated with any unique archaeological artifacts uncovered by construction of MOS-1. Public Resources Code Section 21083.2 requires the project applicant to provide a guarantee to the lead agency to pay one-half of the estimated cost of mitigating the significant effects of the project on unique archaeological resources. In other words, a mitigation measure must be present which guarantees the payment of at least one-half of the costs associated with the required handling of unique archeological artifacts. No such mitigation measure is so much as referred

Rogers & Wells

Mr. Nadeem Tahir
September 13, 1984
Page 4

to in the EA. For this reason alone, the EA is substantively deficient.

Sincerely,



Robert D. Donaldson

cc: Ralph L. Stanley,
Administrator, Urban
Mass Transportation
Administration

DEPARTMENT OF HEALTH SERVICES

107 SOUTH BROADWAY, ROOM 7128
LOS ANGELES, CA 90012
620-2380

XC - CRAWLEY
TAMIR R. R. Murray
FILE EA



[Handwritten signature]

April 2, 1984

RECEIVED
SCRTD - TSD
ASSISTANT GENERAL MANAGER

SEP 11 1984

ITEM # 9-077A
FILE # _____

Mr. John Crowell
Crowell and Lyons
Equipment, Inc.
495 S. Arroyo Parkway
Pasadena, CA 91105

Dear Mr. Crowell:

NATURALLY IMPREGNATED OILY SOILS

This Department has determined that the naturally impregnated oily soils encountered during construction excavation activities near the intersection of Fairfax Avenue and Wilshire Boulevard in Los Angeles are not considered hazardous wastes. As such, waste oily soils resulting from the excavation activities are exempted from the State's hazardous waste regulations.

If you have additional questions, please contact Mr. Harry Sneh of this office.

Sincerely,

[Handwritten signature: Angelo Bellomo]

Angelo Bellomo, Chief
Southern California Section
Toxic Substances Control Division

cc: Regional Water Quality
Control Board
107 South Broadway, Rm. 4027
Los Angeles, CA 90012

RECEIVED
SCRTD - TSD
TRANSIT FACILITIES

SEP 11 1984

ITEM # 1619
FILE # _____

UMTA ADMINISTRATOR
400 SEVENTH ST. S.W.
WASHINGTON DC 20590

BT

RECEIVED
SCRTD - TSD
ASSISTANT GENERAL MANAGER

SEP 10 1984

ITEM # 9-059A
FILE # _____

DEAR MR. STANLEY,

W.U. 1201-SF (RS-69)

WU
western union

Telegram

THURSDAY'S L.A. ENVIRONMENTAL ASSESSMENT PUBLIC HEARING (1 TO 3 PM SCHEDULE) WAS HEAVILY ATTENDED. THIRTY MINUTES BEFORE STARTING I SIGNED A REQUEST TO SPEAK AND AT 4 PM IT AND MANY OTHERS HAD NOT YET BEEN PUT ON THE CHAIRMAN'S DESK. OFFICIALS SPOKE FIRST, AS THEY SHOULD, HOWEVER WHEN CITIZENS REPRESENTING ONLY THEMSELVES GET TO SPEAK, THE AFTERNOON IS ALMOST GONE ALONG WITH THE "PUBLIC". HAD I BEEN ABLE TO STAY UNTIL AFTER 4 PM I COULD HAVE SPOKEN, AT SOME LATE HOUR, BUT BY THEN IT WOULD HAVE ALMOST BEEN A "PRIVATE" HEARING.

I AM REQUESTING THAT YOU DIRECT THE L.A. R.T.D. BOARD TO HAVE ADDITIONAL HEARINGS SO THAT CITIZENS WHO WANT TO CAN SPEAK IN A "PUBLIC" HEARING.

W.U. 1201-SF (RS-69)

WU
western union

Telegram

JACK C. GREEN



ASPAC Investments Corporation

1930 WILSHIRE BOULEVARD
LOS ANGELES, CALIFORNIA 90057

(213) 483-4186

September 11, 1984

RECEIVED
SCRTD - TSD
TRANSIT FACILITIES

SEP 13 1984

Mr. Nadeem Tahir
Southern California Rapid Transit District
425 S. Main Street
Los Angeles, California 90013

ITEM # 1669

FILE # _____

Mr. Charles H. Graves
Office of Planning Assistance
Urban Mass Transportation Administration
Washington, D.C. 20590

RE: Los Angeles Rail Rapid Transit Project, Environmental
Assessment, MOS-1, August 1984.

See Letters: ASPAC to Charles H. Graves dated 7/22/83
: ASPAC to Charles H. Graves dated 12/2/83
: Charles H. Graves to ASPAC dated 12/16/83.

Gentlemen:

A thorough review of the referenced items will indicate to the most casual reader that problems noted in our original letter have not been seriously reviewed.

We reiterate that the true economic and social impact upon the Wilshire/Alvarado community has not been fully explored and/or expressed in the reports released to date.

Evidence of the above is substantiated by the following:

- A. The Figure (2-10 Draft EIS, 1-12 MOS-1) is virtually unchanged. Specifically misleading are the notations relative to buildings at Wilshire and Westlake.
 - 1) The building noted as "First Interstate" is actually a 10-story medical office building.
 - 2) The building noted as "Crocker Bank" is actually a 13-story general office building.
- B. Tables 3-29 of the Final EIS and 3-7 of the MOS-1 EA are unchanged as relates to businesses and employees anticipated to be affected.

(2)

As relates to the above items (A&B):

- (1) The "First Interstate" building houses 55 separate offices. These offices employ approximately 229 employees and see approximately 1,100 patients per day.
- (2) The "Crocker Bank" building houses 45 separate firms. These firms employ approximately 444 employees and service an indeterminate number of clients per day.

A third major point is that dealing with the "cut and cover" operations. We note a change from an estimated 27 month operation (Final EIS) to a "3-4 year" operation as noted in the MOS-1 EA.

The disruption during construction, and the planned permanent acquisition of more than fifty percent (50%) of ASPAC's parking area by SCRTD, will create an untenable operating climate for the subject buildings. The result is perceived to result in a financially disabling situation for the 100 firms housed in the two buildings, and for ASPAC. Such an infringement upon the normal business operations of these firms will have a serious impact upon up to 673 employees and thousands of patients/clients of the affected firms.

Furthermore, it should be noted that the "First Interstate" building is the only major medical facility in this immediate area servicing (MOS-1, Table 3-8) a population of 39,530.

NONE OF THIS HAS BEEN ADDRESSED BY UMTA OR SCRTD.

RECOMMENDATION

In view of the noted major omissions there should be a formal re-study of the Wilshire/Alvarado station complex and documented in a Supplemental Environmental Impact Statement.

Consideration should be given to Figure III-5, P. 165 of the Final Report for the Development of Milestone 10, as follows;

Re-align the transition from 7th Street to Wilshire Boulevard such that the Wilshire/Alvarado station will be located under MacArthur Park, North of Wilshire and Between Alvarado and Parkview Streets.

Advantages of such an alignment change would:

1. Eliminate the "Displacement" of ANY businesses and subsequent loss of employment.
2. Upgrade MacArthur Park.
3. Simplify or eliminate bus route changes.

September 11, 1984

SCRTD MOS-1 EA, August 1984

(3)

The opportunity for major financial savings to the taxpayers, the avoidance of loss of operating businesses, and the preservation of up to 800 jobs is deemed worthy of serious consideration of the true economic and social impact upon the Wilshire/Alvarado community.

Sincerely,



Peter Kwan
Vice President

cc: Sen. Alan Cranston
Rep. Bobbi Fiedler
C'Man. John Ferraro

Mr Nadeem Tahir

S.C.R.T.D

425 S Main St

Los Angeles, CA 90013

Subject: Response to Environmental Assessment of MOS-1

Dear Sir,

I have received and reviewed this report, so kindly sent to me. As an engineer and concerned citizen, I was impressed with the general thoroughness and organization evident in the document. It left me with the feeling that the input from people following the FEIS in Dec 1983 was considered, and alternatives were carefully planned as a result.

I have enclosed a specific response to certain sections which I did not either understand, or felt needed more clarification. In addition, if you will forgive the impulsive professional within me, I have consolidated a few short general comments which I hope will be of help:

1) Having ridden several subways in America and other countries, there are a few "small" features which I think should be considered. One of these is the structuring of trains at rush hour times (in the direction of general flow into or out of city core) to be non-stop. For example, at 4:15 and 4:45 and 5:15, the tracks could be cleared down the entire route from the city west to the Alvarado station. A non-stop train would serve to get commuters out of the city very rapidly, and would probably encourage patron use during rush hour.

2) I have ridden the San Diego trolley several times; it is very effective as a quick, fixed loop transit designed to get people from one very specific point, to another only a few miles away. Would it be possible to install "feeder" lines which would be perpendicular to the tube, running down such streets as Hoover, Alvarado, Figueroa, etc. These buses or trolleys would be powered by overhead electric lines and would only go back and forth on a specified street. They would have the additional capability of serving commuter traffic hooking up to other buses as well. If these are constructed so they don't have to turn around at the end, they should be able to make a complete loop in not more than 25, preferably 15 minutes.

In this way, commuters who would normally skip taking a "circuit" bus, and might walk or take a car, would only have to wait a few minutes to get to the tube from outlying points in the city. Please see entry # 2) on the enclosed comment sheet which describes how this is done in another city.

3) Take measures to encourage ^{buying of} monthly passes. Ideally, the RTD would issue a magnetic-sensitive card such as the phone calling cards. A code initializing the card in a reader could be changed every week to discourage forgeries. A two level hierarchy would be best - an unconditional pass for a month and one which would permit a limited number of uses. In this way, most commuters, even those who use their cars, would be encouraged to buy a minimum pass. Regular commuters who normally buy monthly passes could have these issued with their picture on it. Billing could be as for any utility - each month, the individual could be given the option to renew by mail - if payment were not received before a specified time, the code would be flagged by a central computer, and the card would not be accepted at the ticket machines.

Hopefully, magnetic card readers could be installed on most buses - this would do wonders at alleviating long lines and congestion at the front of the bus.

These suggestions are my own and as far as I know, are my original ideas. I'm certain that some, or perhaps all, have been proposed by others. If so, I hope you will have the manpower to implement them in some form; I have put down everything herein in the interests of better transit and have ^{NO} patent or other claim to any of them. If they can improve transit in Los Angeles, I will be among the many who will feel justly compensated.

Very Truly Yours

Roger Seidman

Roger Seidman

P.S. I have temporarily relocated to the San Diego area for business - please send my correspondence here until 6-85. Thanks

1) Pg 32 para 3.2.1.2

Several bus service improvements hinted at in the No Project alternative seem to be excellent ideas, regardless if the MOS-1 is constructed or not. In my opinion, many of these should be considered with the construction of the first section of the tube - I'm confident that ridership and patron acceptance would increase, and that the money would be well spent.

2) Pg. 38 - sec 3.1.2 3rd paragraph, 1st sentence

Please see the list of supplemental ideas on separate page, enclosed, which talks about having dedicated "feeder" lines running perpendicular to the tube. Would it be possible to extend this concept to address the problem spoken about here. I got this idea from the bus service in London. It's very intriguing.

In the city, several buses do not run circuitous routes, but stay on one main boulevard or thru-way, and just run back and forth. What this means to the commuter is that he can take any circuit bus which gets him to the main street. Once there, he doesn't worry about schedules since the bus route takes only a few minutes to complete. Once on the bus, he stops off at the street closest to his destination, or the one where the circuit bus he intends to continue on, passes near.

I used this strategy many times, and found that I could go almost anywhere in London, one of the world's largest cities, and never be more than a few blocks from my destination.

Please see enclosed figure for explanation - Fig 1.

3) Pg 37 Sect 3.1.1.4 SCRTD Mitigation

I think these are good points, with or without the MOS-1 and will enhance ridership.

4) Pg 4 Figure 1-2

Based on what I read in this document and the original EIS, I question the need for a fully-underground station at 7th and Flower at this time. I can walk from 5th and Hill in 15-20 minutes and while I'm certain most people wouldn't choose to do so, the stations are still fairly close.

I'm not certain what the cost of a station is, but it must be several million dollars. Wouldn't an equal alternative be to establish a ground station with all the facilities (kiss-and-ride, etc.) of others along with a dedicated shuttle (electric-powered overhead bus or trolley) with some provision for right of way. This could travel the distance in probably 6-10 minutes, even in congestion, if special lanes are arranged.

This area is not the density of the 2 other Center City stations and although I'm sure it would get use, limiting it's underground

construction at this time would have these benefits:

1) reduce by 1/3 the number of stations in the inner city requiring heavy excavation work, with the accompanying disruption,

2) Give time to evaluate the location of a third inner city station based on developing patterns after the tube is installed and has had time to be used by patrons.

3) Still secure this area as property. If at a later date, the site is not needed, the property could be sold back at a profit, for development.

At first this seemed like a radical suggestion to me, but the more I thought about it, the more feasible it seemed. Please consider this as an alternative, not only as a cost saving measure, but as a means of reducing the most disruptive element in underground transit construction, that of underground stations located in the city core.

5) Pg 43 section 3.1.2.4 (a)

The word "require" usually has a negative connotation, and may not be needed. How about "persuasive" incentives such as: special parking areas for ride sharers nearer exit and entry points, tax incentives for employees and employers who actively encourage and practice ride sharing (- special parking areas at work, 15 minutes early departure to accommodate increased transit time for more than one traveler), reduced fare on buses and MOS-1, etc

6) Pg 52 Table 3-5

It is thought that the selection of the route was excellent in that it is believed that major emphasis was placed on minimizing displacement of residences. Will the same plan of compensation be applied to independent, "Mom and Pop" type commercial businesses, if this is a significant part of the displaced commercial cross-section? For the larger businesses, will some kind of low-interest loans be made available to help these people?

7) Pg 79 Para 3.8.2.2

Energy usage on vehicle maintenance and particularly station operation seems very high to me. Has some independent study been undertaken to see if this can be minimized? If not, would this be

a good idea at this time instead of later, when changes might be more difficult to make.

8)

Pg 86-87 Sect 3.9.6 Noise and Vibration Impact

As an engineer who specialized in measurement and evaluation of mechanical vibration and application of vibration isolation techniques, I was very interested in this section. My overwhelming experience points to a common dilemma - this area is frequently ignored yet can yield some of the highest cost savings. I think that this strategy is encouraged by a false but prevailing attitude among many that anything that wants to move at all, is best tied down rigidly. "If in doubt, get a bigger bolt or I-beam".

In reality, analysis of hanging, bearing or cantilever bending loads placed on supports by equipment often reveals way of utilizing isolation techniques to handle mechanical vibration and shock due to earthquake. It's worth a look!

Pg 91 para 3.1.0 entry (f)

I must have misinterpreted this - the Union Station and Pershing building are invaluable examples of period architecture. Surely any impact on them by construction will not violate their basic integrity.

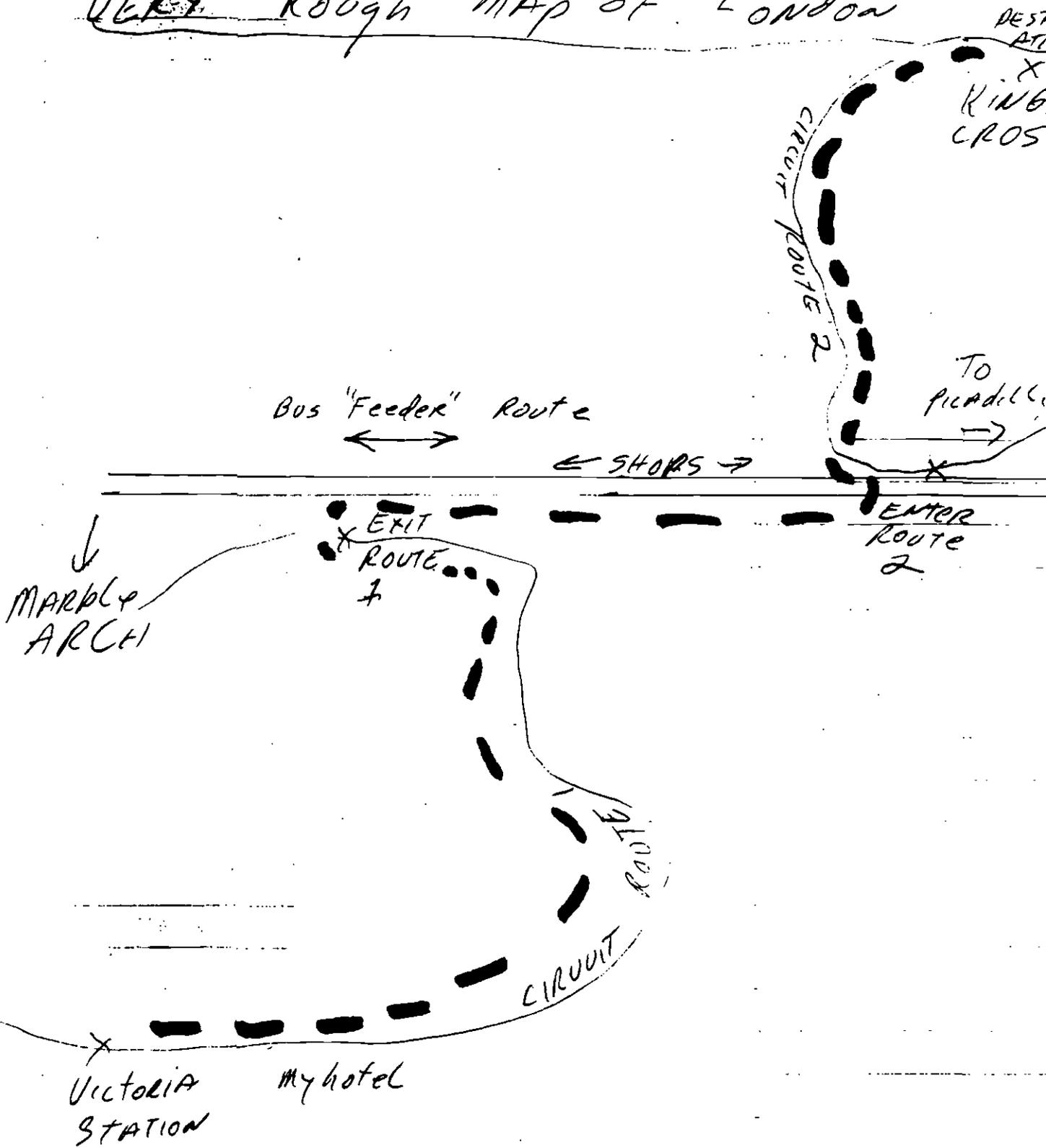
Pg 85 Para 3.9.4.1 Physical Impact on Specialty businesses

You may be leaving yourself open to unnecessary "grass roots" action on the part of local business. Some of these depend on a certain "ambience" which will be greatly disturbed during construction. Rather than wait and risk the experience that I witnessed during the construction of BART, might it be possible to simulate these conditions at a time before construction begins.

I envision a sound truck with large speakers and amplifiers, and a specially constructed tape which reproduces these same levels and quality of noise as will be encountered. This would give shop owners a chance to prepare, wether that be special precautions (sound insulation of walls, double thickness of glass) or enough time to make an orderly exit from the area.

FIG I

VERY Rough MAP OF LONDON



— TRACES ROUTE FROM VICTORIA STATION TO KING'S CROSS' TRAIN STATION. "Feeder" bus CAN ALSO be used FOR SHOPPING.

MIRACLE MILE RESIDENTIAL ASSOCIATION

928 S. Burnside Avenue
Los Angeles, California 90016

August 31, 1984

Councilman John Ferraro
Room M-30
City Hall
Los Angeles, CA 90012

Attn: Jim Rosen

Re: Metrorail (EA/MOS-1)

cc: Mr. Nadeem Tahir

— SCR TD — (By Messenger) 9/13/84

Mr. Tahir: Note comments on EA
for MOS-1

Dear Councilman Ferraro:

I would like to express my thanks to you for the opportunity to hear your presentation regarding the current Metrorail situation at the session with the Westside Civic Federation this past Wednesday evening. In light of the recent rethinking regarding the funding and scope of the project, our group, The Miracle Mile Residential Association, is itself reevaluating its position with regard to the proposed transit system. Many of the points made in your discussion are valid and demand a response from the RTD prior to a full commitment to begin construction of any underground mass transit system in Los Angeles.

It now appears to us that questions raised by you and others involving the revised documents recently published by the SCR TD describing the new funding structure and Minimum Operable Segment 1 are of a sufficient magnitude to warrant a referendum on the basic issue of a heavy rail subway system running from downtown to the San Fernando Valley via Wilshire and Fairfax. We wholeheartedly endorse the motion put forth by Councilman Bernardi to place the question on the citywide ballot in April of 1985. We feel that no commitment to break ground should be made by the SCR TD until such a referendum is conducted and approval voted. Consistent with that position we feel that the Council should withhold the local share of construction funding until the results of the referendum are known. As an architect and urban planner it is my personal opinion that this decision regarding mass transit is possibly the single most important issue facing the future direction of the city. The Metrorail is a transit and development project which will have a significant direct impact on the growth pattern of the city over the course of the coming decades.

The people in our area, which falls within your council district, will be among the most severely impacted by the coming of the subway. We are aware, however that under the current funding plan it appears that construction in our area will be forestalled until a second leg of the system gets a go ahead. In spite of that time lag, we feel that it would be in the best interest of our constituent group to have the question fully discussed in open debate before the city's voters as a whole at this time, prior to the actual construction start anywhere within the proposed system.

RECEIVED
SCR TD - TSD
TRANSIT FACILITIES

SEP 14 1984

ITEM # 1709

FILE # 3

MIRACLE HILL RESIDENTIAL ASSOCIATION

9888 Borwick Avenue
Los Angeles, California 90046

In that forum, we feel that we can make known our concerns and hopefully elicit answers to lingering questions about the future of our area.

As one who has been involved in the Metrorail process now for more than a year, I feel that the public debate concerning the idea of a subway has been minimized in the face of the almost unanimous support of a public front made up of local public officials from all governmental levels. The public hearing held yesterday at the RTD headquarters, and almost completely ignored by the major print media, was the first clear exchange of viewpoints that I have witnessed over the history of the project. We feel that this exchange must continue toward bringing both the government and the people into agreement with regard to a direction for the development of mass transit in the County.

In addition to these areas of concern which affect our group directly, I would like to add a personal reaction to the record. Within the debate, as I have witnessed it, I am troubled by the lack of a clear vision for the future design of the city and the region as a single entity. To be sure there is a General Plan on the books with its attendant Centers Concept and there is a rough plan for a 140 mile rapid transit system linking some of the designated centers but it appears that in the debate over both the subway itself and any subsequent controlled growth, the vague provisions of the General Plan are given only lip-service. At this stage, I am not aware of any formal routing plan for the full 140 system except what appears to be a "let's decide as we go attitude" toward any proposals for mass transit. Why, for instance, is the L.A. County Transportation Commission spearheading the LA/Long Beach Light Rail Plan when the SCTR is building the Metrorail and why does it appear, at least in public, that the two are not parts of an integrated whole.

A cohesive vision must dictate what direction we chose. With the possible exception of Bunker Hill under the direction of the CRA, land planning efforts in Los Angeles have always run behind transit planning and execution, many times by a wide margin. Now is the time to go further than the specific planning now evolving around the proposed station areas and move into a planning phase that builds on a transit concept linked to desired growth patterns, to produce a concept that will result in a better overall city in the decades to come.

This viewpoint has an implication for your proposed Light Rail Alternative to the Metrorail. Such a proposal must begin with a goal that both promotes land development by increasing the capacity of the transit access to specific destination locations in a manner more cost, time and energy efficient than building additional surface roadway to accomplish the same objective, while promoting energy savings and the preservation of environmental resources through the stabilization of automobile traffic along existing transit corridors.

MIRACLE MILE RESIDENTIAL ASSOCIATION

4888 Burnside Avenue
Los Angeles, California 90046

That goal, when coupled with successful land use planning, in theory produces desired economic benefits in the form of added growth, but it does not result in dramatically improved traffic conditions. Given the existing population base of the basin, no transit alternative will actually result in a decrease in traffic volume for any extended period, since actual traffic patterns within any city of this size tend to respond to the available right of way. The traffic experience during the Olympics most clearly demonstrates this point. At the beginning of the period the freeway system responded to traffic management input to produce clear roads, however as the days counted out, the traffic returned to fill the available lanes. Conversely, traffic patterns will over time naturally adjust to fill any new freeway lanes or any open lanes produced by any rail system installed parallel to the existing freeways.

Therefore the routing of the transit becomes the prime point in the discussion. The locations served by the system will be the points at which the development capacity can rise above restrictions now established by market conditions derived from the ability of the existing transit network to deliver the workforce. Routing a lightrail network only along the existing freeway network will be neither well utilized nor will it serve to generate a more desirable growth pattern. The freeway right-of-ways as currently configured do not move directly into the heart of existing commercial densities, usually bypassing such core areas by as much as one-half to one mile (Westwood, Central City, Mid-Wilshire, Studio City, Century City, Beverly Hills, UCLA, USC etc.). Since the acceptable walking distance from a station to a destination, in this area appears to max out at one-half mile, the freeway routing would require a bus transfer at most destinations, negating the convenience of such a system.

Another point to be made is that the routing light rail along a freeway, where the actual surface of the freeway cannot be used as a roadbed, nor as a station platform surface, removes most of the benefits of a "Light Rail" system, since most of the ROW and stations must be built as new structures on air rights and not making use of surface streets or existing railroad rights-of-way as the term Light Rail normally implies. Such a system is in fact a heavy rail investment.

The final criteria, as you have noted, is one of convenience. Unless a light rail system can deliver passengers directly to the corner of Westwood and Le Conte it will not produce the desired ridership nor any benefits in the growth patterns of the city as a whole. The thinking behind the subway, while open to attack from many quarters, at least operated on the fairly sound principle of delivering riders to specific destinations where growth and revitalization are desired. I would have greater faith in the system if it were part of a grand vision for the improvement of the city as a whole rather than an apparently independent federal pork barrel project.

MIRACLE MILE RESIDENTIAL ASSOCIATION

988 S. Burtstade Avenue
Los Angeles, California 90046

Our group would welcome the opportunity to explore **the** options further with you, in the hopes of airing all of our concerns and developing the best possible blueprint for the future. Please keep us informed of all future developments.

Sincerely,

MIRACLE MILE RESIDENTIAL ASSOCIATION



William Christopher

cc: UMTA/Ralph Stanley
Senator David Roberti/Mike Woo
Assemblyman Burt Margolin/Bunny Wasser
Councilman Zev Yaroslavsky/Ginny Kruger
City Planning Department/Calvin Hamilton, Director
City Planning Department/Peter Broy, Senior Planner
SCRTD/John Dyer, General Manager
SCRTD Community Relations/Jeff Alpert
Los Angeles Times/Bill Boyarsky, City/County Editor
KCBS/Alan Fong, Editorial Director
Beverly Wilshire Homes Assn./Diana Plotkin
K. McEntee
L. Benschmidt
L. Cohen
File

CITIZENS for

RAIL CALIFORNIA

P.O. Box 81616 • San Diego, California 92138 • (714) 433-1510

RAIL PASSENGER ASSOCIATION OF CALIFORNIA-LOS ANGELES SECTION

General Policy Statement on Rail Transit for the Greater Los Angeles Region

Adopted at section meetings, December 3, 1983 and May 5, 1984
Revised at state Board meeting, June 2, 1984

Background -

The Los Angeles County Transportation Commission (LACTC) is proceeding through various stages of developing a number of rail-transit plans while the Southern California Rapid Transit District (RTD) is preparing to embark upon final design and construction of its now separate "Metro Rail" project. The transit district and transportation commission in Orange County (OCTD and OCTC) are studying their own rail-transit plans. CRC/RPAC is very concerned at various financial, technological and operational aspects of these plans, specifically in Los Angeles County. We believe that the region will be better served with certain modifications to these plans. We are, therefore, proposing changes in the present so-called "Metro Rail" and "Light-rail" projects to reflect our perception of the need for a better unified regional system. Rail system planning is needed that will lead to optimal economy in operation and maintenance of the completed system and, very importantly, optimal convenience for its ultimate consumers -- the riders.

1. CRC/RPAC believes that the needs of all projected rail-transit lines can be met advantageously with one, common basic car type (or "core specification") collecting power from an overhead electrical conductor. These advantages are several and significant, namely:

a. A system using one basic car type may need only one heavy maintenance and overhaul facility (a multi-county system might ultimately need another) with a single inventory of spare parts.

b. If a single, basic rail car type is used, the many trains operating on a high-frequency core line (particularly, the Metro Rail line, where the level of service will be equivalent to two or three lines outside the core area) can be branched at each end to serve different corridors (with fewer trains operating at an appropriate lower frequency on each branch). Doing so eliminates the burdensome requirement of rider interchange ("transfers") between different trains for a vastly expanded geographical market of riders. Through routing of medium-capacity, non-grade-separated lines with high-capacity grade-separated lines will result in longer cross-town lines with much less "transfer" inconvenience for more riders to more places and jobs, a major incentive to attract riders from their automobiles.

Also, the longer the route, the greater the productivity potential is of the equipment and the operator. For example, a 36.5-minute route (North Hollywood to Los Angeles Downtown) with a 3-minute end reversal is 72% unproductive. (Two mutually terminated disjointed lines could be

doubly unproductive.) By comparison, a 110-minute route (Chatsworth to Long Beach) with a 5-minute end layover could be only about 4-1/3% unproductive (2-2/3% for a 3-minute reversal). This can have a significant effect on operating costs of through trains.

c. A much expanded reserve fleet of rail cars is made available for all lines to meet contingencies such as equipment failures, extraordinary home-work peaks on certain lines and special performances (e.g., the Rose Bowl Parade, sports events).

d. A large purchase of a single-car type can achieve economies of scale in addition to those possible through joint purchases with other rail-transit systems. This applies both to complete car and spare-parts purchases.

e. Train operators are more simply trained for one equipment type and can be employed in flexible arrangements on any route. Maintenance technicians can be easily trained to handle equipment from any section of the region-wide system.

2. In advocating use of one, basic rail-car type, CRC/RPAC stresses that it does not advocate mixing of basically different rail car types and peak-period train lengths in revenue service on any one line section, as some have basically misrepresented. We believe that the RTD's currently adopted vehicle-technology choice, based solely in the needs of one fully grade-separated line, should be modified or discarded in favor of a dual-mode rail vehicle incorporating the best features of both "light-rail" and "heavy-rail" vehicles and based upon one of these types. Such a vehicle and system should incorporate useful features and lessons from successful modern Japanese and German interurban rail systems and some former U.S. interurbans. "Metro Rail" would then become what it should be, the core trunk line of the system, not a system within itself with incompatible, disjointed feeders with all of the implied inefficiency. In a sense, L. A. is blessed by starting afresh without having to cope with a number of existing incompatible transit systems or try to retrofit them into an efficient network. We have a one-time golden opportunity to learn from the mistakes of certain old U.S. cities and design exactly what we need without historical constraints.

3. We support the basic route of "Metro Rail" and the need for tunneling at least through the downtown L.A., Wilshire and Hollywood areas. However, CRC-RPAC believes that in downtown, the Metro Rail line should be designed to assure availability of at least the future option to construct a branch in it proceeding generally southeasterly from the 7th & Flower Streets station. This branch could potentially connect a number of possible rail-transit lines with the Wilshire Corridor, but most promising among these is the Long Beach-Los Angeles Rail Transit Project (or perhaps a future upgrade of it). The most suitable route for through-connecting these two projects is probably east along the 7th Street corridor approaching Alameda Street and proceeding south along the old Pacific Electric Railway corridor. Early implementation of this option may be found valuable to enhance the cost-effectiveness of operating an ultra-short segment of the Metro Rail Line during an interim period of federal funding shortfall. This and similar options to that end (such as connections to the Metro Rail Line via the south end of its central yard and through its yard leads and portal to the line's Union Station end) deserve timely study in earnest by the two affected agencies.

315

A decision to build the lines of a full regional transit system to common standard will facilitate network planning and allow logical decisions to be made on the construction priorities of routes. After the North Hollywood-Union Station core line is built, it seems logical to build extensions to it to fulfill these objectives:

- a. Be realistically financially feasible.
- b. Maximize ridership throughout the system.
- c. Provide for the greatest number of both short and long trips to maximize revenue and diversion of auto trips.
- d. Minimize the need for rider interchange.
- e. Maximize productivity of equipment and manpower.

One suggestion to achieve these objectives would be to extend the core line westward to Chatsworth, generally along the Burbank Branch route, and southward to Long Beach, perhaps with some additional distributor link in the L.A. Central Business District to better serve more sections of it (such as, the neglected east side) and a through-connection with an I-105 "Century" Freeway line.

5. The next stage of development could be to construct branches from these routes to feed/distribute trains into/from the high-capacity core line. This will provide a host of additional geographical travel opportunities and justify the heavy expense of the tunneled core line. Our suggestions for these later routes include (notwithstanding different route assumptions by the LACTC):

- a. A line on an SP Santa Monica Branch-"Exposition Boulevard" route west to Culver City and thence to Westchester/LAX via Marina area development and perhaps to Santa Monica.

- b. A branch from North Hollywood to the Burbank Airport (perhaps via the Hollywood Freeway and SP Coast Line).

- c. A feeder or branch line of the Metro Rail Line west along the Santa Monica Boulevard-SP West Los Angeles Branch (and/or along Wilshire-San Vicente Blvds.-Burton Way?), Sepulveda Boulevard (north to Westwood and south), and the SP Santa Monica Branch extended to Downtown Santa Monica.

6. We are not optimistic that still more large federal-funding grants will be available for extensions to the "Metro Rail" line as presently envisioned. For that reason, we have selected the above routes for being probably the least expensive to implement. There are many other highly desirable routes whose construction will depend as much on the political climate engendered by the success or otherwise of the early routes as by the finances available.

CITIZENS for

RAIL CALIFORNIA

P.O. Box 81616 • San Diego, California 92138 • (714) 433-1510

Reply to:

RPAC POLICY ELEMENT ON THE INTER-RELATIONSHIP OF THE DESIGNS OF
RTD'S "METRO RAIL" PROJECT
AND LACTC'S "LONG BEACH-LOS ANGELES RAIL TRANSIT PROJECT"

Adopted by L.A. Section 5/5/84, ratified by RPAC Board 6/2/84

The Rail Passenger Association of California (RPAC or CRC) believes that the SCRTD Metro Rail Line should now be designed so as to assure availability of the future option to construct a branch in the line proceeding generally southeasterly from the 7th & Flower Streets station in Downtown Los Angeles. This branch could potentially connect a number of possible rail-transit lines with the Wilshire Corridor, but most promising among these is the Long Beach-Los Angeles Rail Transit Project or a future upgrade of it. The most suitable route for connecting these two projects is probably east along the 7th Street corridor approaching Alameda Street and proceeding south along the old Pacific Electric Railway corridor. Early implementation of this option may be found valuable to enhance the cost-effectiveness of operating an ultra-short segment of the Metro Rail Line during an interim period of federal funding shortfall. This and similar options* to that end deserve timely study in earnest.

The organization may convey a request to the SCRTD for it to incorporate in its Metro Rail Line such design modifications to the tunnels between the 5th & Hill Streets and 7th & Flower Streets stations (and in the latter station) as may be necessary and reasonably feasible to assure the option of retrofit construction of such a branch. It may also convey to the LACTC, and others as appropriate, a request to study such options as these in conjunction with the Long Beach-Los Angeles and Metro Rail projects, the LACTC's Rail Transit Implementation Strategy, or as may otherwise be appropriate.

*such as connections to the Metro Rail Line via the south end of its central yard and through its yard leads and portal to the line's Union Station end,

317

September 13, 1984

Mr. John Dyer
General Manager
Southern California Rapid Transit District
425 South Main Street
Los Angeles, CA 90013

Dear Mr. Dyer:

We at the Rail Passenger Association of California (RAILPAC), also known as Citizens for Rail California (CRC), appreciate this opportunity to reaffirm our very strong support for funding and construction of the Metro Rail Project. We believe that the Metro Rail Line, including the MOS-1, considered in the recent Environmental Assessment, is the vital core link of our 150-mile rail transit system mandated by Proposition A as well as a highly effective project. Please let us know if we or our members individually can be of some assistance in supporting the project in specific instances through some of the remaining hurdles it faces.

In most respects, we find the EA for the MOS-1 to be adequate in describing the environmental impacts attributable to it. Preparation of an EIS supplement should not be necessary. Construction of the MOS-1 and connecting links should proceed as rapidly as feasible after release of funding.

Nevertheless, we have certain comments and requests to present in this context, contained in this letter and attached position paper. While not strictly environmental, they are substantive and of fundamental interest to us. They are relevant here because they affect the level of benefits derived from the project and the economic, funding and political viability of the project under the constraints related to MOS-1. It is unfortunate to submit such substantive requests as these at this late stage, but we have been looking for a propitious time to do so. No better time than this final opportunity has appeared.

The position we present should still not surprise you. A key point in our letter of support for Milestones 3 and 4 dated June 29, 1982 was to condition our support for the Hollywood auxiliary alternative (then under study) upon use of technology compatible with both the Metro Rail and Long Beach rail projects. Our president also presented written comments upon your Milestone 8 in similar veins and later addressed your Board at the public hearing with rebuttals to your staff responses. Most unfortunately, RTD failed to respond to these additional, substantive comments.

Basically, we continue to support these roughly summarized positions (please read our position paper for adequate depth):

(1) The RTD Metro Rail and LACTC Long Beach Rail Transit projects need to use basically one rail car type with compatible fixed facility design. Earlier contrary decisions urgently need serious review to reflect new realities. Our preference is that an appropriate LRV design be used, but we are not inflexible on this point.

311

(2) Heavy maintenance for the Long Beach and other rail transit lines in Los Angeles County should be performed at the Metro Rail shops. Satellite yards should be provided with the minimum of needed service and inspection equipment.

(3) Long Beach rail revenue service should be through-routed with the Metro Rail line, particularly MOS-1, in a suitable, effective manner that will neither overload nor limit clearly needed Metro Rail capacity, which is demonstrably feasible.

We suggest the LACTC's Long Beach line should make a direct connection from its railroad right of way to and through the Metro Rail yard as at least the near-term approach. For the longer term, we request that Metro Rail's final design include provision for future construction of a branch structure in downtown, probably just east of the Flower Street Station. About one in three Metro Rail trains would branch south to Long Beach, and the other two would branch with suitable schedule spacing either toward El Monte or East Los Angeles in a mature regional system. The consist (length) of Long Beach trains would be varied as necessary in the north satellite yard, the Metro Rail yard, or at the junction with any further sub-branch line. The remaining issues are resolvable with little innovation needed.

In the past, such proposals seem not to have been taken seriously let alone fully considered. We suggest with all seriousness that the new, hard realities leading to the previously unthinkable MOS-1 should now move the RTD to undertake the needed, painful but beneficial reconsideration of these. Let us consider each of the three items.

Staff have never actually stated why they have never taken seriously the suggestion of many to standardize the L.A. Region's railcar fleet on one core specification. As everyone knows, light rail and heavy rail vehicles alike can be equipped for high-speed ATO operation. The one outstanding issue is the lower capacity of narrower LRVs, but there seems to be adequate reserve capacity to handle the problem. We have also heard it suggested that the compatibility could be reversed: suitably adjusted rapid-transit vehicles could be operated on the Long Beach line if given certain design criteria, such as high-level platforms and curves no sharper than a certain limit. These are route-specific problems, but the two semi-finalists among Downtown Long Beach routes can be made compatible with these criteria, it seems. We are flexible on any workable approach to accomplishing

Another concern of staff might be to avoid being the first U.S. transit property to diverge from conventional, modern U. S. rapid transit operating practice. However, mixing interurban (not streetcar) traffic with high-capacity rapid transit traffic (with similar railcar types) was successfully practiced in the U.S. (e.g. Chicago) and is still practiced daily in Japan and Europe. Since it is workable with little extra operating discipline and there are overriding reasons now favoring it, this concern should not rule.

317

The joint use of the Metro Rail shops by both the Long Beach and Metro Rail lines was once suggested by LACTC staff, though assuming use by basically different car types, but was rejected by RTD staff. However, we can no longer afford the perfectionistic reasons given, at least in the short term, even if different rail car types were used. Deferral even of light maintenance facilities at the outlying yard sites would be justified by the accrual of savings applied toward Metro Rail funding. RTD accepted with difficulty many cost-savings suggestions by UMTA. The time has arrived for the RTD to bite the bullet and accept a method for large cost savings beyond UMTA's jurisdiction.

From Milestone 1 through the FEIS, RTD has repeatedly asserted that through-routing light rail and rapid transit lines is infeasible, usually citing capacity-related problems. One such assertion is most surprising coming from technically competent people (the speed/capacity issue). These issues were already touched upon in this letter.

Actually, RTD itself should have thought (except for preconceptions) of this angle to satisfy the political doubters that MOS-1 is worthwhile without a guarantee of 9 or 18 miles being built. Even if only 4 miles (3 revenue miles judging from EA Figures I-3 to I-6) were ever built, they would be even more cost-effective as the through-routed downtown distribution for the Long Beach line. (UMTA should take close note of this potential justification of its investment. At the very minimum, UMTA should require that the MOS-1 be made available for distribution of the Long Beach and other rail lines if a prolonged pause in federal funding were realized. This would be like the FHWA requirement that the El Monte busway be designed for general freeway use if it did not generate enough patronage. Of course, we support more than this minimum.) With through-routing, no longer could anyone credibly compare the function to the former Downtown People Mover. The additional mile of non-revenue right of way could be put to productive revenue use by constructing cheap new revenue tracks.

There is no question that a fast link to and through the Metro Rail yard and tunnels, despite the circuitry, is a much higher quality route than the one now informally favored by the LACTC, involving a long, slow surface approach to an expensive cut-and cover subway. Not only could it be high-quality grade-separated (aerial/at-grade on the east side of downtown), but it should cost less in the first stage than any of LACTC's alternatives. This is a significant opportunity to mitigate the impending shortfall projected by some of local funding for three rail projects even after bonding.

We understand that RTD will counter our branching recommendation with the observation that other future rail lines (e.g., El Monte and East Los Angeles/Santa Ana Freeway) could be branched more conveniently for the same benefits cited in our position paper. This does not take into account the fact that the financial crunch exists now with the Metro and Long Beach rail lines. The cost deferral benefits cited before must embrace the Long Beach line. But there is a more fundamental reason.

It has been suggested to us that the types of employment (retail, labor-intensive industrial) served by both the short-

400

and long-term corridors suggested earlier are most compatible with the greatest employment need in the south side communities served by the Long Beach rail line (true too of the east side communities served by a distant future East L.A. Metro Rail extension). The 7th Street corridor, the best candidate for the long-term connection, is the only one that can link together the 7th/8th Streets retail concentration, the Garment District, the Greyhound Station and east CBD industries.

If the final design of the Metro Rail line continued not to include provision for future cut-and-cover construction of the requisite branch structure, all of the benefits of that extension would be effectively precluded for the assumed 100-year life of the project. We cannot believe that anyone in RTD is so precient as to be able to guarantee that no need will ever be recognized for such an extension. At the same time, we recognize that current lack of agency support for this future corridor cannot justify the high expense of constructing the cut-and-cover box now. The compromise we recommend is essentially that proposed until the Fall of 1983 for the Wilshire West Extension: an alignment and profile compatible with future retrofit construction but entailing little extra current expenditure. Whatever small increase in cost this might incur should be more than offset by the savings we have suggested, directly or by implication. Unless the engineering of such a branch were unexpectedly shown infeasible, we believe that the problems it entails, be they in design, operations or otherwise, are overridden by the future benefits and should be manageable. Because this design modification has no new surface impacts, no significant environmental documentation should need to be added.

As tediously long as this letter is, we cannot anticipate every objection, problem or defect (or misunderstanding) that your staff might cite against our recommendations and rebut them one-by-one, or the letter might multiply by several times. If you will please pardon this profusion of candor, we could have saved everyone concerned a great deal of time and effort by not sending our letter of support with comments if our purpose were merely to see whether there were some problem or objection or other in our proposals and requests. All proposals face various problems and objections. The key issue is whether they are significant and solvable or manageable. Indeed, the problems facing Metro Rail and its finances seem more difficult than the hard, concrete problems entailed in our proposals, some of which help address the former difficulty. We hope your staff will try harder now to fully grapple with what we have raised. We also hope that you can provide us with a copy of your preliminary staff recommendation before it is sent to the Board for disposition so that we may evaluate ourselves whether it deals fully with the issues, whether there were misunderstandings, etc.

We apologize if our criticisms were seen as harsh or unfair. RTD and RAILPAC share one high objective: full, speedy implementation of Metro Rail with the best, most beneficial design feasible. We may continue to disagree sometimes, but we hope not to be disagreeable.

Thank you for your consideration.

Respectfully yours,

CC: Mr. Robert Murray
Mr. Nadeem Tahir
Mr. Abbe Marner, UMTA
Mr. Paul Taylor, LACTC
Noel Braymer, RAILPAC President

James H. Washington, Jr.
Director, L.A. Section
1439 Myrtle Avenue
Long Beach, CA 90813

101



CITY COUNCIL OF THE CITY OF LOS ANGELES

JOHN FERRARO

COUNCILMAN 4TH DISTRICT

M-30, CITY HALL
LOS ANGELES, CA 90012
(213) 485-3337

September 14, 1984

Mr. Ralph Stanley
UMTA Administrator
400 7th Street, South West
Room 9328
Washington, D. C. 20590

Dear Mr. Stanley:

Enclosed is a statement of my concerns, and comments on the Environmental Assessment which was prepared by the Southern California Rapid Transit District for the four mile Metro Rail Project.

I have included my own concerns and combined them with the views of many of my constituents in a narrative form which I hope will be of help to you in deciding whether to ask for additional environmental information on the project.

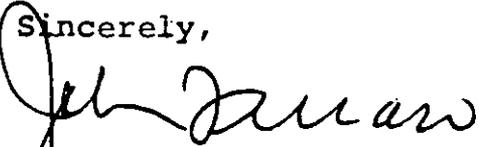
There are many problems which need to be addressed before any approval can be given to this project. I am certain that you will be extremely careful in your decision since we both know that once that first shovel goes into the ground, there is no turning back.

If you have any questions or wish additional information concerning any of the material I have enclosed, please feel free to contact me.

I am certain that despite much pressure from those who would build this project at any cost that you and your administration will carefully and thoughtfully weigh the facts and decide in the best interests of the people of this City that you need more information.

Thank you for your courtesy and consideration.

Sincerely,


JOHN FERRARO
Councilman, 4th District

JF:bho
Enclosure

cc: RTD Board of Directors

40-

There is nothing in this document which indicates the ability of the four mile line to stand on its own.

In the section on economic impacts, loss of employment opportunities are overlooked. Additionally, there is now no mention of dislocation of employment opportunities.

RTD fails to address the problem of current opportunities being replaced with new completely different opportunities which most of the people in the immediate area are not qualified to take advantage of.

Given that the area near the west terminal station is a largely minority area populated with recent immigrants to the United States, very few of them are equipped to handle the type of skilled jobs which would be created in the area following the construction of the system.

Those people would be faced with the choice of either commuting greater distances or relocating. The impact on the community from this phenomenon are never discussed.

In its discussion of traffic disruption, RTD fails to take into account the value of time loss and also the amount of energy which will be wasted by the delays and detours. Additionally, the RTD fails to take the energy losses into its accounting of the net energy savings (losses) of the project.

Since this project is being sold as a way to reduce energy consumption, and promote a more efficient use of our available natural resources, this omission is indeed a very serious one.

The Environmental Assessment does nothing to discuss or mention mitigation for the negative impacts on County transit service in the event that four miles is all we ever get.

If in fact the people of Los Angeles County are saddled with a four mile subway, and only a four mile subway, what will happen to the current bus subsidy, lift van programs and senior taxi coupon programs, all of which are funded by Proposition A.

With the admission by RTD that the four mile line will be less cost effective than the original 18.6 mile proposal or the original Minimum Operable Segment of 8 miles, the subsidy requirements will certainly be greater.

The added pressure on the Proposition A fund which will result from that greater subsidy requirement will reduce or eliminate many of the transportation programs which have been developed to help elderly, handicapped, and low and fixed income residents of the County.

The EA states that Metro Rail supports land use and development goals. What is not mentioned is that all the time the EA was being prepared attorneys for RTD were in court arguing that they are not required to conform to the planning, zoning or building laws of either Los Angeles City or County. The lawyers for the District also state that the District is immune from the limitation of the General and Specific Plans of the cities of Los Angeles County.

I think the question which must be addressed is that of whose goals does the project support. In light of the fact that planning, zoning, and land use decisions are among the very most important functions of local government, I feel these issues must be resolved and included in the community impact section of any satisfactory environmental documentation of the project.

The cost effectiveness and benefit to the community will absolutely be negatively affected by the reduced ridership which will be the result of increased bus fares.

The current ridership which is used as a base for the high ridership figures along the Wilshire Corridor is the result of a subsidized fifty cent fare. That fare subsidy will be reduced to divert money towards the construction of Metro Rail in July, 1985.

When the fares once again escalate, RTD expects eighty-five cents to be the initial escalated rate and further anticipates hikes in excess of one dollar by the end of 1985.

When the fare subsidy began, bus ridership increased by fifty percent. One would have to be very naive to believe that a decline in ridership will not be the result of the increased fares.

Not only does the EA ignore this fact, it actually makes the claim that:

Patronage is expected to continue to increase because of the reduced bus fares made possible through the passage of a 1/2 cent sales tax for transit funding and the continuing rise in auto operating costs.

The impact of increased bus fares and the impact on the many para transit programs which have been instituted in the cities of Los Angeles County will be enormous and are completely ignored or skimmed over in this document.

In the environmental assessment, RTD slides by the toxic waste problem of oil contaminated spoil which will have to be disposed of as a result of tunnelling.

Studies undertaken by the United States Geological Survey in 1975 on the geological aspects of tunnelling in Los Angeles indicate at least 11 known oil well sites along the four mile line, and nearly three dozen borings of various types which have clearly indicated the presence of oil, gas or tar within one block of the proposed four mile route.

According to RTD in the Environmental Assessment the District anticipated no oil contaminated spoil from the four mile segment tunnelling.

According to California State law, such contaminated soil is a toxic waste and must be disposed of in Class 1 landfill facilities of which there are very few in Los Angeles County and those that do exist have limited capacity.

A well defined specific plan for the disposal of toxics must be included in any document which is designed to adequately address the impacts of this project.

In some sections of the EA, RTD claims that this four mile line is needed to remove automobiles from our crowded freeways and streets.

In other sections it is pointed out that the four mile segment will cause a reduction of just "nine one-hundredths of one percent" in annual vehicle miles traveled by the year 2000.

The low and no cost efforts which were undertaken during the Olympic Games in Los Angeles accomplished a three percent reduction in freeway traffic and that was noticeable but not overwhelming. I can imagine that nine one-hundredths of one percent will not even be felt.

In the same vein, comments about this project reducing congestion are also contradicted in many other places in the EA, and some clarification should be required.

In some places we are told that this subway will be a major benefit in clearing congestion. In others we are told that the project will have "negligible" impact on the parking problem in downtown. In fact we are told that development encouraged by the project will create more parking problems that the four mile subway will ever solve.

More inconsistency arises in the area of development in which the RTD claims that the project will have a positive effect on growth. The EA states that growth will continue to be concentrated in centers and that economically stagnant areas will be revitalized.

On the same page RTD explains that the impact in the area near the western terminal will be an economic disincentive to the development of the current housing in the area.

This also must be clarified, and more specifically detailed information and assessment of the true impact on the neighborhoods and the residents must be demanded.

The project will have negligible impact on the air quality and will according to RTD actually reduce air quality in the area around the Union Station.

In light of all of these negligible impacts, I think the benefit cost analysis must be reevaluated for this four mile segment.

All of the inconsistencies leave one wondering where, if anywhere, the truth lies in this document. Until those contradictions can be worked out and specific information given, I feel that the only reasonable course is to require more environmental information.

The document also displays total disregard for the impact of the recently enacted State legislation which requires 15 percent of the non-Federal share to be spent in the San Fernando Valley.

No mention is made of any impact in the Valley. Additionally, no mention is made of the impact on revenue for the construction and the changes in the funding formula caused by the 15 percent reduction of the available local share for the four mile line.

Finally the EA totally ignores the future trends of decentralization. New technology and the wide spread use of telecommuting will greatly reduce the number of people travelling into and out of the downtown area during peak hours.

All of that will also reduce the number of people riding the Metro Rail even though the residents at the terminal of the four mile project are not likely to begin telecommuting, just as they are not likely to hold jobs in the downtown area.

This so called Environmental Assessment is wholly inadequate and is riddled with inconsistencies.

It is more valuable for what it fails to note than for what it does point out. To allow construction to begin with no more information than is provided here and in the other environmental documents which have been prepared on this project would be a tragedy and a grave disservice to the people of the City of Los Angeles.

Until real concrete information concerning the actual amount of money which is to come from the benefit assessment districts, which bus lines are going to be discontinued or rerouted to "force feed" the subway, and what exactly will be the effect on transit in the County if all we ever get is the four miles, is brought forth, no approval of this project should be given.

I respectfully request that you require a supplemental environmental impact statement be prepared by the RTD before committing to this truncated four mile subway.

HUGHES AIRCRAFT COMPANY

August 27, 1984

Hon. Ralph Stanley, Administrator
Urban Mass Transportation Administration
400 West Seventh Street, S.W.
Washington, D.C. 20590

COPY

Re: Los Angeles Metro Rail Project

Dear Mr. Stanley:

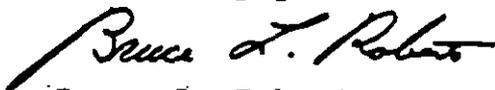
The reduction of serious traffic congestion and air pollution in the Los Angeles region is now within the realm of possibility with the construction of a heavy rail transit system.

With the passage of "Proposition A" several years ago, the voters of Los Angeles committed to tax themselves to provide "matching funds" for the building of the Metro Rail (Wilshire Boulevard Subway) Project. Prop. A sales tax revenues will also generate funding for several light rail transit lines, thus creating a comprehensive rail network.

Experience has shown, however, that delays in starting such major projects makes them unnecessarily more costly in the long run. You are strongly urged, therefore, to issue a "Letter of Intent" for the first phase of the Metro Rail Project, fundable from existing authorizations. Moreover, significant progress can be assured for the balance of the 18.6 mile line with your issuance of a "Letter of No Prejudice".

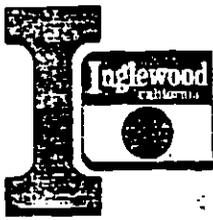
The completion of a rail system will not only be beneficial to the general public, but will maintain and increase the vitality of the Los Angeles business community. We anxiously await your positive action on this matter.

Very truly yours,



Bruce L. Roberts
Commuter Bus Project Manager
Hughes Aircraft Company

cc: SCRTD Community Relations, Ms. Sandra Learman



CITY OF INGLEWOOD, CALIFORNIA
ONE MANCHESTER BOULEVARD, / P.O. BOX 6500 / INGLEWOOD, CALIF. 90301

August 27, 1984

Mr. Ralph L. Stanley
Administrator
Urban Mass Transportation Administration
U. S. Department of Transportation
400 Seventh Street, S.W.
Washington, D. C. 10590

Dear Mr. Stanley:

The Southern California Rapid Transit District will soon be submitting to the Urban Mass Transportation Administration (UMTA) an amendment to the grant application previously submitted to the downtown Los Angeles to North Hollywood Metro Rail Project. This grant application amendment requests federal assistance in financing construction of an initial four-mile segment of Metro Rail.

Metro Rail is very important to Los Angeles. Our City continues to grow and everyday there are more cars competing for limited roadway space. Building more freeways would be too disruptive to our communities, and too expensive as well. In the coming decades we will rely more heavily on public transportation to meet our mobility needs. Metro Rail will be a key element of our public transportation system.

I hope that you will act favorably on RTD's request for financial assistance. Los Angeles has contributed to the financing of rapid transit in other cities. It is fair now for Los Angeles to receive assistance from UMTA in building its own system. We need a Letter of Intent from UMTA committing to the initial construction segment, and a Letter of No-Prejudice that allows work to proceed on the balance of the system.

I request that this letter be made a part of the record of the public hearing to be held by SCRTD on August 30, 1984.

Sincerely,

Bruce U. Smith
Councilman, District No. 3

BUS:jb

cc: SCRTD
Congressman Julian Dixon
Congressman Mel Levine

OFFICE OF
BRUCE U. SMITH
COUNCILMAN, DISTRICT NO.

CITY HALL 213 412-5320
BUSINESS 213 673-7527

401

RECEIVED

AUG 27 11 27 AM '84

August 23, 1984

COMMUNITY RELATIONS
MANAGER

Mr. Ralph Stanley
Administrator
Urban Mass Transportation
Administration
U. S. Department of Transportation
400 Seventh Street, S.W.
Washington, D.C. 10590

Dear Mr. Stanley:

The Southern California Rapid Transit District will soon request an amendment to the grant application previously submitted to U.M.T.A. for the downtown Los Angeles to North Hollywood Metro Rail Project. This amendment is a request for federal assistance in financing construction of an initial four-mile segment of Metro Rail.

As a resident of Los Angeles for over 30 years, I have seen traffic congestion worsen. However, Los Angeles demonstrated its ability to effectively manage the movement of people and goods during the Olympics by applying transportation systems management techniques.

Metro Rail will be an enhancement to our public transportation system.

I urge you to approve Southern California Rapid Transit District's request for financial assistance.

It is time now for Los Angeles to receive its fair share in financial assistance from U.M.T.A. to strengthen our public transportation system.

Please show your commitment to the initial construction segment by granting Southern California Rapid Transit District a Letter of Intent and a Letter of No-Prejudice which will allow work to proceed on the balance of the system.

I request that this letter be made a part of the record of the public hearing to be held by Southern California Rapid Transit District on August 30, 1984.

Sincerely,


Anne Palatino

South Bay Cities Association

c/o 3031 Torrance Boulevard, Torrance, CA 90509-2970 - (213) 618-5900

August 29, 1984

Mr. Ralph Stanley, Administrator
Urban Mass Transportation Administration
Department of Transportation
400 West Seventh Street, S.W..
Washington, D.C. 20590

Dear Mr. Stanley:

The South Bay Cities Association is an organization representing sixteen (16) cities in Los Angeles County. We are strong supporters of mass transportation and specifically of the Southern California Rapid Transit District's Metro Rail Project.

Metro Rail is important to the South Bay and to the entire County because it will enable RTD to improve service throughout the District's service area. Further, employment and economic benefits will result from the construction of a rail system.

The SCRTD Metro Rail Project has gone through more public scrutiny than any other rail rapid transit system built during the last decade, with approximately 10,000 interested citizens airing their views at more than 120 community meetings along the alignment.

After many years of study, we feel the time has come to begin construction of the system.

Additionally, to secure a full funding commitment for the entire 18.6 mile project we call on UMTA to issue a Letter of Intent for the authorization period, and a Letter of No Prejudice for the balance of the project's construction schedule.

We request this letter be made part of the record of the public hearing to be held by SCRTD on August 30, 1984.

Sincerely,



Edward Ritscher
President

dt

cc: Nick Patsaouras, President
SCRTD, Board of Directors

Carson El Segundo Gardena Hawthorne Hermosa Beach Inglewood Lawndale Lomita Manhattan Beach
Palos Verdes Estates Rancho Palos Verdes Redondo Beach Rolling Hills Rolling Hills Estates Torrance
Los Angeles

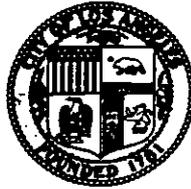
LOCAL GOVERNMENTS IN ACTION

410

CITY OF LOS ANGELES

CALIFORNIA

DONALD R. HOWERY
GENERAL MANAGER



TOM BRADLEY
MAYOR

DEPARTMENT OF
TRANSPORTATION
ROOM 1200, CITY HALL
LOS ANGELES, CA 90012
485.2265

NT

RECEIVED
DEPARTMENT OF
TRANSPORTATION

September 10, 1984

ITEM 1745
FILE

Mr. Nadeem Tahir
Southern California Rapid Transit District
425 South Main Street
Los Angeles, CA 90013

METRO RAIL ENVIRONMENTAL ASSESSMENT (MOS-1)

The Environmental Assessment of the proposed independently operating four mile segment between Union Station and Alvarado Street was distributed for comments on August 15, 1984. Following are LADOT comments as they pertain to Alvarado as a terminal station:

Curb Return Modification

A new feature of MOS-1 is the bus shuttle service operating in a clockwise direction along Wilshire Boulevard, Westlake Avenue, 7th Street, and Hoover Street.

Page 37 and Figure 1-13 recommend that the curb return radius on the southwest corner of Wilshire Boulevard and Westlake Avenue be increased to 36 feet in order to facilitate right turning bus movements and prevent them from encroaching on the northbound approach lane. We find this radius to be infeasible since the sidewalk area adjacent to the building corner would be too narrow. Rather, we recommend a maximum curb return radius of 30 feet, which would be adequate to prevent bus encroachment. This recommended improvement should be identified explicitly as a Project responsibility.

Street Reconstruction

Westlake Avenue between Wilshire Boulevard and 7th Street is a collector street, which likely has not been designed with a pavement depth sufficient to withstand the projected southbound bus volume. The Bureau of Engineering can provide details of the structural strength of the roadbed.

Mr. Nadeem Tahir
September 10, 1984
Page 2

Accordingly, if the Bureau of Engineering determines that the pavement strength is inadequate, we recommend the reconstruction of the west half of Westlake Avenue and its inclusion as a Project responsibility.

Kiss & Ride Lot

Page 42 indicates that the Kiss & Ride lot will provide 26 spaces to serve 865 mode shift patrons during the PM peak hour. It appears that the lot size was selected not on the basis of demand but rather on the basis of land area to be restored after station construction. We believe that the lot size is far too small and would result in congestion at the intersection of Alvarado Street and Wilshire Boulevard.

It is realistic to expect that the average wait time for cars in the lot during the PM peak hour would be between 5 and 10 minutes, based on train headways (5 minutes), and the imperfect matching of schedules of persons participating in the kiss-and-ride operation. Using an average wait time of 7.5 minutes, each space would have a turnover factor of 8 vehicles per hour. Thus the 26 spaces would be capable of serving only 26X8 or 208 of the PM peak hour demand of 865. A total of 108 spaces would be required to meet the demand. The deficit of 82 spaces translates to over 650 vehicles per hour that would be forced to repeatedly circulate around the block of Wilshire Boulevard, Westlake Avenue, 7th Street, and Alvarado Street

We strongly disagree with the statement in the last paragraph on page 42 that the traffic stream circulating around the station would not be expected to change the projected Level of Service E at the intersection of Alvarado Street and Wilshire Boulevard. Tables 3-2 and 3-3 indicate that the intersection will operate at 96% of total saturation during the PM peak hour in Year 2000, with the northbound approach being a critical one. It is apparent that the addition of just a few northbound circulating vehicles per hour would strain the intersection beyond the saturation point to Level of Service F. The safety and operation of streets surrounding the block would be further deteriorated by circulating motorists suddenly finding their companion rider and stopping in the travel lane to complete the pick up.

For these reasons we request that a kiss-and-ride lot in excess of 100 spaces be constructed initially to meet the projected kiss-and-ride parking demand and to protect the fragile balance of travel demand and capacity at the intersection of Alvarado Street and Wilshire Boulevard.

S. E. Rowe
for DONALD R. HOWERY
General Manager

JEF:lc

cc: Bruce Rollo, Bureau of Engineering

412



Woodland Hills Chamber of Commerce

POST OFFICE BOX 1 • WOODLAND HILLS, CALIFORNIA 91365 • (818) 347-4737

1984 OFFICERS

President
BILL MILLER
So. California Gas Co.

First Vice President
ROGER L. STANARD
Walleck, Shane, Pelletier & Stanard

Vice President
JAMES R. GARY
James R. Gary & Co. Ltd.

Vice President
PAM SAUNDERS
Saunders & Associates

Vice President
MARY ANN WASSMUTH
Warner Center Business Park

Corporate Secretary
ROSE GOLDWATER
Quality Instant Printing

Corporate Treasurer
DICK SCHULTZ
Rockwell International
Rocketdyne Division

Immediate Past President
ROBERT S. SAGE
Law Offices of Robert S. Sage

September 14, 1984

Mr. Nadeem M. Tahir
Southern California Rapid
Transit District
425 South Main Street
Los Angeles, CA 90013

Re: Metro Rail EIS for the Minimum Operable Segment

Mr. Tahir, the Woodland Hills Chamber of Commerce renews its support for the Los Angeles Metro Rail Project.

DIRECTORS

TIM BRANNON
Tim Brannon Insurance Agency, Inc.

SHELDON ELLIS
Attorney-at-Law

RAYMOND EXTRACT
Raymond L. Extract & Associates

JOANNE FINE
ie. Howard & Fine Personnel Services

SHERRY KEOWEN
Vector General

GLENN MINELLI
Country Club Realty

ROSS NOLDON
Home Federal S & L of San Diego

RICHARD D'LINN II
Linn Executive Security Services, Inc.

MORTON POLAK
State Farm Insurance

RHODA STONE
Executive Services

SIDNEY WEISS
Sidney Weiss, Inc.

J. ALBERT WHITE
Center National Bank

While Woodland Hills is almost 30 miles from downtown Los Angeles and approximately 15 miles from the proposed terminals in North Hollywood, we feel that the subway is an essential start to a regional rail system. We are anxious to see a light rail system constructed from Woodland Hills to North Hollywood to connect to the subway. This plan is currently under study by the Los Angeles County Transportation Commission.

The San Fernando Valley has the most congested section of freeway (Route 101) in the state and probably in the nation. The 1984 Regional Transportation Plan adopted by the Southern California Association of Governments (SCAG) shows that the only relief contemplated for this congestion is the construction of the proposed heavy rail subway connecting to a Valley light rail system.

The San Fernando Valley has a critical need for rail transit to supplement the already overcrowded freeways. The failure of the Urban Mass Transit Administration to issue a letter of no prejudice on the entire project now

STAFF

EVIA PHILLIPS
Office Manager

RECEIVED
SCRTD - TSD
TRANSIT FACILITIES



ITEM # 1726
FILE # _____

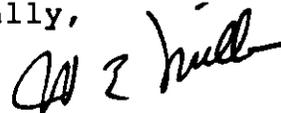
413

Mr. Nadeem M. Tahir

Page 2
September 14, 1984

threatens to confuse rail transit supporters as to whether the Metro Rail Project will ever reach the San Fernando Valley. We urge U.M.T.A. to immediately issue a letter of no prejudice for the entire project and approve funding for the initial four-mile segment.

Cordially,



W. E. Miller
President
Woodland Hills Chamber

gm

cc: Mr. Robert H. McManus
(Assoc. Adminis. for Grants Mgt., UMTA)
Senator Alan Cranston
Senator Pete Wilson
Congresswoman Bobbi Fiedler
Congressman Anthony Beilenson
State Senator Alan Robbins
State Senator Ed Davis
State Senator Gary Hart
State Assemblywoman Marian La Follette
State Assemblyman Tom Bane
State Assemblyman Gray Davis
Supervisor Mike Antonovich
Mayor Tom Bradley
City Councilman Marvin Braude
City Councilman Ernani Bernardi
City Councilman Hal Bernson
City Councilwoman Joy Picus
Los Angeles County Transportation Commission

OFFICE OF PLANNING AND RESEARCH

1400 TENTH STREET
SACRAMENTO, CA 95814

September 14, 1984

(916/445-0613)

Nadiem Tahir
Southern California Rapid Transit District
425 South Main Street
Los Angeles, CA 90013

Subject: SCH# 84081518, Los Angeles Rapid Rapid Transit Project

Dear Mr. Tahir:

The State Clearinghouse submitted the above named environmental document to selected state agencies for review. The review period is closed and none of the state agencies have comments.

This letter certifies only that you have complied with the State Clearinghouse review requirements for draft environmental documents, pursuant to the California Environmental Quality Act (EIR Guidelines, Section 15205). Where applicable, this should not be construed as a waiver of any jurisdictional authority or title interests of the State of California.

The project may still require approval from state agencies with permit authority or jurisdiction by law. If so, the state agencies will have to use the environmental document in their decision-making. Please contact them immediately after the document is finalized with a copy of the final document, the Notice of Determination, adopted mitigation measures, and any statements of overriding considerations.

Once the document is adopted (Negative Declaration) or certified (final EIR) and if a decision is made to approve the project, a Notice of Determination must be filed with the County Clerk. If the project requires discretionary approval from any state agency, the Notice of Determination must also be filed with the Secretary for Resources (EIR Guidelines, Section 15094(b)).

Sincerely,

A handwritten signature in cursive script that reads "John Ohanian".

John B. Ohanian
Chief Deputy DirectorITEM 1246
FILE



REPLY TO
ATTENTION OF:

DEPARTMENT OF THE ARMY
LOS ANGELES DISTRICT, CORPS OF ENGINEERS
P.O. BOX 2711
LOS ANGELES, CALIFORNIA 90053-2325

September 13, 1984

SPLPD-RP

Mr. Nadeem Tahir
Southern California Rapid Transit District
425 South Main Street
Los Angeles, California 90013

Dear Mr. Tahir:

This is in response to a letter from your office which requested review and comments on the Environmental Assessment for the Los Angeles Rail Rapid Transit Project, Union Station to Wilshire/Alvarado.

The proposed plan does not conflict with existing or authorized plans of the Corps of Engineers. We have no comments on the EA.

Thank you for the opportunity to review and comment on this document.

Sincerely,


Carl F. Enson
Chief, Planning Division

RECEIVED
CORPS OF ENGINEERS
TRANSIT BUREAU

ITEM # _____
FILE # _____

416



United States Department of the Interior

FISH AND WILDLIFE SERVICE

ECOLOGICAL SERVICES

24000 Avila Road

Laguna Niguel, California 92677

September 13, 1984

Mr. Nadeem Tahir
Southern California Rapid Transit District
425 South Main Street
Los Angeles, California 90013

Re: Review of Environmental Assessment for Los Angeles Rail Rapid
Transit Project, Los Angeles County, California (ER 83/737)

Dear Mr. Tahir:

We have examined the subject document, provided to us on August 24, 1984,
and offer no comments.

Sincerely yours,

Dale A. Piers
for

Nancy M. Kaufman
Field Supervisor

RECEIVED
SO. CALIF. - TSD
TRANSIT FACILITIES

ITEM # 1743

FILE # _____

417

MUNGER, TOLLES & RICKERSHAUSER

A LAW PARTNERSHIP INCLUDING PROFESSIONAL CORPORATIONS

612 SOUTH FLOWER STREET
LOS ANGELES, CALIFORNIA 90017-2885

TELEPHONE (213) 883-9100

CABLE ADDRESS MUNTOLL

TELEX 677574 · TELECOPIER (213) 489-1549

John Collier
Perdom

OF COUNSEL
CHARLES T. MUNGER
CHARLES E. RICKERSHAUSER, JR.
WONRDE E. PRICE

FREDERICK B. WARDEN, JR.
(1932-1872)

ALASKA OFFICE
STEPHEN C. HILLARD
MARCIA D. BARCOCK
SUITE 84C

550 WEST SEVENTH AVENUE
ANCHORAGE, ALASKA 99501
TELEPHONE (907) 276-3820
TELECOPIER (907) 276-4051

LEROY TOLLES
HARD O. ESENHAGE
ER R. TAFT
DOUGLAS KRANWINKLE
ROBERT K. JOHNSON
ALAN V. FRIEDMAN
RONALD L. OLSON
DENNIS E. KINNAIRD
SIMON M. LORNE
DENNIS C. BROWN
ROBERT E. DENHAM
JEFFREY I. WEINBERGER
HELVYN H. WALD
EDWIN V. WOODSONE, JR.
ALLEN M. KATZ
DANIEL R. GARCIA
ALAN D. BESSIN
ROBERT L. ADLER
NANCY T. BEKAVAC
CARY S. LEVMAN
WILLIAM L. CATHEY, JR.
CHARLES D. SIEGAL
RONALD K. MEYER
GREGORY P. STONE

VILMA S. MARTINEZ
LUCY T. ESENBERG
BRAD D. BRIAN
BRADLEY S. PHILLIPS
RALPH F. NIRSCHMANN
GEORGE H. GARVEY
RYA J. MILLER
D. BARCLAY EDMUNDSON
WILLIAM D. TENKO
TERRY E. SANCHEZ
OLEN M. MERTENS
ROBERT S. KNAUSS
R. GREGORY MORGAN
STEVEN M. PERRY
DARRELL E. WALKER
RUTH E. FISHER
ANNE M. EGERTON
ELLEN R. APRILL
JONATHAN T. THOMAS
JOSEPH D. LEE
H. DEANE WONG
STEPHEN M. KRISTOVICH
RICHARD W. BANE

A PROFESSIONAL CORPORATION
ALSO ADMITTED IN ALASKA

August 30, 1984

RECEIVED
SEP 2 1984
ALBERT PERDOM

RECEIVED

SEP 4 1984

GENERAL MANAGER

Mr. Ralph Stanley, Administrator
Urban Mass Transportation Admin.
Department of Transportation
400 West Seventh St., S.W.
Washington, D.C. 20590

Re: Los Angeles Metro Rail Project

Dear Mr. Stanley:

The purpose of this letter is to express my concern over the future of Los Angeles and the Metro Rail project. I have been a member of the Los Angeles City Planning Commission since 1978 and have presided continuously over that body for six years. That experience has taught me, with unmistakable clarity, that without Metro Rail the economic future of the City of Los Angeles and surrounding communities will be severely effected. At the present time traffic loads on the major freeway and surface streets have risen to alarming proportions, both in the east-west (Santa Monica), Pomona, Ventura, Golden State freeways) and north-south (San Diego, Harbor and Santa Ana Freeways) corridors. At the same time over 20 million square feet of job-producing commercial construction is now underway or has been approved in the downtown central business district alone. The downtown construction will generate in and of itself over 120,000 new workers who will commute into an already crowded downtown environment. Tremendous market demand for commercial development has led to Planning Commission and City Council decisions to allow new construction in the Warner Center, Universal City, mid Wilshire, LAX Airport and Century City areas. Massive projects are being planned or are now under construction in the Playa del Rey and South Bay areas. The economic prosperity and progress caused by this new construction activity will come to an abrupt halt if a full 18.6 mile Metro Rail is not approved.

Mr. Ralph Stanley
August 30, 1984
Page Two

If Metro Rail is not built the Planning Commission will be forced to consider unparalleled reduction of densities in the Wilshire Corridor, Downtown, Westlake and Studio City-Universal City areas, as well as others. This is not a partisan political choice but a practical necessity given the onslaught of vehicles unleashed upon our freeway and surface street systems daily.

Those who have complained about the Metro Rail have not produced a single useful alternative. The suggestion for utilizing existing freeways for rapid transit (presumably light rail) is ineffective, cannot possibly carry the needed capacity and has already been rejected [see Exhibit A hereto] as an example of how this suggestion was greeted in 1981.]

Most major work projects are or can be opposed due to cost alone. I am sure that the New York subways, the Suez and Panama Canals and Hoover Dam were not inexpensive. But they have served a purpose. If Los Angeles is to survive as a City not totally inundated by smog and traffic its citizens must be given a viable alternative to wheeled surface vehicles. That alternative, already approved by the voters as part of a County-wide system in 1980, is the Metro Rail.

I urge you to consider the harsh economic, social and political implications which would be caused if the Metro Rail project is not built. I also ask you to let Los Angeles have its fair share of federal transportation revenues by:

(1) Issue forthwith a letter of intent for that portion of the Metro Rail project which can be funded from existing authorization and

(2) That UMTA issue a "letter of no prejudice" for the remainder of the entire 18.6 mile system.

These actions are both consistent with findings already made by UMTA and with the needs of our community. Without the latter action the community and bipartisan political support for the project would be jeopardized and UMTA would be responsible for sabotaging a transportation project which it has already described as the nation's most worthy.

MUNGER, TOLLES & RICKERSHAUSER

Mr. Ralph Stanley
August 30, 1984
Page Three

Please do not let this happen.

Thank you for your consideration.

Very truly yours,

Daniel P. Garcia
Daniel P. Garcia

DPG:cw
Enclosure

cc: Mayor Tom Bradley
John Dyer
GLATC (Steve Gavin)
CCA (Chris Stewart)
Congressman Ed Roybal

Los Angeles City Planning Department

Room 561

RECEIVED

JUN 28 1984

D. P. G.

Date: November 13, 1981

To: Honorable Mayor Tom Bradley, Los Angeles City Council and City Planning Commission

From: Calvin S. Hamilton, Director of Planning

Subject: POLICY PAPER NO. 1: PRINCIPLES OF THE CITY OF LOS ANGELES GENERAL PLAN AS THEY RELATE TO FREEWAYS AND RAIL RAPID TRANSIT

INTRODUCTION

The first purpose of this policy paper is to articulate the broad principles of the adopted Los Angeles General Plan. These principles have not heretofore been adequately explained in one short document.

The second purpose is to relate the adopted General Plan to the current thinking and planning for rail rapid transit and other types of transit facilities which are in addition to the current bus system. Policy Paper No. 2 will deal with City Planning considerations of light rail transit.

At this time it is necessary to reaffirm these principles so that specified transit proposals being studied today follow the Mayor and City Council's adopted Plans and policies.

Background

The second phase of the California Transportation Department task force work program, studying the feasibility of using lanes on the Harbor Freeway for high-speed buses and high-occupancy vehicles, has been completed. The recommendation is.... A legal requirement of the study is consideration of using the high-speed bus lanes for "rail convertibility", along with the necessary rail rapid transit terminals.

Policy Reaffirmation

The Director of Planning for the City of Los Angeles is convinced that the use of freeways for local rail rapid transit is fundamentally wrong and is contrary to the adopted Los Angeles General Plan. Providing for rail rapid transit on the freeways would destroy the fundamental basis of the City's planning program. Existing freeways are an excellent regional transportation facility serving autos, trucks, buses, etc., but they cannot effectively serve local rail rapid transit requirements, because they do not connect centers.... Exclusive or separate bus/high-occupancy car pool/van pool vehicle lanes provide for precisely the type of public and private transit that are efficiently served by freeways. But, if a major capital expense is required to provide rail on freeways, it would be more appropriate to use that same capital to construct a system off the freeways that would much more directly connect the high intensity urban centers.

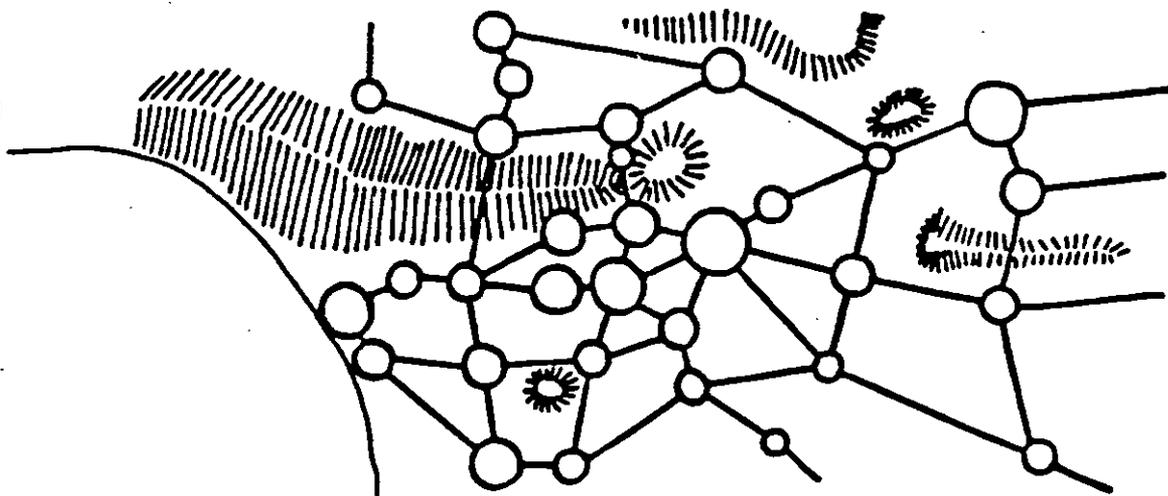
The City of Los Angeles Planning Department therefore opposes any new proposals for rail rapid transit on freeways in the City of Los Angeles. The one exception is the rail transit agreement on the Century Freeway, which was determined through a law suit.

The City's Concept and Citywide Plan portions of the City's General Plan provide that the rapid transit system be in the form of a network connecting CENTERS with other CENTERS. It is to operate on its own grade separated right-of-way, either above or below ground depending on local conditions. Rapid transit stations are only to be located in the core of CENTERS (with some few exceptions). Stations are to be developed as multifunctional and multiuse structures at the location most suitable to serve intensive development.

Effective City planning for Los Angeles requires the development of a public rapid transit system as a part of a total transportation system to serve existing and proposed land uses. This total system must provide a maximum choice of jobs, residence and lifestyle for people. The rapid transit system must not dictate the master plan of land uses. Effective coordination of land use planning and transportation planning will encourage patronage for the transit system, decrease reliance on the automobile, conserve energy, reduce air and noise pollution, increase the mobility of the young, the elderly and the poor and strengthen the economic vitality and livability of urban centers.

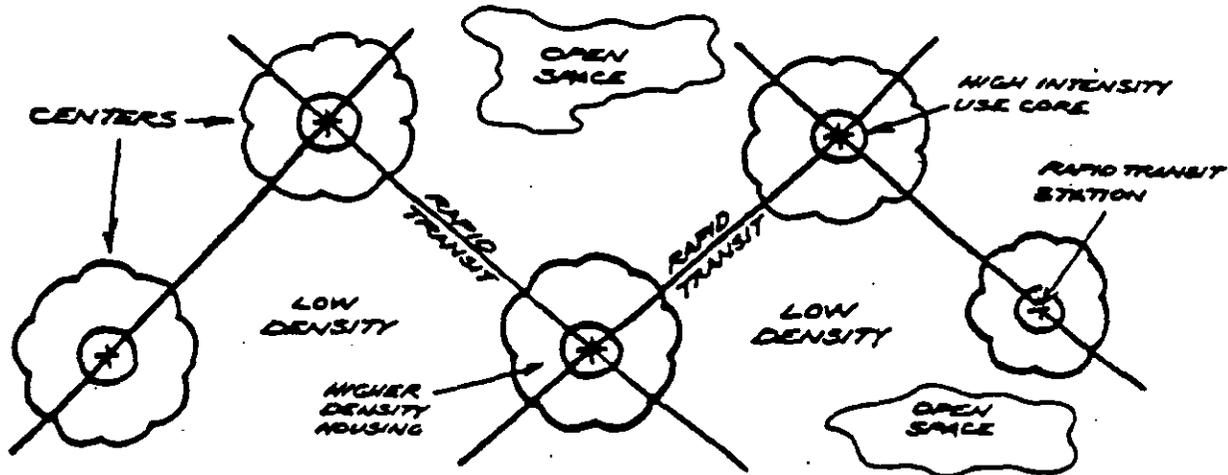
Principles of the Adopted General Plan

1. The City's long-range (50-year) Concept Plan (the first portion of the General Plan) guides new intensive, high-density growth into designated CENTERS of activity. In-between areas are to be low density.

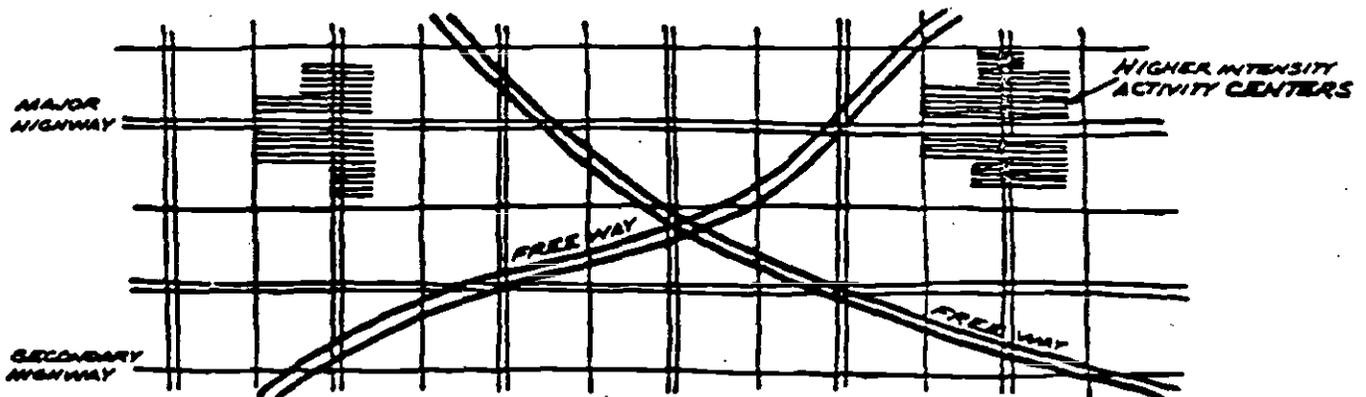


- The fundamental locational principles of the Los Angeles General Plan relative to the **CENTERS** of activity include: the disbursing of population, employment, recreation and services into **CENTERS** to reduce commuting, provide greater choice in lifestyles, housing and employment, create an exciting ambiance in contrast to low density suburban living and protect open space and save low density housing in between **CENTERS**.

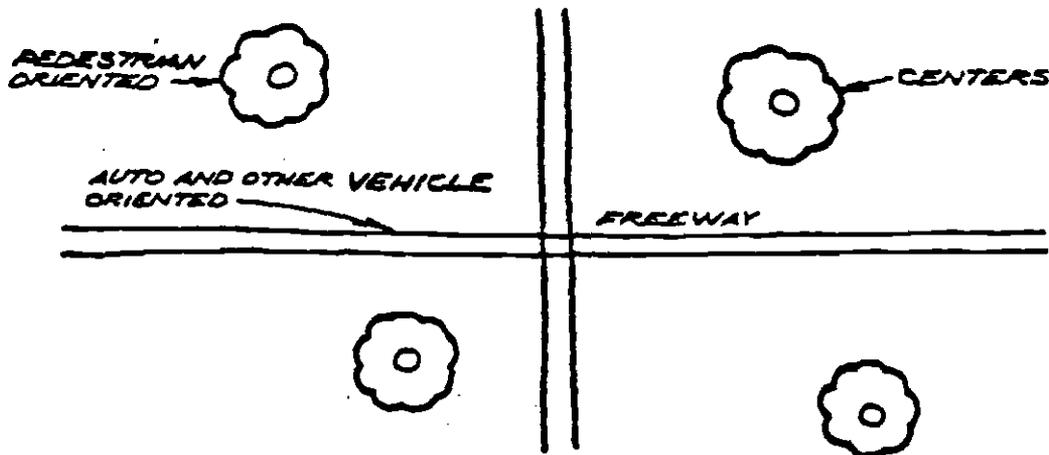
All **CENTERS** shall eventually be interconnected with a rapid transit system with the stations within the core of the **CENTER**. (The General Plan does not specify the type of rapid transit system).



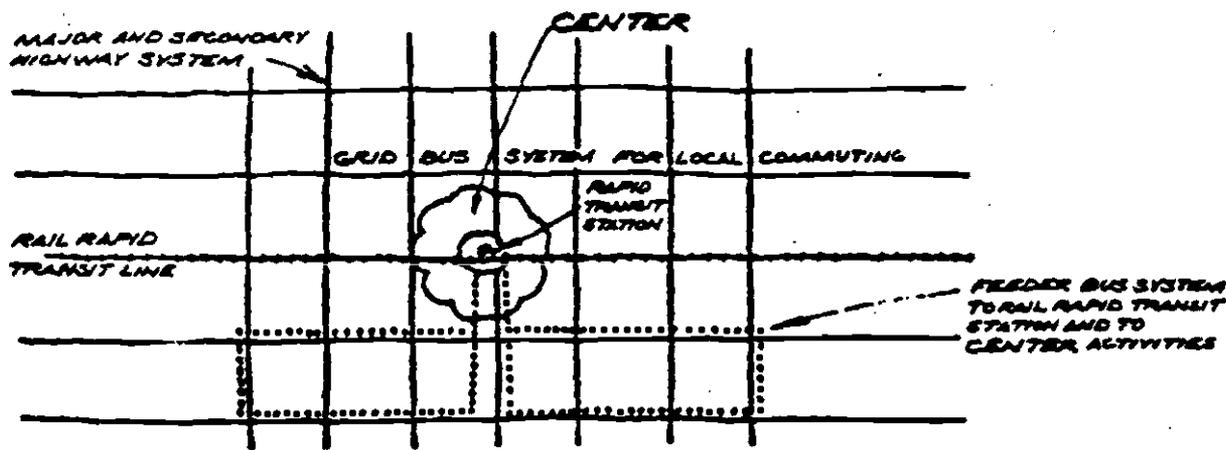
- The City's present transportation structure is predominantly a grid network of major and secondary highways serving local traffic needs overlaid by a system of freeways for non-local traffic needs, largely avoiding higher intensity activity centers.



4. The General Plan designates freeways to be located between CENTERS, since independently mobile vehicles use freeways. Pedestrians use public rail rapid transit systems. Rail rapid transit stations should therefore be located in intensely developed areas oriented to pedestrian use, not vehicle use.

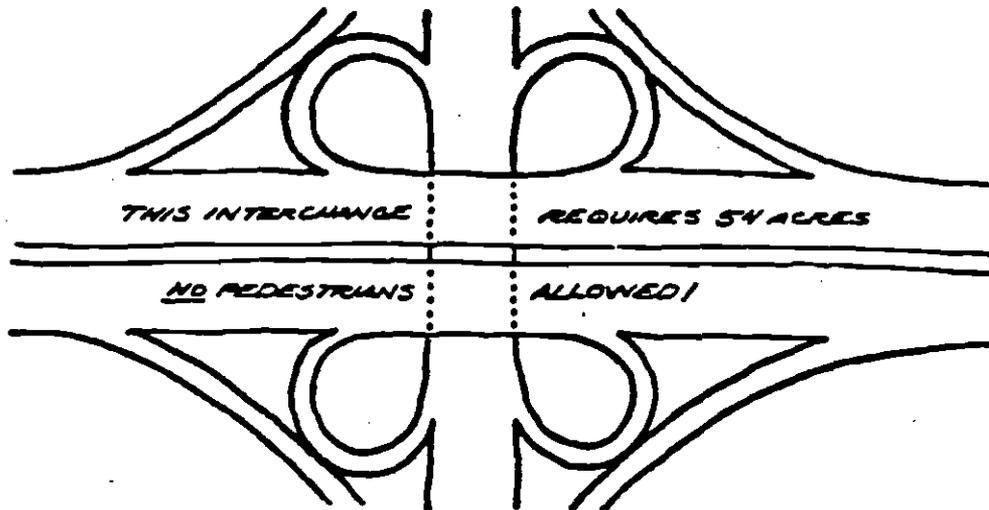


5. The bus portion of the public transit system serves the low density areas between CENTERS and serves as the feeders to the rail rapid transit stations within CENTERS. Buses also serve the public transit distribution system within the CENTER and around the CENTER. Buses also provide public transit service for shorter commuter, shopping, entertainment trips, etc., in the low density areas between CENTERS.

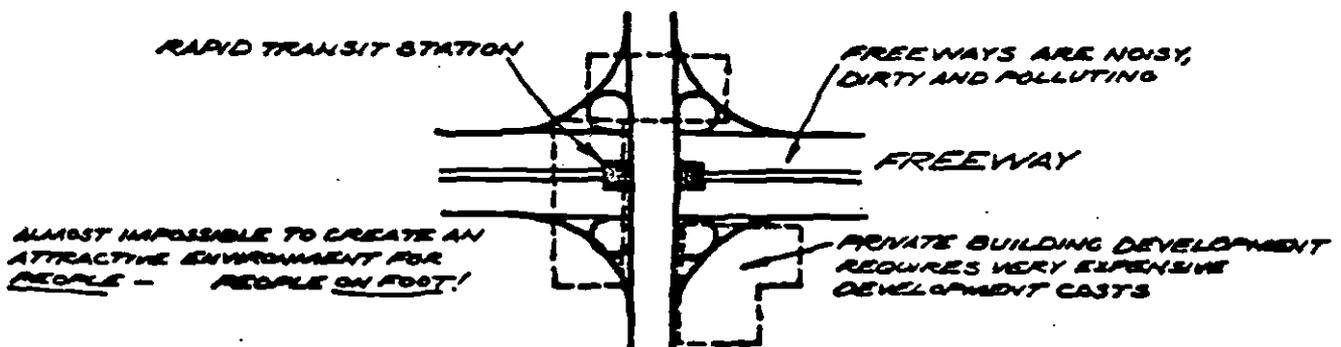


424

6. Freeway interchanges require from 10 acres to 54 acres. This land is totally designed to serve independently mobile vehicles.

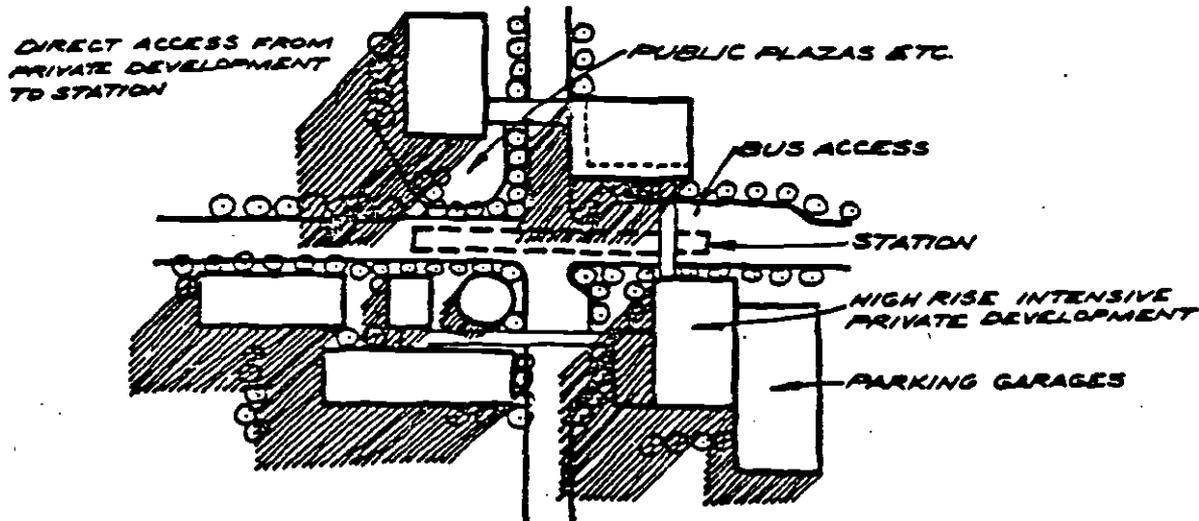


7. The Los Angeles General Plan designates low-density, vehicle-oriented land uses (with some exceptions) around freeway interchanges to mitigate traffic congestion at these critical points.
8. Placing a rail rapid transit station on top or beneath a freeway interchange at a major or secondary highway (in order to be served by the bus system as a feeder system) precludes effective private pedestrian-oriented urban development. Private building construction on top of a freeway interchange is much more expensive, pedestrians are subject to noise, dirt, air pollution, lead fall-out, etc. It is impossible, (or at least prohibitively expensive) to create a desirable intensive urban environment around the station.



9. Freeways are ideally suited to serve the public bus transit system by providing expedited or exclusive bus transit lanes. They are also ideally suited to serve private transit vehicles; company or individual van-pool vehicles and car-pool vehicles. These private transit vehicles require no public capital cost, no public operating subsidy and pay their share of highway user taxes. They are independently owned and operated and their operators are not subject to strikes. These private transit vehicles can distribute their passengers directly to their ultimate destination. The exclusive bus lane on the San Bernadino Freeway carries more passengers in private transit vehicles and car pool vehicles than in public buses.

10. Rail rapid transit stations are to be located in the "Core" of CENTERS, surrounded by pedestrian-oriented activities and buildings designed to provide easy and direct access to the transit station. Private intensive commercial, entertainment, office, educational and residential uses should be served by and create a demand for, the rail rapid transit system. Private development should at least help pay for the station amenities, pedestrian systems, commercial development, etc. Parking requirements around the station are planned to be reduced. Bus feeder access, taxi facilities, etc. should be convenient. The entire complex should be beautiful and inviting to people - as pedestrians.



11. A rail rapid transit system with stations on the freeway may induce a long-term relocation of land uses thereby intensifying land uses adjacent to transit stations in areas designated for low-density uses by the Los Angeles General Plan. Further, it may also induce demands for high intensity zoning to satisfy the economic realities created by the station location.
12. A significantly altered land use pattern would not be in conformity with adopted policies of the General Plan dealing with residential and commercial locations. Existing and planned intensive centers are deliberately located between freeways or slightly removed from them.
13. Rail rapid transit facilities on the freeway would encourage further urban sprawl and tend to be commuter oriented, serving persons making long-distance trips. Conversely, the local transit needs of residents in communities near CENTERS, including the "transit dependent", would not be adequately served.
14. Rail rapid transit stations located near or on freeways may actually encourage more people to live nearby, which is precisely the opposite of what should be encouraged in light of the adverse health effects caused by air pollution and noise.

Rail rapid transit stations located in CENTERS will encourage mixed use developments (parking, commercial or office use with residential uses) which benefits all the users and reduces commuting and air pollution.

15. If a rail rapid transit system is to achieve its optimum use, the transit stations must be made as convenient as possible for the general public.
16. Where rail rapid transit stations are located adjacent to freeways, connection to the CENTERS must rely upon buses. Such station areas would be subject to increased congestion as a result of the large number of buses needed to join the CENTER to the rapid transit station.
17. Locating rail rapid transit stations, bus stops and parking lots adjacent to freeway on- and off-ramps would present a major obstacle for those walking to and from the stations. It would also add congestion and overall travel time for both transit and highway users. This will have a negative impact on localized air quality, energy consumption and patronage.

CSH:nev:hbwr

cc: General Plan Advisory Board
Southern California Association of Governments
Los Angeles County Transportation Commission
Los Angeles County Regional Planning Commission
CALTRANS, District 7
Adriana Ganturco, Director of CALTRANS

0212u

497



*Law Office
EYA*

RECEIVED
SEP 4 1984

RTD HEARING AUGUST 30, 1984

ALBERT PERDO

Mr. President, members of the Board, my name is C. George Allen, executive vice president and general manager of the Wilshire Chamber of Commerce. I am here today to voice the support of the Wilshire Chamber to the approval of the Environmental Assessment for MOS-1. The Chamber has been a champion of the Metro Rail project from day one and we do not feel that we should change our position.

There has been much rhetoric on the project with many claims and counter claims, however the need only grows stronger and we feel that this is the beginning of all that we have struggled to obtain. Therefore we urge the approval of this segment so that we can get on with the business of providing a system that will not only help alleviate traffic problems but will also enhance the prosperity of our great city.

I request that this statement be made a part of the public record of the hearing held Thursday August 30, 1984.

Thank you.

C. George Allen
Executive Vice President
Wilshire Chamber of Commerce

RECEIVED
SCRTD - TSD
TRANSIT FACILITIES

SEP 5 1984

ITEM # 1475
FILE # _____

SCRTD STATEMENT BY COUNCILMAN DAVE CUNNINGHAM

BOARD MEETING AUGUST 30, 1984

MEMBERS OF THE RAPID TRANSIT DISTRICT BOARD, I COME BEFORE YOU TODAY TO OFFER MY SUPPORT AND ENCOURAGEMENT FOR THE COMPLETION OF THE FIRST PHASE OF THE MUCH-NEEDED METRO RAIL SUBWAY PROJECT. WE ARE ALL AWARE THAT TRANSPORTATION IS ONE OF THE MAJOR PROBLEMS FACING THE REGIONAL CORE, WHICH IS THE HEART AND PULSE OF THE GREATER LOS ANGELES REGION. I PERSONALLY AM EVEN MORE ACUTELY AWARE OF TRANSPORTATION PROBLEMS BECAUSE, IN FACT, A PORTION OF MY DISTRICT IS CONTAINED IN THIS DENSELY POPULATED, HEAVILY TRAVELLED AREA. WITH CONTINUED GROWTH ANTICIPATED IN THE CENTRAL BUSINESS DISTRICT AND THE INCREASING NUMBER OF PEOPLE COMING TO LIVE AND WORK DOWNTOWN AND IN THE WILSHIRE DISTRICT, IT IS IMPERATIVE THAT THE METRO RAIL PROJECT PROCEED ON SCHEDULE.

THE CASE FOR BUILDING THE LOS ANGELES METRO RAIL PROJECT IS INDEED VERY COMPELLING. THE LOS ANGELES URBANIZED AREA IS THE SECOND LARGEST MOST DENSELY POPULATED URBANIZED AREA IN THE UNITED STATES AND IS, BY FAR, THE LARGEST AREA IN THE WESTERN WORLD WITHOUT A RAPID RAIL TRANSIT SYSTEM. POPULATION PROJECTIONS ANTICIPATE AN ADDITIONAL 2 TO 3.5 MILLION RESIDENTS IN THE LOS ANGELES METROPOLITAN AREA BY THE YEAR 2000; THE EQUIVALENT OF ADDING THE ENTIRE POPULATION OF A CITY THE SIZE OF BALTIMORE OR HOUSTON TO AN ALREADY DENSELY POPULATED REGION.

427

THE LOAD CARRIED BY PUBLIC TRANSPORTATION SYSTEMS IN LOS ANGELES IS STAGGERING. WHEN MEASURING TOTAL PERSON TRIPS, LOS ANGELES HAS A GREATER NUMBER THAN THAT OF 41 STATES. THE SOUTHERN CALIFORNIA RAPID TRANSIT DISTRICT BUS SYSTEM CURRENTLY CARRIES MORE THAN 1.6 MILLION OF THESE PERSON TRIPS AND THE BUS RIDERSHIP ALONG WILSHIRE BOULEVARD, WHICH WILL BE DIRECTLY SERVED BY THE METRO RAIL, CURRENTLY EXCEEDS 190,000-- MORE THAN THAT OF MOST INDIVIDUAL RAIL LINES IN THE UNITED STATES AND EQUAL TO THE RIDERSHIP OF THE ENTIRE 71-MILE BAY AREA RAPID TRANSIT SYSTEM UP NORTH.

THE TRANSPORTATION CHALLENGES FACING THE LOS ANGELES AREA ARE MAGNIFIED IN THE CENTRAL BUSINESS DISTRICT. DURING THE PEAK HOURS FROM SIX TO EIGHT A.M., MORE THAN 45% OF ALL TRIPS INTO THE DOWNTOWN AREA ARE BY PUBLIC TRANSIT VEHICLES. MAINTAINING THIS LEVEL OF TRANSPORTATION EFFICIENCY IN THE FACE OF 5 TO 20 MILLION ADDITIONAL SQUARE FEET OF OFFICE SPACE, HOUSING AN ADDITIONAL 120,000 EMPLOYEES, PLANNED FOR DOWNTOWN BY 1990, WOULD REQUIRE THE ADDITION OF HUNDREDS OF BUSES EVERY PEAK HOUR. THIS WOULD FURTHER EXACERBATE TRAFFIC AND CONGESTION PROBLEMS ON DOWNTOWN STREETS. GRIDLOCK WOULD THEN REPLACE SMOG AND FREEWAYS AS A WELL KNOWN CHARACTERISTIC OF LOS ANGELES.

IN NOVEMBER, 1980, THE CITIZENS OF LOS ANGELES ACKNOWLEDGED THE NEED FOR A NEW TRANSIT SYSTEM AND THE NEED TO IMPROVE EXISTING TRANSPORTATION SYSTEMS WHEN MORE THAN 54 PERCENT VOTED FOR A BALLOT PROPOSITION TO INCREASE THE SALES TAX FROM 5 1/2 PERCENT TO 6 PERCENT. THE VOTERS WERE APPRISED OF THE FACT THAT THEIR TAX DOLLARS WOULD BE USED TO BUILD A 140-160 MILE RAPID RAIL TRANSIT SYSTEM FOR WHICH METRO RAIL WOULD BE THE

HIGH-CAPACITY STARTER LINE. EVIDENCE OF LOCAL GOVERNMENT'S COMMITMENT TO THE CONSTRUCTION OF METRO RAIL EXISTS IN THE INNOVATIVE FINANCING TECHNIQUES ENACTED. ASSESSMENT DISTRICTS OR BENEFIT ASSESSMENT DISTRICTS TOGETHER WITH OTHER FUNDING MECHANISMS WILL BE UTILIZED TO FUND A PORTION OF THE NEW TRANSIT SYSTEM. NEVER BEFORE HAS SUCH A LARGE PERCENTAGE OF LOCAL DOLLARS BEEN COMMITTED TO A TRANSPORTATION PROJECT. OUR LOCAL CONTRIBUTION FAR EXCEEDS THOSE OF OTHER JURISDICTIONS WHICH HAVE CONSTRUCTED TRANSIT SYSTEMS USING FEDERAL FUNDS.

WE MUST NOT BE LULLED INTO BELIEVING THAT THE WILSHIRE SUBWAY IS THE ANSWER TO ALL OF THE REGION'S TRANSPORTATION PROBLEMS. THIS SYSTEM IS BUT THE FIRST STEP IN A COMPREHENSIVE TRANSIT PROGRAM THAT MUST INCORPORATE THE NEEDS OF ALL AREAS OF THE VAST METROPOLITAN BASIN AREA

WE ARE NEARING COMMENCEMENT OF A PROJECT FOR WHICH LOS ANGELES HAS FOUGHT LONG AND HARD. BY GRANTING A LETTER OF INTENT OR A LETTER OF NO PREJUDICE FOR THE LOS ANGELES METRO RAIL PROJECT, THE URBAN MASS TRANSPORTATION ADMINISTRATION CAN BEGIN TO CORRECT THE HISTORIC INEQUITY WHERE TRANSPORTATION FUNDS HAVE BEEN DISPROPORTIONATELY ALLOCATED TO CITIES IN THE EAST, MIDWEST AND SOUTH FOR CONSTRUCTION OF RAIL SYSTEMS. DELAYING A DECISION ON THIS VITALLY NEEDED PROJECT WILL ONLY INCREASE ITS COSTS BY MORE THAN \$635,000 A DAY, \$232 MILLION A YEAR. WE CANNOT AFFORD SUCH A DELAY.

IN CLOSING, I WANT TO REMIND THE BOARD THAT LOS ANGELES CITIZENS ARE UNWAVERING AND STEADFAST IN THEIR SUPPORT FOR PUBLIC TRANSPORTATION. WHAT WAS ONCE A CITY WHOSE RESIDENTS WERE MIND-SET ON DRIVING TO AND

FRO, IS NOW A COMMUNITY MINDFUL OF THE IMPORTANCE OF PUBLIC
TRANSPORTATION. ALL OF US REALIZE THAT THE FUTURE OF OUR CITY AND THE
FUTURE OF THIS AREA DEPENDS ON THE DEVELOPMENT OF A VIABLE TRANSIT
SYSTEM. WE HEAR TALK EVERYDAY ABOUT ECONOMIC ISSUES AND JOBS; WELL THE
ECONOMIC VIABILITY OF THIS AREA AND THE QUALITY OF LIFE ITSELF IN LOS
ANGELES WILL BE ADVERSELY AFFECTED IF A TRANSIT SYSTEM IS NOT
CONSTRUCTED. I URGE, THROUGH THIS BOARD, THAT THE URBAN MASS
TRANSPORTATION ADMINISTRATION MAKE A FULL FUNDING COMMITMENT TO THE
ENTIRE FIRST LEG OF OUR COUNTYWIDE SYSTEM--THE 4.4 MILE LINE SEGMENT
FROM DOWNTOWN TO THE WILSHIRE DISTRICT.

THANK YOU.

EDITORIAL REBUTTAL - K.C.B.S. <Wendell Cox - 84.08.30>

Growth continues in Los Angeles and traffic is getting worse. The voter approved rail system will provide an alternative to maintain our threatened mobility. The keystone of the system is Metrorail, which serves the most congested area, and which will be mostly funded by the Federal government.

Alternatives have been exhaustively studied. But none would work - They either skip over the corridor of greatest need, leaving a gap; or they simply won't improve mobility.

The real alternatives are projects in smaller cities like Portland and Milwaukee, which would profit if we again abandon our plans.

The time for action is now. There is unprecedented consensus for Metrorail, including the Mayor, all five County Supervisors, the Governor, both U.S. Senators, and business and labor. The Reagan Administration calls Metrorail the only new rail project worthy of federal support, and has funded design for the entire 18 mile route.

Los Angeles is a city of vision. We have enough water today because of a vision more than two generations ago. We have the best freeways in the world because of a vision more than a generation ago. We need similar vision for the challenges which lie ahead.

Within a year both Metrorail and the Long Beach Rail line will be under construction. We are building not just for ourselves, but also for generations to come. The issue is not Metrorail, the issue is the future.

6:55 pm 8/30
6:24 am 8/31



Los Angeles Urban League

3450 Mt. Vernon Drive
Los Angeles, CA 90008
213/299-9660

August 29, 1984

Mr. Ralph L. Stanley
Administrator
Urban Mass Transportation Administration
U.S. Department of Transportation
400 Seventh Street, S.W.
Washington, DC 10590

Dear Mr. Stanley:

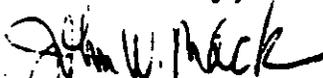
The Southern California Rapid Transit District is in the process of submitting to the Urban Mass Transportation Administration (UMTA) an amendment to the grant application previously submitted for the downtown Los Angeles to North Hollywood Metro Rail Project. The environment assessment that will accompany this grant application amendment requests federal assistance in financing construction of an initial four-mile segment of Metro Rail.

The Los Angeles Urban League has been a consistent supporter of rail transit development in the ever growing Los Angeles Metropolitan area for the past sixteen years. Our constituents of the League have long recognized the need for improving our public and private transportation systems through the development of rail transportation. In 1980 54% of the voters of Los Angeles approved a $\frac{1}{2}\%$ sales tax increase to construct a 150-mile rail system throughout the County. Metro Rail is the key part of that system.

I urged you to approve the RTD's request for financial assistance of this initial segment of the Metro Rail line. Los Angeles has contributed to the financing of rapid transit in other cities for over a decade. It is time we receive some of our tax dollars back to build our own rail system and make our community more accessible and mobile. We need a Letter of Intent from UMTA committing to the construction of this initial segment, and a Letter of No-Prejudice that allows work to proceed on the balance of the Metro Rail line.

I request that this letter be made a part of the official record of the public hearing held by the RTD on August 30, 1984.

Yours truly,


John W. Mack
President

JWM:bws
Affiliated with
The National Urban League
Member
United Way, Inc.
Contributions tax deductible.

Officers
Chairman of the Board
Madison F. Richardson
First Vice Chairman
Larry McCormick
Second Vice Chairman
Charles R. Redmond
Treasurer
Bruce Bunner
Assistant Treasurer
Joseph E. Sullivan
Secretary
Willie C. Bogan
Assistant Secretary
Guy Dobbs
President
John W. Mack
Directors
Daniel J. Alexander
Donald E. Anderson
Thomas S. Beeier
Yvonne Burke
James Cleaver
Johnnie L. Cochran, Jr.
Ruth Cunningham
Donald C. Devore
Joseph Dyer
Brenda R. Freiberg
Richard A. Giesberg
William Gilkey
Osias G. Goren
Fernando Guzman
Stanley Hirsch
Jack Hirschberg
Elaine Hoffman
J. Arthur Johnson
Norman Lear
Harvey J. Lenman, Jr.
Hugh D. Loftus
Charles M. Lynch
Karen S. Maeweaver
Gary V. Nelson
David Ochoa
Pierce O'Donnell
Jack Prester
Nat Reed
John J. Richardson
James M. Rosser
Edward Sanders
Ann Shaw
Edwin Steidle
Constance L. Stone
Jerome E. Tarver
Reginaid Webb

434



LOS ANGELES NAACP

PRESIDENT PATSAUROUS AND MEMBERS OF THE BOARD: ON BEHALF OF THE LOS ANGELES NATIONAL ASSOCIATION FOR THE ADVANCEMENT OF COLORED PEOPLE (THE NAACP). I AM HERE TODAY TO EXPRESS OUR UNWAIVERING SUPPORT FOR THE "METRO RAIL PROJECT." THE NAACP HAS BEEN SUPPORTIVE OF MASS TRANSIT DEVELOPMENT IN THE REGIONAL CORE FOR AS MANY YEARS AS THE NEED HAS BEEN CITED; AND WE SUPPORT PUBLIC TRANSPORTATION IMPROVEMENTS IN GENERAL. OUR TRANSIT ROOTS GO BACK TO THE DAYS OF ACTIVE PARTICIPATION IN THE COALITION FOR RAPID TRANSIT, AND WE HAVE IN RECENT YEARS CONTINUED EFFORTS ON OUR OWN, AND IN CONJUNCTION WITH OTHER COMMUNITY-BASED ORGANIZATIONS. AS YOU MAY KNOW, WE HAVE PARTICIPATED IN NUMEROUS PUBLIC HEARINGS OVER THE YEARS AND MANY BI-PARTISAN ELECTED OFFICIALS OF THE LOS ANGELES AREA ALSO HAVE OUR DOCUMENTED SUPPORT FOR THE PROJECT. ON THE NATIONAL LEVEL, WE HAVE EXPRESSED OUR SUPPORT TO THE URBAN MASS TRANSPORTATION ADMINISTRATION (UMTA), AS WELL AS SUPPORTED LEGISLATION AND OTHER ACTIVITIES OF THE AMERICAN PUBLIC TRANSIT ASSOCIATION, RELATIVE TO INCREASING RESOURCES FOR PUBLIC TRANSPORTATION. WE HAVE BELABORED THROUGH THIS PROCESS WITH YOUR BOARD FOR MANY YEARS NOW AND OUR EFFORTS HAVE NOT BEEN ONLY A RECENT ENDEAVOR.

PAGE TWO

LOS ANGELES' LOCAL COMMITMENT TO SUCH A PROJECT AS "THE METRO RAIL" HAS BEEN UNPRECEDENTED BY COMPARISON TO THE REST OF THE NATION. IT IS UNFORTUNATE THAT NAIVETY HAS PROMPTED A FEW TO QUESTION THE MERIT OF THE PROJECT BECAUSE OF THE U.M.T.A. FUNDING COMMITMENT TO THE INITIAL 4 MILE SEGMENT AND NOT THE ENTIRE 18.6 MILES AS PROPOSED: HOWEVER, WE HAVE THE SAME VIEW AS YOUR BOARD, REALIZING THAT THE FEDERAL GOVERNMENT IS MERELY TAKING AN INCREMENT APPROACH TO THE SYSTEM'S DEVELOPMENT. AN INCREMENT APPROACH IS AS EASY TO SUPPORT AS ANY AND WE DO NOT VIEW A SLIGHT CHANGE IN APPROACH AS ADVERSE.

THE VOTERS OF THIS COUNTY HAVE MANOATED ITS SUPPORT FOR ALL RAIL TRANSIT DEVELOPMENT IN LOS ANGELES. HEAVY RAIL TRANSIT IS THE ONLY SOLUTION FOR SERVING THE REGIONAL CORE; AND THE CURRENTLY PROPOSED LIGHT RAIL SYSTEM FOR THE COUNTY CANNOT MAKE MUCH SENSE WITHOUT LINKING WITH THE REGIONAL CORE'S METRO RAIL. EVERYONE INTERESTED IN RAIL TRANSIT SHOULD BE WELL AWARE OF THIS FACT. COUNTYWIDE RESIDENTS MUST REALIZE THAT AN ADVERSE BLOW TO THE METRO RAIL PROJECT WILL RESULT IN THE DEVELOPMENT OF AN INEFFECTUAL LIGHT RAIL TRANSIT SYSTEM BECAUSE WITHOUT METRO RAIL, THE CURRENTLY PROPOSED LIGHT RAIL CORRIDORS WOULD NOT DIRECTLY SERVE THE REGIONAL CORE AND ITS MAJOR DESTINATIONS. LIKEWISE, MANY AREAS OF HIGH TRANSIT DEPENDENCY WILL ALSO NOT BE DIRECTLY SERVED. DIRECT LINKS OF THE LIGHT RAIL SYSTEM TO METRO RAIL WILL REALLY BEGIN TO GET TO THE

436

PAGE THREE

HEART OF MOBILITY AND TRANSPORTATION NEEDS IN THIS REGION.

AS A MEMBER IN FULL STANDING OF THE SOUTHWEST TRANSPORTATION COALITION, THE NAACP ALSO URGES YOUR BOARD TO WORK CLOSELY WITH THE LOS ANGELES COUNTY TRANSPORTATION COMMISSION IN ASSESSING RAIL SOLUTIONS FOR THE SOUTHWEST CORRIDOR OF THE DISTRICT.

AGAIN, THE MASS TRANSIT LINK BETWEEN THE CITY'S INTERNATIONAL AIRPORT, LAX AREA EMPLOYMENT CENTERS AND MIDWILSHIRE IS SORELY MISSING AND NEEDS CRITICAL ATTENTION AND ASSESSMENT BY THE TWO MASS TRANSIT AGENCIES IN THE COUNTY. RESIDENTS OF THE SOUTHWEST CORRIDOR OVERWHELMINGLY SUPPORTED "PROPOSITION A" TO BE INVOLVED IN THE PLANNING PROCESS: BUT TO DATE, THIS MAJOR CORRIDOR HAS BEEN EXCLUDED FROM MASS TRANSPORTATION TRANSIT PLANS. PREVIOUS CALLS FOR COOPERATIVE AGENCY/COMMUNITY ASSISTANCE HAS APPEARED TO HAVE FALLEN ON DEAF EARS. THE ENTIRE SOUTHWEST AND SOUTH CENTRAL COMMUNITY IS MONITORING ATTENTIVELY THE CONSIDERATION BEING GIVEN THE SOUTHWEST TRANSPORTATION COALITION. AGAIN, WE ASK THAT THIS MASS TRANSIT GAP BE BRIDGED, AND AS WE ALL KNOW, METRO RAIL IS VITAL TO THIS EVENTUAL REALITY.

427

Statement of
Los Angeles City Council President
PAT RUSSELL
Before the
Board of Directors
Southern California Rapid Transit District
August 30, 1984

Members of the Board of Directors, good afternoon. I am Councilwoman Pat Russell, President of the Los Angeles City Council and Chairwoman of its Transportation and Traffic Committee.

I respectfully urge that your Board take the vital action before you and adopt the Negative Declaration on the Minimum Operable Segment of the MetroRail Project. I also urge you to approve submission of the Federal grant request for final design and construction of MOS-1.

I would like to commend your staff and other participating agencies for an excellent job of preparing the Environmental Assessment. It was a

job undertaken under unhappy circumstances, when we all had to face the reality of limited Federal funding and the inability to obtain a financial commitment for the entire project. However, the constraints under which we are currently operating do not diminish our enthusiasm for the Project.

The City of Los Angeles remains supportive of, and dedicated to completion of, the entire MetroRail project. Within the next week the City Council will consider a funding contract between your Board and the City. This will provide the City's "Proposition A" Local Return Funds for the Project in general, and for the first year's funding in particular. I am confident that this contract will receive the Council's and the Mayor's support.

It is valuable to restate our region's goals for this project as specified in the Final EIS:

- o Improved accessibility and mobility;
- o Support of land use and development goals; and,

Carrying out the public mandate which directed us to move with dispatch to construct and operate a rail transit system for the region.

It cannot be emphasized enough that MetroRail is the key element to an integrated local and regional transportation system which will address our transportation needs now and in the future. It cannot stand alone and was never designed to do so. And as part of this regional system, it holds the key not only to our future transportation needs, but also to our air quality, our growth management plan and our overall economic vitality.

We have received the support of the vast majority of our local elected officials, our business community, our civic groups, and our individual citizens. We have demonstrated a willingness to commit to this project more of our local funds than required by Federal funding guidelines -- a dedication that has earned us the highest ranking from the Federal government. And we are moving along all of the fronts that will

allow us to proceed - from State legislative action to a contract with the Los Angeles County Transportation Commission.

We must not forget that Los Angeles needs the full 18.6 mile MetroRail system. And we cannot, and will not, settle for less than the full Project. But we are realistic enough to understand that the MOS-1 is an important beginning. We realize the need to break ground with this initial segment before we move on to completion of our full system.

The Environmental Assessment has established the MOS-1 as an independent operable segment in its own right. It will increase the productivity of our bus fleet by reducing the total peak vehicle fleet for all operators by 173. It will result in construction of the Union Station facilities and the Central Yard, the linchpin of the entire Project. It will show the people of the region a

-441

first-class, operating, heavy rail transit system, integrated into the development of the area. And it will serve as a concrete example of the importance of, and the benefits of, the entire Project.

This is a beginning. But this important first step will start us on our way through the procedural steps necessary for financing the full project. It will start an integrated transit system for our City and for the entire region, including roughly 150 miles of light rail, busways, and other transportation management measures.

MetroRail is the right system for our transportation needs along the Wilshire corridor. Light rail, while an ideal approach to our transportation needs in other areas, is simply not suitable for this corridor because it demands surface area that is simply not available there.

44-

Increasing bus service in that area will not help, as demonstrated in the "No Project" alternative in the Environmental Assessment, since there simply is not the capacity to add much more bus service in the Wilshire Corridor.

And doing nothing means that we will continue to slowly choke on the conflict between our cherished Los Angeles mobility, and our long-range development and economic growth goals in the entire region.

Members of the Board. I again urge you to approve the Negative Declaration and the submission of the grant application for the Minimum Operable Segment. We ask those leaders of past years why the first steps on rapid transit for Los Angeles were not taken years ago. I propose that we not force those who follow us to ask us the same question.

August 30, 1984

Mr. Ralph Stanley, Administrator
Urban Mass Transportation Administration
Department of Transportation
400 West 7th St. S.W.
Washington, D.C. 20590

Subject: Environmental Assessment on Metro Rail
for Los Angeles City

Honorable Ralph Stanley and other officers of this public hearing on Environmental Assessment of the Metro Rail System for the City of Los Angeles, my name is David Hyun. I am president of the Metro Rail Minority Participation Committee.

This committee is an independent minority organization. It is not affiliated with or dependent upon any other organization. Its members and officers are Black, Hispanic, Asian and women. Many of our members are highly qualified experienced professional engineers, architects and contractors. Among the purposes of this committee is the duty "to reciprocally inform, advise and represent the minority communities of Los Angeles City to the RTD Board of Commissioners".

For the past two years we have worked to acquaint ourselves with the aid of the Southern California Rapid Transit District on the proposed 18.6 miles of the Metro Rail System and the larger 150 mile rail transit system.

We have physically inspected the entire length of the Metro Rail route; visited the Metro Rail systems in Washington, D.C., Europe and Tokyo and we have studied several presentations for the design, construction and use of the Metro Rail System.

The Metro Rail Minority Participation Committee is therefore highly qualified to give testimony today on the Environmental Assessment of the Metro Rail System for Los Angeles City.

We are qualified by these considerations: We represent the very large minority communities in Los Angeles; we are professional competent; and we have studied the Metro Rail System.

On behalf of this committee, I hereby request that the testimony given today shall be entered as a part of the official records of this public hearing. I hereby testify further as follows:

441

R. Stanley
Metro Rail

-2-

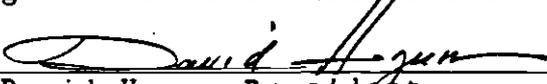
August 30, 1984

On Tuesday, August 28, 1984, the Executive Committee voted unanimously to inform Mr. Ralph Stanley, Administrator, Urban Mass Transportation Administration, Department of Transportation, that the Metro Rail Minority Participation Committee supports the Metro Rail System and urge immediate funding for the 4.4 mile initial section of the Metro Rail System which shall extend from Union Station to Alvarado St.

This unanimous motion of the Executive Committee is based upon these environmental considerations:

- (1) Los Angeles City needs a mass transit system to revitalize the urban core.
- (2) The Metro Rail System begins mass transit for Los Angeles City.
- (3) Metro Rail will reduce downtown auto traffic, congestion and pollution.
- (4) Metro Rail will provide economical and effective urban transportation.
- (5) Metro Rail design, construction and operations will provide substantial jobs to the minority communities.

Each of these considerations are positive and has large favorable environmental impact. We therefore reiterate our request that the Department of Transportation fund the initial 4.4 mile segment of Metro Rail for Los Angeles City immediately.

By 
David Hyun, President


Rod Garcia, Secretary

dh/vs

cc: Nick Patsouras, Chairman
RTD Board of Directors
Mayor Tom Bradley
U.S. Senator, Pete Wilson
Courtesy Manuel Torres
Assemblywoman Diane Watson
Courtesy Melvin Hooks

Congressman Edward R. Roybal
Congressman Esteban Torres
Assemblyman Charles Calderon
Congressman Mervyn Dymally
Congressman Mel Levine
Congressman David Drier

MINORITY PARTICIPATION COMMITTEE

327 East Second Street - Suite 223

Los Angeles, California 90012

August 30, 1984

(213) 628-8375

Hon. Edward R. Roybal
Congress of the United States
House of Representatives
Washington, D. C. 20515

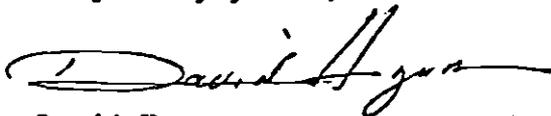
Subject: Environment Assessment for
Metro Rail System, Los Angeles City

Dear Congressman Roybal:

Enclosed please find copy of testimony submitted at a public hearing to the Department of Transportation on Thursday, August 30, 1984 in Los Angeles.

On behalf of the Metro Rail Minority Participation Committee, I request that you review our testimony and to urge the Department of Transportation to fund immediately, the initial 4.4 mile segment of the Metro Rail System.

Very truly yours,



David Hyun
President



Rod Garcia
Secretary

D.#.



Testimony of Mr. Ray Remy to the
Board of Directors, Southern California Rapid Transit District
August 30, 1984

Mr. President, members of the Board of Directors, good afternoon, my name is Ray Remy and I am President of the Los Angeles Area Chamber of Commerce. I wish to thank the Board for allowing me to present the views of the Chamber concerning our overwhelming support for the Metro Rail project, and our desire to see it receive the necessary Federal funding to begin construction.

The LA Chamber represents over 3500 business and professional firms in the five county area. Our organization has long supported the Metro Rail project as being the essential backbone of the balanced transportation system that we are seeking for the region. This support derives from our conviction that Metro Rail is the necessary transit technology for the corridor in question. We believe this to be true for the full 18.6 mile alignment and we also believe this to be true for the 4 mile segment under discussion today.

Let me detail the reasons why this is so. (1) The Metro Rail system will provide much needed accessibility and

447

mobility improvements both for the Central Business District and for the entire Wilshire and San Fernando corridors; (2) Rail transit is an essential strategy for the community to realize the land use and development goals planned for the area; and (3) Your decision to proceed with construction on Metro Rail fulfills the public mandate for rail transit development in the County in the most cost effective manner. Each of these factors highlights the importance of having rail transit in the Los Angeles regional core and the benefits that we can expect from diversifying local transit options to achieve the balance that has become a community priority with the passage of Proposition A in 1980.

The Chamber's review of the initial 4 mile segment of the system has led us to concur with the SCRTD that this qualifies as an independently operating segment. This is an essential first step for completing the full 18.6 mile line, a project that has been designated as the most cost effective rail transit project in the country. We also carefully reviewed the mitigation measures outlined in the Final Environmental Impact Statement, and in the Environmental Assessment under discussion, and have found them to be sufficient for protecting the community's interests and well-being.

As a consequence of this review, the Chamber urges you to pursue with UMTA a Finding of No Significant Impact on the Assessment so that the agency will be in a position to issue the Letter of Intent and Letter of No Prejudice that are so

vital for the timely completion of the Metro Rail system. Finally, I would like to remind you of the strong support of the Los Angeles Business Community for Metro Rail, and our support for providing a significant portion of the local funding for the project.

In conclusion, my organization represents just one element of the unprecedented broad based local support for the Metro Rail project. In joining with the many supporters of this project, we urge you to seek a funding commitment and construction schedule that will allow the project to be completed as expeditiously as possible.

Thank you.

Dolly Reed Wageman Incorporated

3833 Eureka Drive/Studio City, California 91604 / (818)984-0236 / (213)877-7926

August 30, 1984

Mr. Nickolas Patsaouras
Patsaouras-Palmieri and Associates
12716 Riverside Drive
North Hollywood, California 91607

Dear Nick:

Attached is a copy of the testimony I am presenting today, August 30, at the SCRTD Board meeting. I would appreciate it very much if you would insert this in the testimony that you will be sending to Washington in response to the Environmental Assessment Document.

We look forward to continuing our close working relationship with you, the Board, and the staff.

Sincerely,



Dolly Reed Wageman
San Fernando Valley
Transportation Coalition

DRW/mm
Attachment

In support of MetroRail at the SCRTD Board Meeting,
August 30, 1984

Mr. Patsouras, members of the board, ladies and gentlemen. I am Dolly Wageman and I am speaking as the General Secretary of the San Fernando Valley Transportation Coalition. We represent six Chambers of Commerce, seven Residents Associations, 133 companies who are members of VICA, three colleges, two community transportation committees, the San Fernando Valley Bar Association, the Valley International Trade Association, the Board of Realtors, the Warner Center Association, and the Valley Labor Political Education Council.

I believe the time has come for plain talk, plain talk that will allow the people to be heard, here at home, in Sacramento, and in Washington. MetroRail is not a separate, unattached subway that runs from North Hollywood to Union Station. It is the essential backbone of a countywide system being designed for the benefit of all residents by those various agencies responsible for moving us around the area - the SCRTD, the County Transportation Commission, CalTrans, and the Los Angeles City Department of Transportation. And it is as this backbone to an integrated system that we back the construction of MetroRail.

We must not get caught up in the political rhetoric of subway versus light rail, or a battle between cost estimates. We must recognize that this issue of a transit system is inextricably entwined with the City's Master Plan, housing, jobs, and other major factors that change a growing city. The Master Plan is the statement of land use policy that has been adopted by the City Council. The Plan, designed with citizen help, tells us how and where Los Angeles will grow. It establishes regional centers for hi-rise-hi-density commercial development and outlines areas for low density housing in between. But these centers and residential

areas have to be connected in a manner that will avoid strangling traffic jams and that's what this system is all about.

There is no question about the need for this citywide system. The only question is when do we start to build it.

There is no question about the countywide system that uses light rail and buses and vans and private cars, all interconnected by the 18.6 mile of subway which is the backbone of this modern transit network. The only question is how to get past the naysayers with their half-truths and incomplete statements and let the voters hear the whole story, see the whole system, and learn what's in it for them.

The question is not how to justify the construction of a 4-mile subway. The answer is this is the first increment of the 18.6 mile backbone, known as MetroRail, of the countywide system. Today's financing requires, thankfully, the return to prudent money management. Incremental financing is nothing more than a 1984 description for that good old American pay as you go.

The question is not how to protect the rural life of the San Fernando Valley separate from Los Angeles. Contrary to the position of one of our elected officials, the answer is that the Valley is very much a part of the City, has already seen a dramatic shift to major commercial, hi-tech, entertainment, communications, and service areas, is still growing, and needs access to a citywide transit system to get people to and from their work.

I have read the Environmental Assessment Document. I participated in the milestone process and contributed to both the Draft and Final EIS/EIR on MetroRail. I can find nothing in the Environmental Assessment that counters any of the positions in the original document accepted by UMTA.

The only difference is the ballgame itself. Federal funding policies now dictate incremental financing and construction. This will take longer. Added to this, the city is expanding rapidly at the same time that our economy is changing from one that is industrial to one based on service and information exchange.

These dislocations are tremendous and have forced changes in all planning processes and in our own thinking. We are caught up in a transition period where all the rules have changed, where unpredictability is the way of life. However, we still have to solve a major problem whose solution was started in a past when guidelines existed and long established procedures were gospel. We have to change gears in order to get to where we wish to go. We have to devise new ways to get the results we want as we move toward our solution of an old problem. It's rather like trying to do a jigsaw puzzle in a pick-up truck bounding along a washboard road. You have to try to put together those same 1,000 small pieces, but now they're all moving around as you continue to steer for the smooth road ahead. Not easy. No one ever taught us how but we can learn to do it if we work together.

One word about patronage figures in the near term. No transportation enterprise has ever started with a full load - ask any freeway engineer, any airlines operations chief. Building a traffic load takes time. Remember when our freeways opened and we went whizzing around at 75 or 80? They were already outgrown then because and this is the big because: by the time the next links in that freeway system could be designed, engineered, escorted through the political maze, financed, and built - which takes an average of 10-12 years - the normal population growth did in fact dump enough extra cars on the roads to give us a parking lot at high noon on the Ventura freeway from Winnetka to Woodman. The near future is yesterday thanks to the redtape and creaking forward motion of government planning and funding.

That's why we have to act now or we won't be able to move in the future. People must be able to get to work - wherever the work may be. We must be able to protect our way of life. We must have a healthy environment. We must enable those who cannot drive or choose not to, to get around the city.

This transit network can be built but it will take time, faith in the future and lots of planning. But that's how we brought water to our desert city, built the harbor and the freeways, and became host to the Olympics. We never quit when the going got tough and look what Los Angeles has accomplished.

Unlike the doom and gloom sayers I agree with President Reagan and believe that we will prosper and grow. Along with the people of the City and County, I voted faith in the future when I voted the Prop A monies. This is a long term commitment, not a short term political ploy. Let's not expect a long term investment to pay for itself in the short time that short term politicians demand.

Let's face the facts. This is a long, tough job. But if we are willing to adjust to the realities, be ready, willing, and able to fight for every inch of the way, we can accept the Alvarado segment as the first four miles of the 150-mile plus transit system.

I believe in the future but I know that unless I start work on that future now, somebody else will make the plans and I may not get what I want. Like all the other voters I want Los Angeles to prosper and grow, be a good place to live, be a good place for our children and grandchildren and their children and grandchildren. But if this dream is to come true we must start this integrated transit system now. Please don't let the politicians steal our future.

Dolly Read Wageman

11-4



CITY OF REDONDO BEACH CALIFORNIA

CIVIC CENTER
415 DIAMOND STREET

August 30, 1984

Mr. Ralph L. Stanley, Administrator
Urban Mass Transit Administration
U. S. Department of Transportatio
400 Seventh Street, S.W.
Washington, D. C. 10590

Dear Mr. Stanley:

The Southern California Rapid Transit District will be forwarding to you an amendment to the prior application submitted for construction of the downtown Los Angeles to North Hollywood Metro Rail Project. The amendment to the grant application requests federal assistance for construction financing of an initial four-mile segment of the Metro Rail Project.

Metro Rail is very important, not only to the City of Los Angeles, but also to the Los Angeles metropolitan area. The South Bay area of Los Angeles County already has plans for light rail commuter service that will tie into the Metro Rail Project. Our plans will be very difficult to achieve unless we have the Metro Rail Project which will serve as the backbone of a modern transportation system for Los Angeles County.

The Los Angeles metropolitan area continues to grow and prosper because of our favorable climate and excellent living conditions. Future growth and prosperity will be determined by the development and operation of a good, clean, well managed, cost effective public transportation system. The construction of more freeways is not the answer, but Metro Rail and the electrificaion of the Century Freeway can and will be key elements in our public transportation system.

I have no doubt that RTD's request will meet with your approval. I am quite sure that you have as much faith in, and concern for, the future of Los Angeles as we locally elected officials have. I believe that the time has come for Los Angeles to receive help from your administration so that we can proceed with our transportation systems.

Mr. Ralph L. Stanley
August 30, 1984

The SCRTD needs a Letter of Intent from UMTA committing to the start-up construction segment of the project and a Letter of No Prejudice that will permit work to proceed on the rest of the planned system.

I request that this letter be made part of the public hearing to be held by te SCRTD on 30 August 1984.

Sincerely,


Archie Snow
Councilman

AS:cl

cc: Senator Alan Cranston
Senator Pete Wilson
Congressman Mel Levine
Congressman Glenn M. Anderson
Southern California Rapid Transit District
Southern California Association of Governments

METRO RAIL TESTIMONY

RA

A

**Submitted for Inclusion in the Public Record
for the Metro Rail Project Public Hearing**

August 30, 1984

Submitted by: 457
P: 1800000000 00

I am pleased to participate in this public hearing on the Los Angeles Metro Rail Project and to express the support of the Los Angeles Community Redevelopment Agency (CRA) for this critically needed regional transportation project.

CRA has been supportive of the Metro Rail Project throughout the consecutive study and design phases. Metro Rail is a key element of the City's Centers Concepts whereby growth is concentrated in major activity centers connected by regional transit. Metro Rail is a necessary part of revitalizing efforts in older centers such as Downtown and in achieving redevelopment objectives in other communities such as North Hollywood and Hollywood.

In previous testimony on the Metro Rail Project, I have stressed the importance of the Project to achieving regional and local growth objectives. I have also reviewed the joint development opportunities directly related to the Metro Rail Project. I will focus this testimony on the need for decision makers to proceed with this project without any further delay.

Metro Rail has been on the drawing boards for over a decade. Within the past five years, efforts of the Southern California Rapid Transit District (SCRTD), the U. S. Urban Mass Transportation Administration (UMTA), and other public agencies have shaped the proposed system into a detailed project that has directly influenced land use and development policy decisions throughout the entire planned 18-mile corridor. With the realization that Metro Rail is about to be constructed, local government has committed and expended considerable resources to detail implementation of the project in such a way that for the first time ever, benefits could actually be recaptured in the public interest. SCRTD's Benefit Assessment Program is a noteworthy precedent in UMTA's attempts to encourage private sector financing. Joint development prospects are also promising.

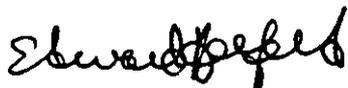
It is critical that the U.S. Department of Transportation act to implement this project without further delay. Benefits to property owners cannot be presented in a true sense without a clear endorsement from UMTA, a major supporter of the project throughout all review phases. Likewise, the private

RA
A

sector cannot be asked to assume major risks by incorporating specific design features for Metro Rail into their projects, without the firm support of major public agencies.

SCRTD conducted a comprehensive and detailed Environmental Impact Statement on the Metro Rail Project. That document was scrutinized by numerous public agencies, interest groups and citizens, and was approved by UMTA without conditions. Now only a few months later, we are reviewing an additional environmental document scoped to address only the near term phases of project implementation. The time required to undertake this seemingly repetitive documentation is costly in terms of critical private sector funding measures such as benefit assessment. I urge the U.S. Department of Transportation to move beyond the technical study and review phase and to join with the public and private sectors of the Los Angeles Community to build a project that is proven to be a necessary element of Los Angeles' future. Specifically, I request that UMTA issue a "Letter of Intent" for that portion of Metro Rail fundable from existing authorizations and a "Letter of No Prejudice" for the balance of the 18.6-mile line.

A copy of this testimony has been sent under separate cover to Mr. Ralph Stanley, Administrator, U.S. Urban Mass Transportation Administration.



EDWARD HELFELD
ADMINISTRATOR

1320a Santa Monica Mall
Santa Monica, California 90401
Suite 201
213/394 7836

Margo Hebal-Heymann, AIA & Associates, Architects



Architecture
Planning
Interiors

30 AUG 84

THE SANTA MONICA AREA CHAMBER OF COMMERCE IS IN FAVOR AND SUPPORTS A HEAVY RAIL, RAPID TRANSIT SYSTEM, EXTENSION OF METRO RAIL, COMING INTO DOWNTOWN SANTA MONICA.

ONLY WITH THE FULL 18.8 MILE STARTER LINE WILL WE REALIZE THE FULL CAPABILITY OF A RAPID TRANSIT SYSTEM IN THIS AREA.

WE MUST NOT BE MYOPTIC. WE MUST INVEST IN OUR FUTURE, AS HAVE OTHER GREAT CITIES OF THIS NATION, AND THE WORLD, OONE OVER THE PAST YEARS.

A STUOY BY A TOP CAR RENTAL AGENCY RECENTLY PUBLISHED IN THE LOCAL NEWSPAPER INOICATED THAT IT COSTS 33 CENTS A MILE IN TOOAY'S OOLLARS TO RUN AN AUTOMOBILE. FROM SANTA MONICA TO THIS BUILOING, IN OOWNTOWN LOS ANGELES, A OISTANCE OF 15 MILES, IT COST ME TOOAY, \$4.95 EACH WAY, OR \$9.80 ROUND TRIP; AND THAT OONES NOT INCLUOE PARKING. A METRO RAIL FARE IS ESTIMATED NOT TO COST MORE THAN A BUS FARE, WHICH TOOAY WOULD COST ABOUT \$2.50 ROUND TRIP. THIS IS A SAVINGS OF ALMOST 300% ! IN AOOTION, WE MUST ALIEVIATE THE POLLUTION AND GRID LOCK CAUSED THE AUTOMOBILE. WE MUST PROVIDE GOOD AND FREQUENT RAPID TRANSIT FOR OUR CITIZENS WHO OO NOT OR CANNOT ORIVE, SUCH AS OUR CHILDREN, AND MANY OF OUR ELOERLY AND HANOICAPPED.

IT IS NOW TIME THAT WE HAVE AN EXCELLENT AND EXTENSIVE RAPID TRANSIT SYSTEM OF OUR OWN.

460

Los Angeles Rail Rapid Transit Project
Statement for Aug. 30, 1984 Public Hearing

The Valleywide Transportation Committee, as a founding member of the San Fernando Valley Transportation Coalition, is pleased to have this opportunity to reiterate its support for construction of the Los Angeles Metro Rail project.

In public hearings a year ago, Valleywide endorsed construction of the full 18.6 mile Metro Rail project in the "locally preferred alternative" configuration. We did so at that time in the belief that the Metro Rail project was the logical "keystone" in development of a rail rapid transit system to serve all Los Angeles area residents.

Today, the Valleywide Transportation Committee reaffirms its backing for the Metro Rail project and urges approval of environmental assessment documents required for the now scaled-back first four-mile segment to be initially funded.

In giving this endorsement, we point out that the Valleywide Transportation Committee's constituency is in the San Fernando Valley. The Valleywide Committee has been working for improved transportation in the San Fernando Valley for some 30 years. Just as we are here today lending our support for construction of the initial four-mile Metro Rail segment in downtown Los Angeles, the Valleywide Committee can be counted on to publicly back continuation of the Metro Rail construction project on through to its completion.

Valleywide will be backing Metro Rail at the environmental hearing process for the second four-mile segment to be built. And we'll be back at similar hearings for the third and fourth Metro Rail project segments, or how many times it takes to get the job done. In turn, we expect that all the key Metro Rail boosters represented here today in these hearings will be equally supportive at the San Fernando Valley end. Metro Rail's figurative "last mile" from the Universal City station, Metro Rail's San Fernando Valley connection, to its North Hollywood terminus -- is just as important as this initial four-mile segment.

Submitted by: Ron Palmer
Chairman, Valleywide Transportation Committee

Residence address: 8101 Melba Ave.
Canoga Park, CA 91304

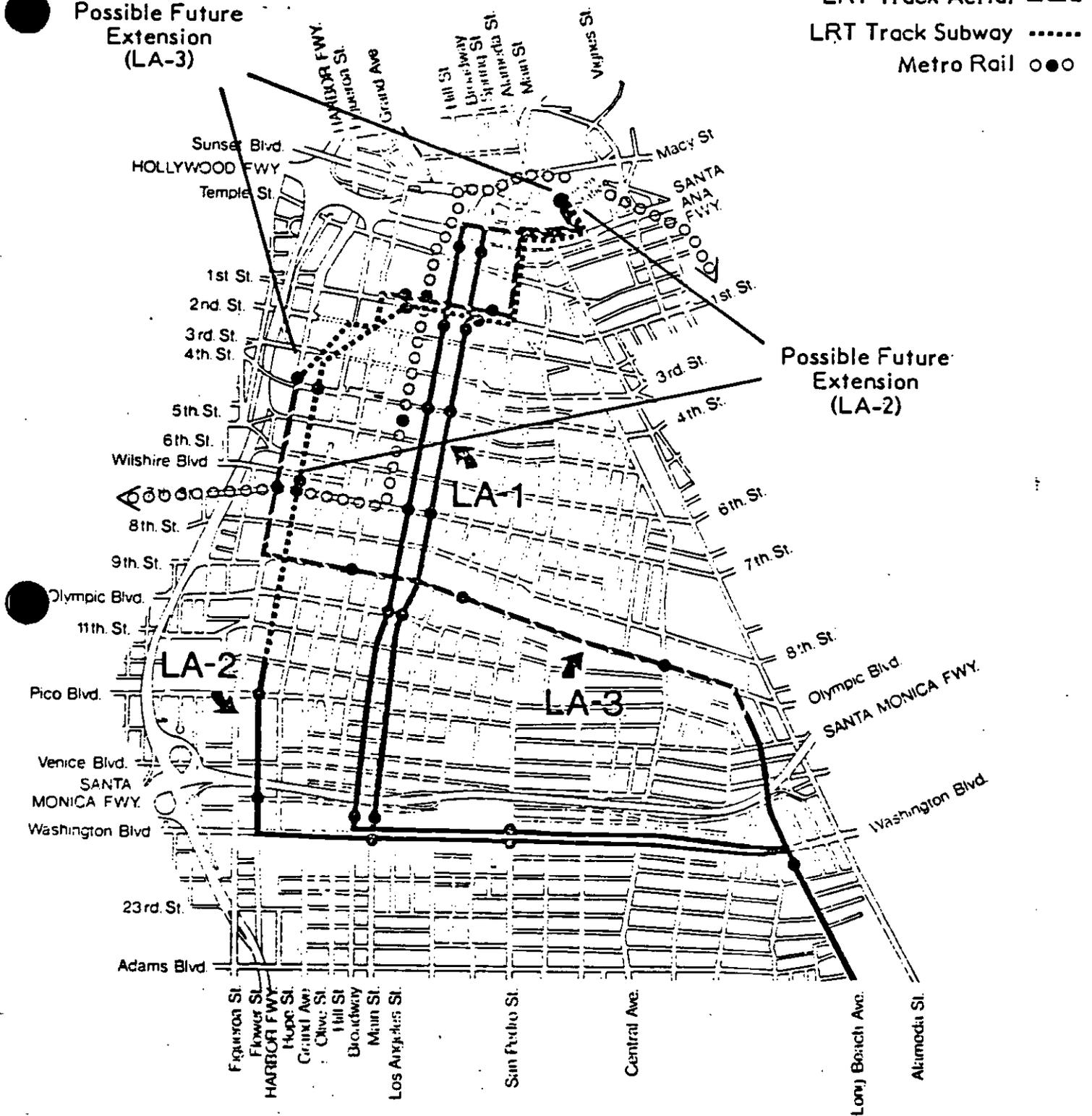
Home telephone: (818) 340-3653
Business phone: (818) 716-3170

- Proposed Station Location ●
- LRT Track At-Grade ———
- LRT Track Aerial - - - - -
- LRT Track Subway ·····
- Metro Rail ○●○



Possible Future Extension (LA-3)

Possible Future Extension (LA-2)



LA-1 Broadway/Spring At-Grade

LA-2 Flower Street Subway

LA-3 Olympic/Ninth Aerial

Graphic Scale in feet

1200 2400



Figure S1

462

REPLY TO:
ROOM 5114
STATE CAPITOL
SACRAMENTO, CA 95814
(916) 445-3121

CONSULTANTS:
WELDON DAVIDOW
ROBERT HAYES
OFFICE MANAGER:
GLADYS KEITH
LEGISLATIVE AIDE:
B. TERI BURNS
STAFF SECRETARY:
LUAN ALLEN



Senator

ALAN ROBBINS

Representing the
San Fernando Valley

COMMITTEES:
INSURANCE, CLAIMS AND
CORPORATIONS
CHAIRMAN
BANKING AND COMMERCE
ELECTIONS AND REAPPORTIONMENT
FINANCE
GOVERNMENTAL ORGANIZATION
TRANSPORTATION
SELECT COMMITTEE ON
GOVERNMENTAL EFFICIENCY
CHAIRMAN

August 30, 1984

Mr. Nadeem Tahir, Manager
Environmental Engineering
SCRTD
425 South Main Street
Los Angeles, California 90013

Dear Mr. Tahir:

The Metro Rail Project is an 18.6 mile line extending from downtown Los Angeles to the San Fernando Valley. Its official name is the San Fernando Valley--Downtown Los Angeles Metro Rail Project. It was sold to the people as an 18-mile project; it will not help ease congestion unless it goes to the Valley, and it cannot operate, once built, if it is only four miles long. You can approve an initial four miles of the environmental assessment report if you will, but by law the Metro Rail Project is an 18.6 mile line.

I authored SB 1995 which was signed by the Governor as Chapter 617 on August 1, 1984. The intent of this bill was to give assurance to the residents of the San Fernando Valley that there is a commitment to initiate construction on the Valley segment of the Metro Rail line, as well as the commitment to start construction on other parts of the system. Within one year after you start construction on the downtown portion of the route, you must start construction in North Hollywood.

SB 1995 guarantees the San Fernando Valley that the Metro Rail line will fulfill the commitment made by Metro Rail project backers in selling it several years ago, that

Mr. Nadeem Tahir
August 30, 1984
Page 2

when the construction was done it would proceed from both ends of the line. Additionally, this law provides that 15% of the nonfederal money each year be spent on below ground construction of the North Hollywood portion of the route.

As you proceed today on the EIR, keep thinking 18 miles, because for us in the Valley it is "no dig, no deal." Follow the law, follow the route, and keep your word-- give us the tunnel we were promised rather than the shaft.

My best regards.

Sincerely,

Alan Robbins

ALAN ROBBINS *mq*

AR:jb:lu

421



Westside Civic Federation

August 30, 1984

UIS E. KORN
sident Emeritus

MBER HOMEOWNER
ASSOCIATIONS

erly Angeles

erly Roxbury

erly Wilshire

ifornia Country
lub

thay Circle

Carthay
eighborhood

ct 7260

stside Village
ivic

stwood Gardens
ivic

d South of
Monica Blvd.

Mr. Nadeen Tahir
Manager Environmental Engineering
SCRTD
425 S. Main Street
Los Angeles, California 90013

Gentlemen:

We wish to voice our concern and reservations of the newest proposal for an initial segment of four miles for the Metrorail system. Up to this point in time, our federation has not actively focused on the reality or usefulness of Metrorail, but believe that now we must urge serious consideration of alternative transportation systems.

Our group represents approximately 50,000 homeowners covering an area from La Brea on the East, San Diego Freeway on the West, Santa Monica Boulevard on the North and the Santa Monica Freeway on the South.

We request that you now take the time to actively seek out the views of various groups, including Homeowners Associations, on the viability and desirability of the four mile segment. Our concerns include but are not limited to ridership, operational cost, construction cost, commitment of financial support and the impact of the Robbins Bill. Accordingly, we request that an updated EIR be required on the new four mile segment.

Thank you for considering these comments.

Sincerely,

Don Genovese
Don Genovese
Diana Plotkin

DGDP:jj

cc: Nick Patsouras
Congressman Mel Levine
Congressman Howard Berman
Congressman Henry Waxman
Congressman Anthony Beilenson
Supervisor Ed Edelman

465

RESPONSE TO COMMENTS

LOS ANGELES RAIL RAPID TRANSIT PROJECT UNION STATION TO WILSHIRE / ALVARADO

U.S. DEPARTMENT OF TRANSPORTATION
URBAN MASS TRANSPORTATION ADMINISTRATION



SOUTHERN CALIFORNIA RAPID TRANSIT DISTRICT



SEPTEMBER 1984

TABLE OF CONTENTS

	<u>Page</u>
1. <u>INTRODUCTION</u>	1
1.1 ENVIRONMENTAL ASSESSMENT REVIEW AND COMMENT PERIOD.....	1
1.2 DESCRIPTION OF COMMENTS RECEIVED.....	2
1.3 ORGANIZATION OF COMMENTS AND RESPONSES.....	3
2.1 LIST OF PERSONS PROVIDING TESTIMONY OR WRITTEN COMMENTS ON THE EA.....	4
2.1.1 <u>Persons Providing Testimony</u>	4
2.1.2 <u>List of Commentors Offering Written Statements</u>	6
2.2 RESPONSE TO COMMENTS.....	7

ATTACHMENT A - WRITTEN COMMENTS

ATTACHMENT B - PUBLIC HEARING TRANSCRIPT

1. INTRODUCTION

The purpose of this report is to present substantive comments that were made on the Environmental Assessment for the MOS-1 and to provide the responses to those comments. The Environmental Assessment public comment and review period provided the public an opportunity to comment on the project and the conclusions of the report. This public involvement opportunity is one of the many aspects of the ongoing involvement program which is a part of the Metro Rail Project's development and design.

1.1 ENVIRONMENTAL ASSESSMENT REVIEW AND COMMENT PERIOD

The Environmental Assessment on the MOS-1 project was made available to the general public on August 15, 1984. Copies of the report were made available for public review at the SCRTD headquarters building. Additional copies were placed in public libraries and distributed to public agencies and concerned citizens/community groups. The notice of EA availability and Intent to file a Negative Declaration along with the Notice of the Public Hearing were announced in metropolitan, community and ethnic newspapers serving the MOS-1 project area during the week of August 20, 1984. These bold print notices included the time, date, and place of the public hearing that was held on August 30, 1984 at the SCRTD headquarters building and notified the public of the availability of the EA. Similar notices were published twice in each newspaper during the two weeks immediately preceding the public hearing to stimulate attendance at the hearing. Also during this period, several hundred notices were put up around the MOS-1 project area. Posters ("car cards") were placed on buses throughout SCRTD's service area, publicizing the availability of the EA and announcing the public hearing. The SCRTD Community Relations staff devoted the two weeks prior

to the hearings to contacting known civic groups and organizations, alerting them to the public hearing schedule.

By the close of the public hearing, approximately 500 copies of the EA had been distributed.

1.2 DESCRIPTION OF COMMENTS RECEIVED

Forty-eight letters commenting on the EA were received from the public. Over 200 persons attended the public hearing. Of this number, 70 spoke at the hearing. Transcripts of the testimony were prepared by court reporters and are available at SCRTD and UMTA.

It is interesting to note that many commentators outside of the MOS-1 project area spoke in support of the project. Although some commentators limited themselves to simple statements of support or opposition to the project, most raised particular issues or concerns. The concerns raised were diverse and broad-ranging. However, the following issues were raised with particular frequency during the public hearings:

- o The cost impact of the project on bus fares.

- o Financial impact on the city for providing funds for the project.

- o The financial impact of simultaneous construction in the Valley and the feasibility of the project.
- o The disposal of hazardous waste from construction.
- o The need for a new EIS/EIR.

1.3 ORGANIZATION OF THE COMMENTS AND RESPONSES

All letters, cards, and the transcript of the public hearing have been reviewed. Substantive comments have been identified and appear with the appropriate response in the order given at the public hearing. Written substantive comments follow in the order in which they were received. A list of all commentors who provided testimony or written comments on the EA is provided in Section 2.1. The names are arranged in the order the commentors spoke at the public hearing. The names of commentors offering written statements appear in the order in which the comments were received. A brief sentence as to the nature of the comment offered follows the commentors name. Because there was a great deal of overlap and repetition in many comments, similar comments were consolidated and paraphrased. As a result, the comments that appear in this chapter are very often not the precise words found in the commentor's letter, card, or oral testimony. This has been done to reduce duplication of similar comments and responses, and in no way was intended to obscure the substance of a comment. Copies of original letters, are available for public inspection at SCRTD and UMTA, and provided in Attachment A. A copy of the complete transcript of the EA public hearing is provided in Attachment A.

TABLE OF CONTENTS

	<u>Page</u>
1. <u>INTRODUCTION</u>	1
1.1 ENVIRONMENTAL ASSESSMENT REVIEW AND COMMENT PERIOD.....	1
1.2 DESCRIPTION OF COMMENTS RECEIVED.....	2
1.3 ORGANIZATION OF COMMENTS AND RESPONSES.....	3
2.1 LIST OF PERSONS PROVIDING TESTIMONY OR WRITTEN COMMENTS ON THE EA.....	4
2.1.1 <u>Persons Providing Testimony</u>	4
2.1.2 <u>List of Commentors Offering Written Statements</u>	6
2.2 RESPONSE TO COMMENTS.....	7
ATTACHMENT A - WRITTEN COMMENTS	
ATTACHMENT B - PUBLIC HEARING TRANSCRIPT	

2.1 LIST OF PERSONS PROVIDING TESTIMONY OR WRITTEN COMMENTS ON THE EA

2.1.1 Person Providing Testimony

The following persons spoke at the public hearing. The names are listed in the order that the people spoke at the hearing. The number(s) following the person's name refers to the location of the comments made by that person in the list of comments and responses that follow in section 2.2.

1. Hollywood Chamber of Commerce, Bill Welsh, President. Comments noted-general support of the project.
2. California State Representative David Drier. Comments noted-general support of the Project.
3. Los Angeles City Councilman Dave Cunningham. Comments noted general support of the Project.
4. U.S. Representative Bobbi Fiedler. Comments 1, 2, 3, 4, 5, 6, 42.
5. City of Los Angeles Councilman John Ferraro. Comments 2, 3, 7, 8, 9, 10, 11, 12, 13, 17, 49, 70, 71, 72, 73, 74.
6. California State Assemblywoman Gloria Molina, represented by Geneva Vega. Comment noted - general support for the project.
7. County of Los Angeles Supervisor Deane Dana. Comment noted - general support for the project.
8. County of Los Angeles Supervisor Mike Antonovich. Comment noted - general support for the project.
9. Metro Rail Minority Participation Committee, David Kuhn, President. Comment noted - general support for the project.
10. Noted - general support for the project. The Greater Los Angeles Transportation Coalition, Steven Gavin, President. Comment noted - general support for the project.
11. California State Senator Diane Watson, represented by Lois Hillhale. Comment noted - general support for the project.
12. The Los Angeles Chamber of Commerce, Ray Remy, President. Comment noted general support for the project.
13. Coalition for Clean Air - South Coast Air Quality Management District Board, Sabrina Schiller, Volunteer. Comments 14, 15, 59.
14. Los Angeles County Federation of Labor, AFL-CIO, Bill Robertson, Executive Secretary-Treasurer. Comment noted - general support for the project.
15. Los Angeles County Transportation Commission, Wendell Cox. Comment - noted general support for the project.

16. Hollywood Project Area Committee, Oscar Anslanian, member. Comments noted - general support for the project.
17. Wilshire Boulevard Property Owners Coalition, Peter Racicot. Comment 16.
18. Los Angeles City Councilwoman, Pat Russell. Comment noted general support for the project.
19. California State Senator Alan Robbins, represented by Mike Malak. Impact of Valley construction. Comments 17, 29.
20. The Committee of 45, Mike Malak, Chairman. Comment noted general support for the project.
21. City of Los Angeles Councilman Bernardi. Comments 1, 2, 3, 14, 18, 19, 20, 21, 85.
22. United Chambers of Commerce of the San Fernando Valley, Monnie Fink, President. Comment noted - general support for the project.
23. Los Angeles Urban League, John Mack, Executive Director. Comment noted - general support of the project.
24. California State Senator David Roberti, represented by Mike Wood. Comments 22, 23.
25. Los Angeles National Association for the Advancement of Colored People. John McDonald, President. Comment noted - general support of the project.
26. San Fernando Valley Transportation Coalition, Dolly Wageman, general secretary. Comment noted - general support for the project.
27. The Central City Association of Los Angeles, Rodney Rood, Chairman. Comment noted - general support of the project.
28. Northeastern Mechanics Club, Robert Moser. Comment noted - general support of the project.
29. Hollywood Arts Council/Hollywood Citizens Advisory Committee on Metro Rail, Lois Saffian. Comment noted - general support of the project.
30. County of Los Angeles Supervisor Ed Edelman, represented by Ed Geoghegan. Comment noted - general support of the project.
31. Palos Verdes Peninsula School Board, Ms. Johanansen. Comment noted - general support of the project.
32. Dearborn Homeowners Association, Tom Nelson. Comments noted - general support of the Metro Rail. Comments 54, 55.
33. City of Redondo Beach Councilman, Archie Snow. Comment noted general support of the project.
34. California Tenants Association, Samuel Schiffer. Comments 24, 25, 26, 27,

62, 83, 84, 91.

35. Citizen, Jenni Martin. Comment noted - general support of the project.
36. Citizen, Phil Brown. Land Use Pattern. Comment 28, 91.
37. Rapid Transit Advocates, William Ross. Comments 29, 31, 32, 33, 34, 48.
38. Santa Monica Chamber of Commerce, Margo Hebal-Hegman, Chair Transportation Committee. Comment noted - general support of the project.
39. U.S. Representative Julian Dixon, represented by Pat Miller. Comment noted - general support of the project.
40. City of Los Angeles, Community Redevelopment Agency, Edward Helfeld, Administrator, represented by Richard Bruckner. Comment noted - general support of the project.
41. North Hollywood Advisory Committee of 45, Polly Ward, member. Comment noted - general support of the project.
42. Valleywide Committee on Streets and Highways, Ron Palmer. Comment noted - general support of the project.
43. Citizen, Susan Shedlow. Comment noted - general support of the project.
44. Citizen, Jack Roth. Comment noted - general support of the project.
45. Jesus Christ Community Church, Elder Abraham Nair, Pastor. Comment noted general support of the project.
46. Los Angeles City Club, Margarite McFarland. Comment noted - general opposition to the project. Comment 91.
47. Northridge Chamber of Commerce, Vincent Bertolini. Comment noted - support of the project.
48. Citizen, Edward Duncan. Comments 8, 30, 35, 36, 37, 81, 92..
49. Citizen, Robert Swan. Alvarado Station location; platform length; Metro Rail/L.A./Long Beach - shared tunnel. Comments 38, 39, 40.
50. No On Metro Rail, Michael Cornwell. EIS/EIR required; inadequate circulation of the EA. Comments 1, 41, 42, 91.
51. Citizen, Lydia Lopez. Comment noted - general support of the project.
52. Citizen, John Cammon. Comment noted - comment 81.
53. Citizen, Ray Miranda. Comment noted - general support of the project.
54. Citizen, Marilyn Spider. Comment noted - general opposition to the project.
55. Citizen, Bryan Allen. Comments 89, 93.

56. Citizen, Dr. Thomson. Comment noted - general opposition to the project.

57. Citizen, Mr. Watts. Comment 1.

58. Citizen, Ted Laughel. Comments noted - general support of the project.

2.1.2 LIST OF COMMENTORS OFFERING WRITTEN STATEMENTS .

The following list of persons submitted written comments. These comments are arranged in the order in which they were received. Written comments received at the public hearing are included in this list. Copies of all written comments are included as Attachment A of this report.

1. Citizen, Said Issac Said. Comment 43.

2. Citizens, Betty and Horace De Mille. Comment 44.

3. Wittner's Cigars, Pipes and Tobaccos, Xain Wittner - Comment 45.

4. Southern California Association of Governments, Mark Pasano, Executive Director - Comments noted - general support for the project.

5. City of Culver City, Dale Jones, Chief Administrative Officer - Comments noted - general support for the project.

6. Ventura Freeway Improvement Coalition, Roger L. Standard Chairman - Comments noted general support for the project.

7. Century City Chamber of Commerce, Joel A. Baker, Executive Vice President - Comments noted - general support for the project.

8. Rapid Transit Advocates, Inc., Robert Donaldson. Comments 29, 46, 47, 48.

9. Westside Clinic Federation, Don Genovese, Diane Plotkin. Comments 49, 50.

10. Public Utilities Commission, William Oliver, Principal. Comment 57.

11. Citizen, Robert Swan. Comments 38, 39, 40.

12. Citizen, N. Cohen. Comments 51, 52.

13. Los Angeles City Councilman, Dave Cunningham - Comments noted - general support of the project.

14. Minority Participation Committee, David Hyun, President - Comments noted - general support of the project.

15. Los Angeles Chamber of Commerce, Ray Remy, President - Comments noted - general support of the project.

16. San Fernando Valley Transportation Coalition, Dolly Wagsman, General Secretary - Comments noted - general support of the project.

17. Redondo Beach City Councilman, Archie Snow - Comments noted - general

support of the project.

18. Community Redevelopment Agency of Los Angeles, Edward Helfeld, Administrator - Comments noted - general support of the project.
19. Santa Monica Chamber of Commerce, Margo Hebald - Heymann - Comments noted - general support of the project.
20. Valleywide Transportation Committee, Ron Palmer, Chairman - Comments noted - general support of the project.
21. California State Senator, Alan Robbins - Impact of Valley Construction. Comments 17, 29.
22. Westside Clinic Federation, Don Genovese, Diana Plotkin. (See 9).
23. Citizen, Charles Brooks. Comment 53.
24. Citizen, T.A. Nelson.
25. L.A. County Department of Public Social Services, Michael Collins. Comment 56.
26. Security Pacific National Bank, Arch Hardymen, Senior Vice President - Comments noted - general support of the project.
27. California Tenants Association, Samuel Schiffer. Comments 73, 24, 25, 26, 27, 62, 83, 84.
28. Department of Health and Human Services, Centers for Disease Control, Stephen Margolis, Chief Environmental Affairs Group.
29. Los Angeles No On Metro Rail Committee, Phillip Jan Brown.
30. Sierra Club - ?Angeles Chapter Stanley Hart, Chairman, Transportation Committee.
31. Citizen, AM.
32. Citizen, Jacqueline Siddiquier, Security. Comment 52.
33. Rapid Transit Associates, Robert Donaldson. Comments 46, 47, 48, 90.
34. State of California - Health and Welfare Agency - Department of Health Services, Angelo Bellomo, Chief.
35. Citizen, Jack Green.
36. ASPAC Investments Corporation. Comments 38, 59, 60, 61, 62.
37. Citizen, Roger Seidman. Comments 63, 64, 65, 86, 87, 88.
38. Miracle Mile Residential Association, William Christopher. Comments 66, 67.

39. Rail Passenger Association of California - Los Angeles Section, James Washington, Jr., Director. Comment 68.
40. Los Angeles City Councilman, John Ferraro. Comments 2, 3,, 8, 9, 10, 11, 12, 13, 17, 69, 70, 71, 72, 73, 74.
41. Hughes Aircraft Company, Bruce L. Roberts, Project Manager - Comments noted - general support of the project.
42. Inglewood City Councilman, Bruce Smith.
43. Citizen, Anne Palatino - Comments noted - general support of the project.
44. South Bay Cities Association, Edward Ritscher, President.
45. City of Los Angeles, Department of Transportation, Donald Howery, General Manager. Comment 75, 82, 94.
46. Woodland Hills Chamber of Commerce, W.E. Miller, President - Comments noted - general support.
47. State of California Office of the Governor - Planning and Research, John B. Ahanian, Chief Deputy Director.
48. Department of the Army Los Angeles District, Corps of Engineers, Carl F. Ensom, Chief, Planning Division.
49. U.S. Department of Interior Fish and Wildlife Service, Nancy Kaufman, Field Supervisor.
50. U.S. Department of Transportation. Comment 76.
51. "U.S. Department of Health and Human Services, Centers for Environmental Health." Comments 77, 78, 79, 80.

2.2 RESPONSE TO COMMENTS

In this section all substantive comments made at the public hearing or in submitted written comments are presented with an appropriate response. The comments are consecutively numbered based on the order that they were given at the public hearing and in the order in which they were received in submitted written statements.

ATTACHMENT A:

WRITTEN COMMENTS

ATTACHMENT B:

PUBLIC HEARING TRANSCRIPT

Comment 1: Costs of the MOS-1 segment have escalated to about \$300 million per mile. This brings into serious question the ability not only of the federal government to finance its share, but of the local matching funds. How solid is this commitment? Where is the local financing for the MOS-1 coming from? How solid is the commitment? (Fiedler, Bernardi, Cornwell, Watts)

Response: The total capital cost of the MOS-1 is \$1.175 billion in escalated dollars. Of that total it is expected that \$868 million will be funded by the state and federal government leaving a total of \$307 million to be financed with local funds. This would come from local return Proposition A funds of the City of Los Angeles (\$24 million), Proposition A funds allocated by the Los Angeles County Transportation Commission (LACTC) (\$152.4 million), and funds generated from Benefit Assessment Districts (\$130.3 million). The City of Los Angeles funding for the first year has been passed by the City Council. The LACTC has committed up to \$412 million in Proposition A and State Transit Assistance funds. The Benefit Assessment Districts are under development. The schedule calls for the districts to be operational early in 1985. While the total capital cost of the MOS-1 of \$1.175 billion is much less than the capital cost of \$3.3 billion for the full 18.6 mile Metro Rail Project, the per mile cost is higher. This is because the initial segment includes many systemwide elements necessary for an operation system. These elements include the shops and yard, and the train control and communication systems. These one time cost elements will not be required when the rail line is extended. Thus, the cost of additional segments will be less than the cost per mile of the full 18.6 mile line.

Comment 2: There is a possibility that insufficient funds will be raised from the benefit assessment district. When will the benefit assessment districts be formed? What will the assessment be? What will be assessed, four miles or the entire 18.6 miles? How can the four-mile system result in such a large percentage of the benefit assessment revenue that was predicted for the 18.6 mile system? On what basis does RTD estimate the level of funding from the private sector, the Assessment Districts, would be \$170 million if the 18-mile line was built, but only dropped to 130 million for the four-mile segment? (Fiedler, Ferraro, Bernardi)

Response: Initially, benefit assessment districts will only be established along the MOS-1 segment. Eventually, benefit assessment districts will be formed at each Metro Rail station area. Subsequent to the implementation of the initial five benefit measurement districts, the next set of Metro Rail station area benefit assessment districts will parallel the construction schedule of the full San Fernando Valley to Downtown Los Angeles Metro Rail system. The implementation program for all benefit assessment districts related to the five stations included in the initial MOS-1 segment of the San Fernando Valley to Downtown Los Angeles Metro Rail must be prepared by January of 1985. The formal adoption process including public hearings and submission of land use file (tape) data to the Los Angeles County Appraiser's office must occur by March of 1985. The formal notice due to property owners and all responses to the public hearings and exemption petition must be completed and submitted to the County prior to June 30, 1985.

The final rate of assessment has not yet been determined. The actual rate of assessment must be sufficient to provide at least \$170 million of capital

funding for the Metro Rail system with allowance for a reasonable level of support for eligible station maintenance costs and future system refurbishment needs. The base rate of assessment, with an allowance for escalation will also provide an adequate coverage ratio for the bonds to cover full market acceptance. The final rate of assessment, measured on a per square foot basis, will be a function of the amount of land and commercial building supply included in the area identified as receiving special benefit by the SCRTD Board of Directors.

The Los Angeles CBD and environs of the Alvarado/Wilshire station included in the MOS-1 portion of the Metro Rail system comprise effectively at least two thirds of the existing commercial space located in the service area of the San Fernando Valley to Downtown Los Angeles Metro Rail system. With anticipated growth that will occur in the Los Angeles CBD by 1990, this portion of the system will comprise at least seventy percent of the supply of commercial space served by the Metro Rail system. In addition, documented case studies of other regional rapid transit system built in North America since World War II indicate that the strongest initial development response to the rapid transit system will occur in the downtown area of the region's central city. Therefore, because of: 1) the supply of existing commercial space; 2) anticipated near-term development growth and, 3) the known locus of transit system development response, it is reasonable to expect that \$130 million of the \$170 million of capital funding support generated by the benefit assessment district would be provided by the MOS-1 segment of the Metro Rail system.

Comment 3: In order to maintain the local share for MOS-1, Proposition A money is being siphoned off, so bus riders will have to pay higher fares. Will bus fares be increased to subsidize the dead end subway? What will be the annual deficit in the next fifteen years. (Fiedler, Ferraro, Bernardi)

Response: Bus fares are relatively independent of the costs build and operate the MOS-1. Funds provided from federal, state, and local sources for construction of capital projects are usually restricted so that they may not be used for operating transit systems. The District has a capital budget that is separate from the operating budget. Capital projects are designed and managed carefully so that there are few surprises from the bidding or construction processes. The main causes of costs different from those anticipated arise from delays in the project and the actions of inflation. See also the response to Councilman Bernardi's comment on managing cost overruns. Minor cost variations can be accommodated by the contingency funds built into the project's cost estimates. Construction of capital projects does not proceed unless the contract cost is within the funds available from all sources.

The Districts operating budget covers costs arising from operations and maintenance of bus (or, in future rail) systems. Sources of operating revenues include fares, federal, state and local subsidies and miscellaneous funds from advertising and other activities. The District must operate with a balanced budget and when total revenues do not equal total expenses, the District must adjust the items within its control, fares and levels of service or obtain greater subsidies from outside sources. In practice, neither SORTD nor any other public transit agency is able to raise fares high enough to cover the full costs of operating and maintaining service without losing ridership and thereby

reducing total revenues. For this reason both fare increases and cuts of less utilized service are used to balance the budget. The year 2000 bus operating costs are \$481 million calculated in 1983 dollars. The cost of operating and maintaining the MOS-1 is estimated at \$15.38 million in 1983 dollars or only 3.2% of the projected bus costs. The estimated rail subsidy, \$9.88 million, would be less than 2% of the projected bus costs. It is therefore unlikely that the costs of building and operating MOS-1 will have any significant impact on bus fares.

Comment 4: Will Metro Rail use up all of the Proposition A funds? (Fiedler)

Response: No. The legislation governing Proposition A sets aside only 35% of the 1/2 percent sales tax revenues for all rail transit development. Whether Metro Rail proceeds or not, these funds can only be used for rail construction. The balance of the Proposition A funds go to local municipalities or are allocated to meet transit costs and expenses at the discretion of the Los Angeles County Transportation Commission.

Even without any rail construction, it is unlikely that the 50 cents county-wide bus fare could be sustained beyond the three-year period prescribed by Proposition A. Nonetheless, SCRTD and the Los Angeles County Transportation are actively exploring ways to lessen the impacts of diminishing bus fare subsidies. The 25 percent of all Proposition A funds that local municipalities in Los Angeles County presently get (the "local return" revenues) are obviously a potential source for bus fare support. To the extent possible, the County Transportation Commission has indicated it will give consideration to using available discretionary Proposition A funds to continue to support reduced bus fare.

The Metro Rail Project is expected to utilize Proposition A funds to a much lesser degree than other rail transit programs in Los Angeles County (such as the Los Angeles to Long Beach light rail line). The City of Los Angeles is currently expected to contribute a portion of its "local return" funds that it has received from Proposition A to build MOS-1. However, other sources, such

as Article 19, AB 2551, TPD and joint development measures are being emphasized in the funding of Metro Rail's local share.

Comment 5: The U.S. Department of Interior has identified hundreds of oil wells throughout this area. The majority of them have been within the proposed MOS-1 segment. This means a definite methane gas problem. (Fiedler)

Response: Rep. Fiedler made this same comment in connection with the Draft Environmental Impact Statement/Report for the full 18.6 mile Metro Rail Project. Comment 337 and the response to it are found on page 6-157 of the Final EIS. The response refers to Section 13.9.5 of Chapter 3 of the FEIS. Related material may also be found in Section 13.9.3, Chapter 3 of the FEIS. The Geotechnical Reports concerning the MOS-1 reveal that the Union Station Oil field underlies the area where the yards and shops will be constructed. The yards and shops will have shallow foundations, slabs and inspection pits which will not extend into the oil bearing strata. Grassy ground was encountered from the yard portal to Union Station and from the 7th/Flower station to the Wilshire/Alvarado station. Potentially grassy ground was encountered from Union Station to the 7th/Flower station. Measures that will be used to insure safety during construction include a gas detection and monitoring system to determine the pressure of gas in the ground ahead of the tunnel construction and the concentration of gas in the tunnel, drilling small holes ahead of the tunneling machine to relieve gas pressure, sinking collection wells along the alignment to reduce gas volumes and pressure, ventilation of the tunnels and construction sites, and coordination of design and construction with the California Bureau of Mines.

Additional precautions are being taken to avoid the possibility of hitting an abandoned gas or oil well that could contain toxic or explosive gases. Available records are being researched to obtain and plot the location of active or

abandoned wells. If warranted by the results of research the District will consider the use of sensors that could indicate the presence of a well casing ahead of the tunnelling machine. If any are encountered they will be uncovered, safely removed and recapped as necessary.

Gas build-up in tunnels or stations during operation will be mitigated by one or more of the following methods as necessary to avoid explosive concentrations of gases:

- o Natural ventilation and ventilation created by train movements.
- o Sensor system to detect presence and concentration of gas.
- o Emergency ventilation.
- o Impervious liners for the tunnel.
- o Barrier membranes, conduit seals, collars on any penetrations, and waterstops in joints.
- o Pressure relief systems at and beneath stations where gas pressures are high.

Comment 6: The project has changed significantly. Therefore, a full EIS/EIR should be prepared. (Fiedler)

Response: The purpose of an Environmental Assessment (EA) is to determine whether the proposed project requires the preparation of an Environmental Impact Statement/Environmental Impact Report or whether a Finding of No Significant Impact/Negative Declaration can be made. That decision is based upon the significance of the impacts identified in the EA and the degree of environmental controversy which surrounds the project. In the judgment of the U.S. Urban Mass Transportation Administration an EIS is not required. The EA does not identify significant environmental impacts that were not addressed in the Final EIS for the full 18.6 mile rail project. The written and oral records do not indicate that the proposed project is environmentally controversial. The SCRTD Board of Directors has made similar findings and in their judgment the project does not require an EIR.

Comment 7: If ridership estimates are accurate, the MOS-1 will generate an operating deficit of 9 million per year. How will the operating deficit of the MOS-1 be met? Where will the money come from to cover operating and maintenance costs? (Ferraro)

Response: Operating and maintenance (O&M) costs are funded from a number of sources for FY 1985 SCRTD expects to receive funds as follows.

Fares from ridership	26.7%
Other internal revenue generators (e.g., advertising interest, service contracts with other agencies)	<u>4.2%</u>
Agency (subtotal)	30.9%
Federal subsidies	10.8%
State subsidies	27.5%
Local Prop. A	29.6%
Local Not Prop. A	<u>1.2</u>
Subsidy Subtotal	69.1%

The estimated bus O&M costs for FY 2000 will be \$481 million in 1983 dollars. The rail O&M costs for 2000 is \$15.38 million in 1987 dollars. This is about three percent of the bus costs and cash flow analyses have shown that sufficient money should be available from the above sources to cover the expected operating deficit of bus and rail operations.

Comment 8: The start up of construction on MOS-1 will hasten the demise of the bus subsidy. This subsidy was mandated by the voters of Los Angeles County in 1980 and has kept bus fares at a reasonable and fair 50 cent level. When the subsidy runs out, bus fares will begin to rise, when fares rise, ridership will fall. Specifically, comment 15 in the statement on page 31 of the EA that "ridership will continue to rise in the future." (Ferraro, Duncan)

Response: The statement on page 31 discusses the long-range bus ridership impact; up to the year 2000. In addition to fares, bus ridership in the long range is affected by factors such as population and employment growth, auto ownership and level of capacity on the freeways, pricing and availability of energy, etc. It should be noted that over the past ten years, transit ridership growth has continued at a rate of approximately four percent per year. If bus fares rise from the July, 1985 expiration of the guaranteed Proposition A fare subsidy, ridership will most likely decline in the short-term, but as changes occur in the socioeconomic conditions and in the supply and demand of transit, bus ridership will resume its upward trend.

Comment 9: The financial burden on the City of Los Angeles has not been adequately addressed. The local share has climbed to more than half, 51 percent. What has happened to the 38 percent? That was the local share according to the Final Environmental Impact Statement that SCRTD produced in December, 1983. Where is that money going to come from? Who specifically is going to make up the difference? At what rate and what way are most of these additional funds going to be charged to the people of Los Angeles? (Ferraro)

Response: The local share has changed from December, 1983 when the FEIS was published because of the reduced level of federal funds available. The composition and source of the funds required for the MOS-1 is discussed in Section 1.3.7 of the EA. The City of Los Angeles share of the MOS-1 is \$24 million, primarily scheduled to come from the city's share of Proposition A. The City Council recently approved \$7 million in FY 1985 for MOS-1. Financial planning for the MOS-1 rail line has assumed a City of Los Angeles financial contribution of \$24 million over a three year period (see Section 1.3.7 of the EA). This money would come from a portion of Proposition A funds which are returned to the City of Los Angeles each year for transit purposes. No general funds of the City would be used. The transfer of the \$24 million to the Metro Rail project requires City Council approval. The Council has approved the \$7 million required for the first year.

The total local commitment for the full 18.6 mile Metro Rail Project remains at 38 percent as shown in the Final EIS and has not changed. The local share for the MOS-1 is 51 percent because of the limitations of the federal funds available in the next two years 1985 and 1986.

In subsequent years beyond 1986, funds required to construct the full system will contain a higher federal share, so that the overall totals of 38 percent local share remains unchanged. It is also noted that no increase in local or state funds are being proposed, so no new sources of funds would be required.

Comment 10: I am concerned about lost jobs, businesses, and homes. (Ferraro)

Response: Table 3-5 on page 52 of the EA presents a summary of the expected displacement impacts. In total, 24 residential units and 45 commercial establishments would be displaced. SCRTD would provide relocation assistance to all of the displacees through a comprehensive relocation program. It is expected that the businesses and residents will be able to relocate near their original location. There is the potential that small marginal businesses, with a localized clientele and owner operated may chose to close rather than relocate. Some jobs might be lost if the businesses cease operation rather than relocate. The displacements expected to occur with the MOS-1, while traumatic to those affected, are minimal when compared to displacements caused by new rail starts in other cities around the country.

S. Beard

9/11/84

Comment 11: Air quality at Union Station will worsen with the project.
(Ferraro)

Response: As stated on page 77 of the EA and further discussed in Table 3-38 of the FEIS, the MOS-1 will produce "...a slight worsening of air quality near the parking facility at Union Station." The air quality will be slightly worse because of the cars arriving to park at Union Station. National Ambient Air Quality Standards for one-hour concentrations of carbon monoxide will not be exceeded at Union Station or anywhere else along the route because of the MOS-1 rail project. State standards for one hour will be exceeded. Both federal and state standards for eight hour concentrations will be exceeded at Union Station largely because of the high ambient pollution levels produced by the nearby Hollywood/Santa Ana freeway traffic. Several specific traffic mitigation measures have been developed and are currently in the process of being finalized in consultation with the Los Angeles City Department of Transportation. Upon reaching agreement with the City, these measures will be adopted as a part of project design and construction. These measures, listed below, will improve traffic circulation, including the movement of buses and park and ride auto trips in and out of the station, thereby helping to reduce the CO concentrations in this area.

1. Installing new traffic signals at the exit/entrance to the east end of the station site.
2. Providing three lanes in each direction for station entrance road, to station east end.
2. Constructing a new right turn lane on May Street at Vigues Street.

4. Widening the west half width of Wigness by five feet.

Comment 12: What will happen to the current bus fare subsidies, van lift programs, and senior taxi programs which Proposition A has funded, as a consequence of MOS-1? (Ferraro)

Response: The voter-approved statute covering Proposition A required 50 cents reduced bus fare for three years which will expire in June, 1985. This is not as a consequence of Metro Rail or MOS-1. Moreover, Metro Rail construction is not expected to be making the primary demand upon Proposition A rail funds. The majority of these funds are currently forecast to be allocated to light rail construction programs such as Councilman Ferraro has advocated.

Comment 13: With the admission by RTD that the four mile line will be less cost effective than the original 18.6 mile proposed or the MOS of eight miles, the subsidy requirements will certainly be greater. (Ferraro)

Response: Yes, as a proportion of revenues, the subsidies for the MOS-1 will be greater; however, in terms of absolute dollars, the subsidy portion of the MOS-1 will be less than that for the full 18.6 mile alignments.

Comment 14: Patronage of the MOS-1 is overestimated based on experience in Atlanta, Washington, and BART. The ridership on the four mile line is grossly underestimated in light of steps being taken to foster high usage of public transit that occurred during the Olympics. Both transit promotions and an expansion of emergency ridesharing plans for management of air pollution episodes (called Regulation 6) are being considered for the region. (Schiller, Bernardi)

Response: The District's ridership projections are based on the best available computerized models. The models take into account all foreseeable factors such as travel patterns, socioeconomic projections, regional growth expectations, land use and development targets to yield an estimate of rail ridership in the year 2000. The models have been fine tuned and calibrated to reproduce the travel patterns in 1980. In other words, when fed actual data about the above factors the models gave an accurate picture of the automobile traffic and bus patronage for 1980. Therefore, the District expects the results for year 2000 to be neither unrealistically high or low.

The results of the MOS-1 patronage projections of 55,000 daily boardings are shown in detail in Section 1.3.5.1 of the EA.

The accuracy of this projection can only be verified by events but it is helpful to know that the rail system has flexibility within its design parameters which would allow it to handle increased loads. Nearly 14,000 passengers per hour in each direction could be carried using 174 passenger cars, four car trains, and three minute headways with the proposed fleet of thirty rail cars. The realistic daily capacity would obviously be far less than the theoretical

maximum of 555,000 passengers for a twenty hour day, but would doubtless be well above the prediction of 55,000

Comment 15: An efficient transportation system is needed to improve air quality, consistent with the policies of SCAQMD & SCAG. (Schiller)

Response: The District is working with the South Coast Air Quality Management District (SCAQMD) and the Southern California Association of Governments (SCAG) in an effort to help improve overall air quality through the application of both short-term and long-term transportation improvement strategies. For the short-term, Transportation Systems Management (TSM) measures are utilized. TSM improvements are on-going functions of the District as Final Design for Metro Rail proceeds. Feeder bus interface, intermodal transfers, road improvements, signalization, and other TSM measures will be well integrated into the project. In addition, as part of the joint development program the District is considering the recommendation of certain development bonuses to businesses which formulate employer-sponsored car-pooling and van-pooling programs.

For the long-term, technology is applied through the use of high speed, high capacity rail rapid transit systems, such as Metro Rail. This is compatible with SCAG's overall air quality goals and their recently adopted Regional Transportation Plan (RTP), which specifically recommends a federal commitment of UMTA, Section 3 funds for the 18.6 mile line. In addition, a recent letter from SCAG strongly supports construction of the initial four mile section with UMTA financial participation, especially since the MOS-1 could ease traffic congestion by reducing regional VMT by approximately 225,000 per day (see page

77 of EA). Clearly, Metro Rail is being planned with a view toward "transportation efficiency". This improves the attractiveness of mass transit and provides an alternative to automobile use. As the transition is made from auto use to mass transit use, greater benefits in air quality for the entire south coast air basin will occur.

Comment 16: Specific plans do not call for high enough densities around the stations. (Racicot)

Response: The development of the station area specific plans is the responsibility of the Los Angeles Department of Planning. The District is participating in the development of the specific plans through a contract with the city and has requested that densities remain higher immediately at the station and taper down at sites farther from the station. The District believes it is important that the highest densities be allowed near the station to support the centers concept and to provide the population necessary to use the transit services offered by the Metro Rail Project. A discussion of this issue can be found in Section 3.2. of the EA.

Comment 17: Will the need to start construction in the Valley impact the financial feasibility of the MOS-1? (Robbins, Ferraro)

Response: "Under the current funding proposed by SCRTD, included in the EA and the grant application the MOS-1 is financially feasible even with the required construction in the valley. It may increase the cost of the local share, since the current federal decision is limited to the funding of the MOS-1. For certain cases, the Federal Governments (letter of no prejudice or LONP). However, no decision has been reached for issuing a letter in this project. Without a LONP, the need to start construction in the valley would increase the local share of the costs for the full 18.6 mile system."

Comment 18: This project will encourage enormous amounts of growth. (Bernardi)

Response: In general, growth will occur with or without Metro Rail. The issue is in what manner will it occur and would such growth be beneficial. Experience has shown that rail rapid transit systems encourage orderly growth such that both the public and private sectors benefit. This is especially true with recent rail rapid transit systems constructed in Atlanta, Miami, Baltimore, and Washington, D.C. These systems encourage joint real estate development in the vicinity of stations with a mixture of both commercial and residential land use. The District is studying joint development opportunities in such a way as to encourage well-balanced land use development geared to the special needs of the local community (e.g., public services and senior citizen housing, as well as consumer retail and office use). In addition, SCRTD has been working closely with the Los Angeles City and County Planning Departments in an effort to ensure that Metro Rail construction and associated development is consistent with these agencies land use policies and plans. For instance, the City of Los Angeles has the "Centers Concept", which encourages concentrated development in areas with projected high population growth and employment densities. In other areas, such as the City's "Park Mile" community, strict limits are set on high density development in order to preserve the surrounding neighborhood's low density character.

Comment 19: If private development is as massive as projected on MDS-1, then the Metro Rail may well bring more congestion, additional clogging of city streets, particularly Wilshire Boulevard, and no energy savings and negative environmental effects. (Bernardi)

Response: The Metro Rail Project is not proposed as a panacea for congestion, air quality and energy problems. It is primarily a project for moving people and thereby managing growth which will occur with or without it. The decision to concentrate growth in certain areas of the city and county of Los Angeles has been made in the centers concept of their general plans. These plans set forth in the use of rapid transit systems such as Metro Rail, to facilitate movements to and between the centers. The affects of the MDS-1 on air quality and energy use are relatively minor, but nevertheless of net benefit to the region. See also the response to comment Bernardi 18. The EA in Section 3.1 states that both bus traffic and auto traffic would increase in the vicinity of the Wilshire/Alvarado Station. This increase would come from feeder buses and from patrons being dropped off by automobile. The potential impacts of this increased traffic were the subject of a special traffic analysis study. The conclusion of the study is that the increased traffic will not adversely affect the level of service on Wilshire at Alvarado.

Growth projections prepared by SCAG in 1982 show that with completion of the buildings currently under construction in downtown Los Angeles, the projections for the CBD made for the year 2000 will already occur within the next two to three years. This growth will only continue, with or without Metro Rail.

Metro Rail when built will provide an alternative means of transportation to

travel on the congested and clogged streets of downtown Los Angeles, Wilshire Boulevard and other areas of the regional core.

While the project will save some energy, it is recognized that these savings are not substantial which is not possible nor intended for a four mile project. Substantial energy savings could occur with the implementation of the 150 mile rail system mandated by proposition A.

It is also recognized that the project will have some negative environmental impacts for which mitigation measures are proposed and included in the environmental assessment.

Comment 20: What provisions are being made to control and to be able to pay for cost overruns? Which funding source(s) will pay for overruns? (Bernardi)

Response: Costs are being carefully controlled in the design process. Designs are being reviewed at various milestone points to ensure consistency with the budgeted cost. Where necessary, designs are being modified and developed within cost constraints. Should construction bids be higher than budgeted costs, the designers will be required, at no cost to the District, to redesign the section to conform with cost constraints. This comprehensive attention to costs during design will ensure that the project remains within budget. The project budget includes a design contingency of \$47.7 million to protect against cost increases. Another means of controlling cost overruns is the No Strike agreement reached between the District and the AFL/CIO, guaranteeing that none of the affiliated unions would strike against the Metro Rail Project during its construction.

Comment 21: Will forced transfers be required at rail stations? (Bernardi)

Response: Two limited-stop and one express bus line providing service from the west and northwest will terminate at the Wilshire/Alvarado station. Patrons on these routes desiring to go downtown will be required to transfer to Metro Rail. It is not cost-effective to provide express bus service parallel to Metro Rail although local bus routes will continue to provide service along Wilshire between Alvarado and downtown on some of their trips.

Comment 22: A feeder bus should be added to connect Union Station with Chinatown. (Roberti)

Response: It appears to be more efficient to connect Chinatown to the Metro Rail System by means of the Civic Center Station rather than at Union Station. This avoids backtracking and utilizes the existing bus system. There are currently eight bus lines serving Chinatown (four serving the heart of Chinatown and four serving the Southern fringe) which stop within easy walking distance of the proposed Civic Center Station.

Comment 23: Kiss-and-ride spaces should be provided at the Wilshire/Alvarado Station. (Roberti)

Response: Kiss-and-Ride spaces will be provided at the Wilshire/Alvarado station. These 26 spaces will be adequate to handle 520 of the expected 865 patrons that would exit the station in the p.m. peak hour to be picked up by auto. The remaining 345 patrons would be picked up by autos which would have to circle the block or park in nearby areas. There is additional project land east of Westlake that could be converted to Kiss-and-ride spaces if operating experience shows the need.

Comment 24: This is not rapid transit. What are the travel times and speeds between stations? (Schiffer)

Response: This comment was previously raised in the FEIS for the 18.6 mile line (see Comment/Response #83, pages 6-54 to 6-55). The MOS-1 is approximately four miles in length with a total of five stations. This configuration results in an average spacing between stations of about three-fourths of a mile. However, stations are not evenly spaced along the alignment, because they are sited to consider system access requirements and centers of activity, as well as operational and joint development considerations. The actual speed of the Metro Rail trains between stations varies with station spacing and geometric constraints. Overall, system average speed, including stops, is about 27 mph, with maximum speeds of 55 mph. By comparison, projected bus speeds within the CBD area during peak hours rarely exceed eight mph. In addition, one-way travel time for the MOS-1 from Union Station to Wilshire/Alvarado is seven minutes, while it would take buses over twenty minutes to reach the same destination.

Comment 25: The EA disregards the destruction of residences and businesses at the Wilshire/Alvarado Station. (Schiffer)

Response: The displacements of businesses and residences are discussed in Section 3.3, Land Acquisition and Displacement, of the EA. Table 3-5 on page 52 indicates that 24 residential and 17 businesses would be displaced at the Wilshire/Alvarado Station. Relocation assistance to these displacees will be provided in accordance with the adopted Relocation Plan. Federal and state laws will require that all residents displaced be relocated to safe and sanitary housing. Since many of the dwellings affected appear to be substandard and in deteriorated condition, it is quite likely that the replacement dwellings that will need to be found for the affected residents will be of better quality than their present situation. Similar protections apply to small businesses.

It should be realized that community disruption takes many forms. If the station and the tunnel cross-over box had, instead, been located under the intersection at Wilshire and Alvarado, the impacts upon both Wilshire and the merchants on the very crowded and heavily used Alvarado Street would likely have been very significant. Also, the station location would have been more isolated from local community activity which is concentrated away from Wilshire Boulevard proper.

While the proposed location in the center of the block will create some displacement, it will greatly enhance joint development possibilities and these development opportunities are much more likely to tie directly into the community than if they were located on Wilshire Boulevard. UMTA policy requires that such local development potentials be incorporated into a project whenever

possible. Local funding needs and objectives also compel the District to design its facilities so that local economic activity is fostered whenever it may be appropriate; this an important benefit of rapid transit and it also serves to generate benefit assessment revenue to help finance the system.

Comment 26: The EA does not state that an annual report is published. There is no accountability to the public by SORTD. (Schiffer)

Remarks: District accountability is published annually in a financial report compiled by the firm of Coopers and Lybrand, Certified Public Accountants. The eleven members of the SORTD Board of Directors are held accountable to the public through their respective appointment processes. Seven of the members are appointed by Los Angeles elected officials, one by each of the County Supervisors and two by the Mayor, and serve at the pleasure of those elected officials. The other four members are themselves elected officials and are selected by the remaining 82 cities in Los Angeles County through the League of California Cities, Los Angeles Division.

Over the last several years, the District has taken many measures to keep the public well informed on progress of the Metro Rail Project. Scoping meetings were held prior to the start of work on the Draft EIS/EIR for the project. A series of twelve milestone reports on major decision factors were published after draft reports on each subject were circulated and public meetings were held. Special community advisory committees were formed in Hollywood and North Hollywood and met on a regular basis to decide route assignment and stations in those areas. A series of eight public hearings were held on the Draft EIS/EIR and over 400 comments were responded to in the Final EIS. Thousands of information pamphlets and brochures explaining the Metro Rail Project were distributed throughout the project area, posters were placed in the areas around stations and notices of meetings and decision points were published regularly in newspapers serving the various communities in Los Angeles County. Press releases and news media reports regarding Metro Rail are often aired over local

channels.

Most recently, the Environmental Assessment (EA) was distributed to all persons who commented on the DEIS and to all local governing agencies. Notices of the EA's availability were published in local newspapers and a public hearing was conducted. The required thirty-day period for review and comment was honored and substantive comments were forwarded to UMTA, the federal lead agency for the project. The work focused on the Metro Rail Project and is the result of a directive from the public who endorsed Proposition A on November 4, 1980, approving a regionwide rapid transit system for the Los Angeles area.

Comment 27: The MOS-1 is a real estate scheme using rapid transit as a mask to inflate downtown property profits at public expense. (Schiffer)

Response: The MOS-1 is first of all a transit project with a goal of moving people where they want to go. It will add value to real property near the stations in proportion to how much businesses and residents perceive it is desirable to locate near the Metro Rail system. The District recognizes that the MOS-1, as any other large public works project, may create value in nearby properties that amounts to a windfall for the owner. A variety of mechanisms are being developed by the District and other involved jurisdictions to harness this value for the public good. Some of these are the establishment of benefit assessment districts, to capture a portion of the increment of value above the pre-project level to provide infrastructure in station areas, and the granting of density bonuses in exchange for special category housing or public amenities. These and other strategies are discussed in Section 3.5, Chapter 3 of the FEIS and in more detail in the milestone 6 Report for the project.

To some extent the increase in real estate values is controlled by the City zoning laws embodied in the station area specific plans now under development by the Los Angeles Department of Planning. These plans serve to balance the competing interests of developers, homeowners, renters and business people in the area.

Comment 28: The Los Angeles land use pattern is not conducive to a line haul transit system. (Brown)

Response: Exactly the opposite is true. Land use planning in the Los Angeles area is based upon the Centers Concept of high-density regional activity centers connected by a regional rapid transit system. The MDS-1 rail project is the first step in providing the rapid transit backbone in support of adopted land use plans and policies. This issue is fully discussed in Section 3.2 of the EA.

Comment 29: What are the impacts and cost implications of having to start construction in the Valley, as well as for the MOS-1? Since there will be two locations for construction within two years of the initiation of MOS-1, there should be an accompanying environmental analysis of all issues associated with this bifurcated nature at the project that is absent presently in the Environmental Assessment. (Robbins, Donaldson)

Response: State Senate Bill 1995 requires that an amount not less than 15% of the non-federal funds spent on Metro Rail operable segment construction in the preceding year be spent on construction of the San Fernando Valley segment of the Metro Rail Project. Even where the non-federal share is relatively high, such as in MOS-1, the requirement represents less than seven percent of the total construction expenses on the Project.

For instance, the proposed funding schedule for MOS-1 calls for \$157.2 million of federal funds and \$75.0 million of non-federal funds to be expended during fiscal year 1984. Under this schedule, an additional \$11.25 million would have to be spent on the Metro Rail Project's San Fernando Valley segment during FY 1985. The proposed funding schedule for FY 1985 calls for a total of \$389.0 million to be expended that year on MOS-1; \$11.25 million of additional funds would then have to be added to this amount from non-federal sources), constituting approximately 2.8 percent of all funds to be expended on the Metro Rail Project in that fiscal year. These costs are seen as a manageable and moderate commitment to what will become part of the larger Metro Rail system. However, a "Letter of No Prejudice" (LNOP) is required to meet eligibility requirements for state and local funding. A LNOP would allow SCRTD to count locally-funded portions (such as a North Hollywood station) of the Metro Rail as

a local contribution on future federal grant applications. In accordance with the provisions of the Robins Bill, the SCRTD will be committing available local funds to construction in the valley. This commitment is consistent with the Board adoption of Final Environmental Impact Report (FEIR) and the full 18.6 mile Metro Rail Project. This FEIR evaluated in depth the environmental consequences of the proposed Metro Rail facilities in the San Fernando Valley. There is no need for further analysis beyond that conducted in the FEIS for construction in North Hollywood. The construction there will be a small part of the construction of the 18.6 mile system.

Comment 30: Will the Project increase residential energy costs? (Duncan)

Response: The Los Angeles Department of Water & Power (LADWP) and Southern California Edison (SCE) are constantly planning for future energy usage of all sectors of demand. This includes not only residential and commercial usage, but also special projects as well. Metro Rail is a special project which these power companies have included in their forecasts of energy demand. It is anticipated that the Project will utilize available energy from current hydroelectric and coal sources and such energy utilization would not create a burden on total system capacity. As a result, there would be no impact on residential energy supply and, therefore, no increase in costs.

Comment 31: The EA does not adequately address encountering and disposing of both liquid and solid hazardous wastes during construction of the MOS-1. There must be a further analysis of the corrosive potential of ground water encountered. (Ross)

Response: The Metro Rail project is not expected to encounter oil or tar impregnated soil during construction of MOS-1. If this condition prevails the inert spoil material can be used or disposed of in a variety of ways including landfills as indicated in Section 3.9.9.2 of the EA. If naturally impregnated oily soils are encountered, these are not considered hazardous wastes according to a letter issued in April, 1984 by the Toxic Substances Control Division of the California Department of Health Services. Accordingly, waste oily soils resulting from excavation activities are exempted from the state's hazardous waste regulations and can be disposed of in Class III or II landfills. The construction of the MOS-1 is expected to encounter soils that contain dissolved or suspended gases including toxic and/or flammable gases such as hydrogen sulfide and methane. The activity of excavating the spoil and transporting it to disposal sites will relieve the in-site pressures, completely break and mix the soils. The gases released during excavation of the soils will be removed through the natural and artificial systems necessary to construct the facility.

Liquid waste that might be generated by the project is almost entirely water. The wastewater will contain suspended solids and in some areas hydrocarbons. The water will be treated to remove the suspended solids in settling basins and to remove the hydrocarbons through use of oil/water separators. The wastewater will meet the standards required to obtain a National Pollutant Discharge Elimination System permit. Removed solids will be disposed of with other

excavation spoils. Removed hydrocarbons will be disposed of through commercial refiners, in the same manner as used motor vehicle lubricants. Sections 13.9.4 and 13.9.5 of Chapter 3 of the FEIS contains a full discussion of this topic.

The corrosive quality of ground water mentioned in the geotechnical report is sodium chloride or salt, a common constituent of wastewater and indeed the ocean. These determinations of the hazardous waste management branch of the California Department of Health Services are made on a case by case basis, usually after inspection of samples of material from the project. No test borings done in connection with the Metro Rail geotechnical surveys in areas where tunnelling or cut and cover construction will be done for MOS-1 show it or tar saturated soils. In the unlikely event that any oil or tar impregnated deposits are encountered, the District will submit samples to the Hazardous Waste Management Branch and dispose of the spoil in the manner prescribed by low land appropriate regulations.

Additional geotechnical reports have been prepared for portions of the Metro Rail Project that will be built under a single construction package. Those applicable to the MOS-1 are referenced herein:

Converse Consultants

Geotechnical Report, Metro Rail Project, Design Unit A 170, October 1983

Geotechnical Report, Metro Rail Project, Design Unit A135, September, 1983

Geotechnical Report, Metro Rail Project, Design Unit A100, February, 1984

These geotechnical reports discuss the field work done for the Metro Rail Project, including the test borings. A total of 78 borings were made for the MDS-1, 38 within the alignment west of the eastern portal, 29 within the alignment east of the eastern portal including the train yard and maintenance shops site; and eleven were made in nearby areas outside the alignment. Of the 38 within the alignment west of the eastern portal one contained oil or tar saturated soil at depths below 145 feet, but twenty revealed grassy or potentially grassy ground. In the portion of the alignment east of the eastern portal none of the borings out of a total of 29 contained oil or tar impregnated or grassy ground at depths to 45 feet in the union station oil field which lies south of Jackson Street from the eleven borings taken outside the alignment, four contained oil and tar saturated soils and four were in grassy ground.

When the data from the Geotechnical Reports is integrated we can conclude that the construction of MDS-1 will encounter grassy ground, but no oil or tar impregnated strata. There is a small chance of pumping oil from fields east of the LA river if dewatering continues for a long time. Depending on the quality and quantity of the oil this could produce some revenues.

Comment 32: As part of the certification process required for the Amended Grant Application, the District must comply with 49 U.S.C. 1602(d) which indicates that the applicant has found the project to be consistent with official plans for the comprehensive development of the urban area. The SCRTD consistently says it is not subject to City or County General Plans or to the zoning ordinances and regulations of those entities. (Ross)

The District says it is not required to conform to the planning, zoning and building laws of Los Angeles city or county and is immune to the limitations of the General and Specific Plans of the cities of Los Angeles County. Whose goals does the project support, planning, zoning and land use decisions. Decisions are among the most important functions of local government. These issues must be resolved.

Response: The section cited in the question does not refer to general plans of the City and the County. It does refer to the plans of the urban area, which in this case is the Los Angeles-Long Beach Urban area governed by the Southern California Association of Governments (SCAG). In a letter dated July 14, 1983, SCAG informed SCRTD that, for the past seven years, SCAG's Regional Transportation Plan had included the Metro Rail Project as an element of the Regional Transit Development Plan and the SCAG-82 growth forecasts. It is SCRTD's opinion that while not required to be consistent, the Metro Rail Project does happen to be consistent with the City and County General Plans. See also Comment 33.

Comment 33: The SCRTD must clarify whether it is going to comply with or be held to the standards of compliance of the noise ordinances of the City and County and the respective provisions of their General Plans. (Ross)

Response: A recent court case, SCRTD vs. the Municipal Court of Los Angeles Judicial District and the People of the State of California, involved a challenge to SCRTD's contention that it is not subject to local ordinances. The court's ruling found that the City of Los Angeles lacks jurisdiction to enforce municipal codes against SCRTD and that the enforcement of such ordinances would impair the SCRTD's statutorily mandated function of statewide concern. While local noise ordinances do not directly affect the SCRTD they were taken into consideration for the development of a comprehensive set of noise and vibration design criteria for the Metro Rail Project. EPA regulations, two guidelines from the American Public Transit Association and transit industry practices, as well were used in developing these criteria which are included in the SCRTD Technical Report on Noise and Vibration (1983) and are summarized in the FEIR. SCRTD will comply fully with these criteria.

Comment 34: The project has changed sufficiently from the alternatives reported in the FEIS to require a new or supplemented EIS/EIR. The rule of proportionality cannot be used to calculate the affect of a major change, according to commonwealth of Massachusetts vs. Watt, 716F 2d 946 (1st Cir. 1983). The amount of funding, over \$1 billion, must be regarded as a "major federal action," as in Environmental Defense Fund v. Marsh, 651 F.2d 983, 991 (5th Cir., 1981), and NEPA requires the supplementation of an EIS when subsequent project changes can in qualitative or quantitative terms, affect the quality. (Ross)

Response: The District believes that the environmental affects of the Metro Rail Project and MCS-1 have been adequately addressed in the Final Environmental Impact Report and FEIS prepared in 1983 and in the Environmental Assessment. Accordingly, there is no requirement to prepare a new or supplemental EIR or EIS. The Metro Rail project is in a different situation than in the case of Commonwealth of Massachusetts v. Watt. In this case involving offshore oil, leases, the environmental reports for the project analyzed the affects to be expected for the entire pool of oil assumed to be present, but did not provide a range of alternatives or establish a continuation of affects to be expected if lesser quantities were found.

Later, the Department of Interior revised downward its estimate of oil to be found in the lease tracts to 1/31 as much oil as originally estimated, without further environmental work. The court held that such a downward revision was a significant change, that it would be important to know the magnitude of the change and that such a change in magnitude could not be calculated by the rule of proportionality and therefore an EIS supplement was required.

By contrast, the downward revision of the Metro Rail Project from the 18.6 mile Locally Preferred Alternative on the rule of proportionality for its analysis. Every area of the EIR and EIS was analyzed in detail on a station by station and element by element basis. In addition a continuation of affects was established through the range of alternatives examined; 18.6 mile full system, 8.8 mile minimum operable segment and no project. In this manner, the many environmental impacts of the project were built up from the environmental impacts of each station, subsystem reach of tunnel and neighborhood. In addition, the environmental assessment contains additional detailed analysis on how the MOS-1 and its environmental impacts relate to the full 18.6mile system and the voluminous analysis in the FEIR, FEIS, and supporting technical reports. The EA also contains additional analysis of new or different quantitative or qualitative affects the project would have on the human environment.

In the case of Environmental Defense fund v. Marsh the court held that changes in the project can become so massive such that at some point they may require an additional statement of environmental impact. Further that NEPA does require the supplementation of an EIS when subsequent project changes can, in qualitative or quantitative terms be classified as major federal actions, significantly affecting the quality of the human environment. This case decision turned on the changes (increases) a project undergoes, not the absolute amount of the funds involved. The MOS-1 represents no substantially changes from the project analyzed in the FEIS that would, in quantitative or qualitative terms, affect the quality of the human environment. Therefore, it is not a major federal action that requires supplementation of an EIS.

Comment 35: Alternatives such as a Wilshire bus only street and other TSM measures should be considered. (Duncan)

Response: This Environmental Assessment (EA) has been prepared to examine the environmental impacts of the initial segment from the yards and shops near Union Station to Alvarado. This segment called M0S-1, was not specifically considered in the extensive Final Environmental Impact Statement (FEIS) published in December, 1983. The EA and the FEIS are part of a 2nd Tier Environmental evaluation and were preceded by an extensive Alternatives Analysis conducted between 1977 and 1980, the results of which were published in the Final AA/EIS/EIR in April, 1980. In this analysis, eleven alternatives were examined in detail to develop solutions to the transportation problems in the Regional Core and the Wilshire corridor.

The Bus Alternatives included exclusive median bus lanes on Wilshire, exclusive curb lanes on Wilshire, and an exclusive bus lane on 8th Street and Olympic Street to serve the corridor. The results of the analysis showed that the bus alternatives were not as cost-effective or as environmentally desirable as the rail alternatives. Some of the problems associated with exclusive bus lane alternatives were that they would contribute significantly to the already high traffic congestion, would not provide higher travel speeds and thus not provide a high level of service compared to rail, and would have very high operating costs.

While the above TSM measures were not considered feasible the SORTD is committed to practical TSM measures to improve the extensive bus system. The SORTD Sector Improvement Program (SIP) under implementation since 1980 is a good example of

TSM measures that have been and continue to be implemented. Measures in this SIP include:

- o Rationalization of bus lines from a collection of lines that had been inherited from predecessor rail and bus companies into an integrated system of local, limited, and express lines.
- o Creation of a grid system in which lines run primarily east-west or north-south. In most cases, one line would serve one street instead of having up to three lines serving portions of one street. The grid system allowed most trips to be made with only one transfer. Prior to the SIP, up to three transfers were required.
- o Creation of a line numbering system that used separate blocks of numbers to identify: local lines to downtown, east-west and north-south local lines that do not enter the downtown, limited service, express freeway to downtown, express that does not enter downtown and special service lines such as to the race track, Hollywood Bowl or the Rose Bowl.

Comment 36: The EA was soft on traffic analysis. (Duncan)

Response: The EA is a summary of several traffic studies conducted to assess the potential impacts of the Metro Rail project. The backup reports, several hundred pages in length, are available for inspection at the SCRTD Metro Rail office. The traffic analysis report prepared by Schimpeler,Conradino Associates "Alvarado Station Bus Interface Traffic and Operational Analysis (August, 1984)" on the operation of the Wilshire/Alvarado Station as a terminal station is also available for review. The EA is intended as a summary document. Details are contained in the pertinent technical reports including the Los Angeles City Department of Transportation's 1983 Draft Traffic Analysis Report.

Comment 37: Acquisition of Union Station at a cost of \$90 million is too expensive. Alternatives such as the Post Office terminal annex should be considered. (Duncan)

Response: Union Station is not to be purchased as part of the Metro Rail Project. A joint venture of state and local agencies has been pursuing the possibility of purchasing Union Station for sometime. The \$90 million mentioned apparently refers to news reports on the estimated costs for purchasing the entire Union Station facility.

The Metro Rail Project is totally independent of these activities. SCRTD will only be seeking to acquire the specific easements (temporary construction, permanent underground, pedestrian and access) and other interests necessary to construct and operate the Metro Rail platform and mezzanine areas under Union Station near Macy Street.

To the east of and outside of the Union Station complex, SCRTD will be seeking to acquire a number of vacant parcels for bus loading, bus layover and automobile parking which will help support operation of both the extended El Monte busway and Metro Rail.

Other alternatives were considered but were discarded because of the geometry necessary to turn from Hill Street through the Union Station area to reach the selected site of the rail yards south of Union Station. Union Station is important as a Metro Rail station since it is the focal point for the region's future transportation plans and will become a significant multi modal station.

While it is premature to identify estimated costs for the needed easements within Union Station itself, it is expected that their cost will be a very small percentage of the total value of Union Station.

Comment 32: The Wilshire/Alvarado Station should be placed under MacArthur Park to minimize displacements. Consideration should be given to the realignment of the Wilshire/Alvarado Station so that it is located under MacArthur Park, north of Wilshire and between Alvarado and Parkview Streets. (Swan)

Response: Construction of a subway station beneath MacArthur Park would require closure of a major section of the park for approximately three to four years. Entrances to the station would require permanent use of parkland. The Department of Transportation Act (P.L. 89-670, 80 Stat. 931, 49 U.S.C. 1653) Section 4(f) prohibits the use of parkland when a feasible and prudent alternative exists. The proposed location of the Wilshire/Alvarado station is considered such an alternative because: 1) the displacement impacts will be mitigated through the Relocation Plan and 2) redevelopment of the area at the station is expected to enhance and benefit the community.

Comment 39: Platforms should be lengthened to accommodate 8-car trains. (Swan)

Response: The added capital cost of extending station structures an additional 150 feet is not warranted, considering the capacity offered by the present system design. The Metro Rail system is sufficient for the expected patronage for the initial MOS-1 segment, for the full 18.6 mile system or for foreseeable system expansions beyond the 18.6 mile line. The six-car trains, operating at headways approaching two minutes, can comfortably carry nearly 28,000 passengers per hour in the peak direction. With only a slight increase in the passenger load per car during the peak morning and evening hours, as many as 30,000 passengers per hour per peak direction could be accommodated.

Comment 40: The CBD portion of the MOS-1 tunnel should be shared with the Los Angeles to Long Beach light rail line. (Swan)

Response: Sharing of the CBD portion of the MOS-1 tunnel with the Los Angeles to Long Beach light rail line is not considered desirable because of the different service objectives and operating characteristics of the two systems. The Metro Rail System will use the 3rd Rail design for power supply while the light rail system will use an overhead catenary power supply design. Metro Rail passengers will load and unload at a platform at floor level while the light rail is designed for street level boarding with steps up to the car floor level. Accommodating these differences would be possible but would add to unit costs and maintenance complexities. In terms of service needs, the Metro Rail System is being designed to enable service at two minute headways to meet the ultimate ridership demand. The light rail system will not operate as frequently nor will it be able to operate as close to schedule as the Metro Rail because light rail will operate on city streets with other traffic. The introduction of light rail vehicles would increase service headways and therefore reduce needed capacity of Metro Rail.

Comment 41: The EA was not adequately circulated to Wilshire/Alvarado area organizations. The comment period should be extended beyond the thirty day time frame. (Cornwell)

Response: Over 500 citizens covering the entire general project area, including all who testified at the previous public hearings for or submitted written comments on the Final Environmental Impact Statement (FEIS) for the entire 19.6 mile line, were sent copies of the EA. In addition, citizens who did not comment, but still had requested copies of the FEIS were sent copies of the EA as well. These included not only private citizens having personal interest in the Project, but also members of civic organizations, corporations, and special interest groups. Notification of the availability of the EA, as well as notice of the Public Hearing were advertised in the local community newspapers of the area, including the Hispanic newspaper "La Opinion" as well as the Korean newspaper "Rafushimpo". Local public agencies such as the city of Los Angeles Planning Department, were sent the Environmental Assessment, as well as Los Angeles City Councilmen and County Supervisors who have constituents in this area, and are very knowledgeable of Wilshire/Alvarado area organizations and their special needs.

Federal law requires a thirty day review period for comments. The Environmental Assessment was available for public review on August 15, 1984. The review period closed on September 13, 1984. The District received and responded to 95 comments that were received as late as September 20, 1984. After the EA was made available to the public two sets of errata were issued to correct typographical mistakes. These corrections did not substantially change the EA nor call for different conclusions. The same thirty day period was held for the

full FEIS, a document over 600 pages in length. Over 400 comments were successfully received within this period, where all substantive issues were raised and addressed. The EA is a document substantially smaller in volume (about 100 pages), and was mailed to approximately the same number of people as with the FEIS. Clearly, the time frame given for its review is reasonable. To extend such a period would be counterproductive to the resolution of the issues, especially since costly delays in project construction could result.

Comment 42: An EIS/EIR is required because of the controversy of the project.
(Fiedler, Cornwell)

Response: The District has researched carefully the regulations implementing federal and state environmental law and consulted UMTA and the State Clearinghouse to determine the appropriate review for the MOS-1. UMTA directed that an Environmental Assessment (EA) be prepared to determine if new significant impacts not included in the FEIS would result from the MOS-1; this according to Section 771.129 of the UMTA Environmental Impact and Related Procedures, Reevaluation, October 30, 1980. The assessment of impacts in the EA revealed no new significant impacts and it is expected that UMTA will issue a Finding of No Significant Impact. In this case, a Supplemental EIS will not be required.

Under the state law, CEQA, it was less clear what documentation, if any, is necessary. The Legal Counsel of the State Clearinghouse suggested that because the project in the District's view remains the full project described in the FEIR, no further review or documentation was required under CEQA. However, out of an excess of caution and in an effort to keep the public informed of funding developments for the Metro Rail Project, the District decided to make the EA meet Initial Study requirements. Since no new significant impacts were involved, the adoption of a Negative Declaration, following along in the Initial Study procedure, is proposed. Because the action meets the criteria for a Negative Declaration, a change in or a new EIR is not required.

Comment 43: The design contingency for MOS-1 is only 10% total, not 15% for facilities and 10% for systems as shown on page 24. The \$4.9 million figure for utilities shown on page 24 is not correct. Agency cost was 5% (\$80.0 million) with the full 18.6 mile system but is now a higher percentage (15%) with the 4.4 mile MOS-1 (\$73 million). (Said)

Response: At the current stage of design development, a 10% contingency for facilities and systems is adequate. The 15% shown for facilities is a typographical error. The total contingency figure (\$47.7 million) is correct. The \$4.9 million figure is correct. Unlike the estimate contained in the FEIS, it includes only the utility relocation work scheduled to be performed by the construction contractors. The balance of the utilities cost, that performed by the utility companies, is included under the Agency line item. As noted in the response above, the Agency costs now include work performed by the utility companies. In addition, during the period of design, construction and startup for the MOS-1 Segment of the Metro Rail Project, a level of support staff, services and equipment will be required that would closely parallel the level of effort required for the full system during the same time period.

Comment 44: Why not put a light rail system on one lane of all the present freeways? (DeMille)

Response: There is a wide selection of proven modes of transportation with which to meet the transit needs of Los Angeles County. The choice of which mode is appropriate to a particular corridor or route is a complex technical decision influenced by such questions as business and residential density; adequacy of the current transportation system in the corridor; support of and compatibility with City of LA General Plan Centers Concept; necessary system capacity; and desired service speed. All these factors were assessed and documented in the 1975 Transit Corridor Study and in the Final Alternatives Analysis/Environmental Impact Statement/Report (AA/EIS/EIR) on Transit System Improvements in the Los Angeles Regional Core, published in April, 1980. See also the discussion of the 1975 Transit Corridor Study in Section 1.1, Chapter 3 of the FEIS and the discussion of the Alternatives Analysis in Section 1.2 of Chapter 3 of the FEIS.

As a result of the above studies, a conventional heavy-rail subway system was selected as the District's "Locally Preferred Alternative" (LPA). This system would serve the most densely populated and employed region in the Los Angeles Metropolitan area, called the Regional Core. The studies found that existing freeways or transit systems along those freeways do not adequately serve the regional core. The study also found that transit systems on aerial structures may be incompatible with certain land uses, especially in terms of noise, vibration and aesthetics.

In addition, the concept of converting freeways lane to transit use without

expanding the number of existing lanes has proven to be difficult. For example, California's experiment with the Santa Monica Freeway "Diamond Lane" demonstrated that reducing the number of existing freeway lanes in order to provide a special lane for certain types of transportation is a disincentive which the public found to be intolerable. The Los Angeles County Transportation Commission is currently studying or planning light rail systems along corridors more suitable for this type of technology, such as the existing railroad right-of-way between Los Angeles and Long Beach.

Comment 45: I am concerned about the impact of Metro Rail construction on my business on Fairfax Avenue. (Wittner)

Response: The MOS-1 rail project terminates at the Wilshire/Alvarado station, about four miles from Fairfax Avenue. The MOS-1 would not impact the business. The impacts of the Minimum Operable Segment (9.8 miles) and the Locally Preferred Alternative (18.6 miles) on businesses were discussed in the Final EIS.

Comment 46: The failure of the SCRTD to consult with the public, or engage in the scoping process supports the contention of non-compliance with CEQA.
(Donaldson)

Response: A full "scoping" process, with three widely advertised public hearings before both District and UMTA representative, was conducted during November, 1981. Virtually all of the prospective issues that the EA is concerned with (including the definition and extent of a "minimum operable segment") were within the domain of that scoping program. District staff contacted RTA members by both mail and telephone to alert them to these hearings but, according to our records, RTA is an organization declined to participate in those scoping meetings.

The comments noted that SCRTD's CEQA Guidelines say that the District shall engage in "scoping" (defined therein as involving all responsible agencies) for an EA. This language was met to apply only to those projects that had not previously public transportation policy and who have already proceeded past administrative remedies to the courts.

The CEQA guidelines, coincidentally, do not specify a scoping or consultation process for the preparation of an EA. Section 15026 of the guidelines states that, with regard to a draft EIR, a lead agency shall consult with and request

comments from:

- (1) Responsible agencies.
- (2) Trustee agencies with resources affected by the project and
- (3) Other state, federal, and local agencies which exercises authority over resources which may be affected by the project."

The guidelines go on to say that "the Lead Agency may consult with any person who has special expertise with respect to any environmental impact involved" been the subject of "scoping." Moreover, the District did consult with all responsible agencies (as detailed on page 93 of the EA). These agencies' direct and continuing involvement made them a logical source of technical advice on the writing of the EA. It did not, however, seem to be a reasonable and effective use of the limited time available to approach individuals or organizations who had no particular expertise but only a long-established quarrel with the implementation of Federal guidelines (Section 771.129(b) of the October 30, 1980 Rules and Regulations), in discussion reevaluation of even a supplemental DEIS or FEIS, specifically state that scoping is not required as the information gathered for the predecessor document should remain valid. The same intent would clearly apply to a lesser document, such as an EA.

SCRTD understands the consultation process to not itself be primarily a sphere in which to expand litigation, but rather to aid in the assembly of a nominally balanced and inclusive document for public review and comment. Contrary to questioner's statement, we believe consultation has been reasonably, responsibly

and fully carried out.

Comment 42: The EA and FEIR do not discuss the costs of handling unique archaeological artifacts uncovered by construction of MOS-1 as required by the Public Resources Code Section 21083.2. (Donaldson)

Response: This section of the Public Resources Code obviously refers to a situation where an applicant such as a real estate developer proposes a project which would disturb archaeological resources known to be "unique" within the definition of the code section. The section provides that the lead agency can obtain a guarantee from the applicant to pay half the estimated cost of mitigating the significant effects of the project on unique archaeological resources.

In the case of the Metro Rail Project the District is both the applicant and the lead agency and is responsible for all costs related to any archaeological resources found. These responsibilities and mitigation measures for archaeological resources are found in the Memorandum of agreement (Figure 4-5). In the case of the Metro Rail Project MOS-1, the right-of-way goes through an extensively urbanized area with very little undisturbed original ground surface. The presence of specific archaeological resources is unknown although there is a chance that some resources may be encountered at some more likely locations during construction. Accordingly, a qualified archaeologist will observe the excavation of Union Station, Civic Center Station and 5th/Hill station. If archaeological resources are found the District will involve the SHPO and the Department of Interior in determining if the resources meet the National Criteria set forth in 36 CFR Sec. 60.6. If they meet the National Criteria the same agencies will be involved in expediting a data recovery plan. A more detailed discussion may be found in Section 3 of Chapter 4 of the FEIS.

Comment 48: The EA should contain an analysis of the floodplains issue as required by Executive Order 11,988, which requires federal agencies to avoid taking action in a floodplain whenever there is a practical alternative. There is a related State Department of Transportation regulation which indicates that for purposes of flood insurance computations, there may be areas around MacArthur Park and other portions of the route alignment which are subject to flooding. Since the yard of the Eastern Portal directly abuts the L.A. Flood Control Channel, a statement with regard to that area should be addressed. (Ross/Donaldson)

Responses: During Preliminary Engineering, all practical alternatives to the alignment and station locations along the segment covered by MOS-1 were examined. The Milestone #3 Report: "Route Alignment," outlines the alternatives examined and explains the analysis procedure undertaken to evaluate such alternatives. The Milestone #4 Report: "Station Locations," outlines the development of the selection of station locations for the area covered by the four-mile portion of the 18.6 mile line. These analyses examined geology and hydrology issues, as well as seismicity, safety and several other environmental concerns. The U.S. Department of Transportation Order #5650.2, entitled: "Floodplain Management and Protection," prescribes policies and procedures for ensuring that proper consideration is given to the avoidance and mitigation of adverse floodplain impacts in agency actions, planning programs, and budget requests. The District has applied these guidelines in the planning of MOS-1 and, would thereby give adequate floodplain protection.

The MOS-1 would traverse a significantly fewer number of floodplains than the full 18.6 mile line. Consequently, the overall cumulative floodplain impacts

would be less. Specifically, MacArthur Park which lies west of the Alvarado terminal of the MOS-1, is the only area near the four-mile segment that is identified as a flood hazard zone on the floodplain maps of the National Flood Insurance Program. No significant impacts are anticipated from construction and operation of the subway system, since any direct increase of runoff due to the project would not be substantial enough to affect the carrying capacity of the existing storm drain systems in the vicinity of MacArthur Park.

Due to the complete channelization of the Los Angeles River, it is no longer considered a flood hazard. Urban residential and commercial facilities have long been established up to the culvert right-of-way of the channel without incident. In addition, the County Flood Control District is actively pursuing joint development of the channel right-of-way and, consequently, attests to the compatibility of well-designed structures with the river's facilities.

The above issues are discussed in detail in the FEIS, pages 3-162 to 3-163. Flood hazard areas are shown in Figure 3-19, page 3-164 of the FEIS.

Comment 49: Because of the concerns about the four-mile segment in the areas of ridership, operational costs, construction costs, commitment of financial support and the impact of the Robbin's Bill SB 1995, an updated EIR is required. (Genovese/Plotkin)

Response: The Environmental Assessment and the response to comments have adequately addressed the areas of concern raised in this letter. In the judgment of UMTA and the District Board an EIS/EIR is not required. (See also response to comments 6, and 34.

Comment 50: The District should take the time to actively seek out the views of various groups, including Homeowners Associations, on the viability/desirability of MOS-1. (Genovese/Plotkin)

Response: The views of civic groups, corporations, private citizens, special interest groups and politicians are actively being sought through the EA review and comment process. This process includes a formal public hearing (held on August 30, 1984) where persons from both the public and private sectors were encouraged to voice their views on all aspects of the project. In addition, those persons who did not have the opportunity to attend the public hearing were encouraged to send in written comments regarding the four-mile segment. See the responses to Fiedler #1, Robbins #1, Ferraro #2, and Bernárdi #4..

Comment 51: Please examine above ground alternatives in the freeway median.
(Cohen, Cammon)

Response: See response to comment 44 for a discussion of rapid transit along existing freeway corridors.

Comment 52: I am concerned with safety and security on the subway. (Cohen, Siddiquier)

Response: SCRTD has ongoing contracts with both the Los Angeles Police Department (LAPD) and Fire Department (in addition to its own transit police force) to provide special safety and security needs at Metro Rail facilities. The stations and the trains will be policed by the District's transit police officers who will be supplemented by the LAPD, both in uniform and undercover. Closed circuit television cameras and monitors will be established between the stations, tracks, and central control. Provisions for emergencies such as an emergency communications network, on-site emergency equipment, and access by emergency personnel will be integrated into the Final Design of Metro Rail. District personnel will be trained in procedures for the handling of emergencies in cooperation with District Transit Police, as well as local police and fire services. SCRTD will anticipate and plan for emergency situations through development of specific emergency procedures. These procedures will address response actions to events such as fire and smoke, panic, flooding, and seepage of flammable or toxic vapors into the subway.

As full development of the Metro Rail Project proceeds, various plans will be developed and implemented commensurate with the appropriate phasing of the project. For example, during Preliminary Engineering, security criteria were developed, as well as a transit police staffing plan. During Continued Preliminary Engineering and Final design, a Security Profile of the Metro Rail corridor was developed. It assesses the potential security problems along the alignment such that optional patrol schedules for police officers can be designed. This would afford quick reaction responses to security incidents.

During the Construction/Acquisition phase, a Security Equipment Test Plan will be developed. During the Pre-Operational testing phase, a Security Training Plan will be designed, as well as a Public Education Plan. Finally, a detailed Security Operations Plan will be developed at the point of start-up operations. The above plans, procedures, and analyses are only a small sample of the many safety and security tasks underway for Metro Rail.

The FEIS discussions safety and security measures at length on pages 3-107 through 3-111. In addition, these measures are described in further detail in Milestone 7 Report: "Safety, Fire/Life Safety, Security and System Assurances"; Milestone 12 Report: "System Plan"; as well as a series of Program Plans. "System Safety" (May, 1983), "System Security" (June, 1983), and "Fire/Life Safety" (Jan., 1984) developed by SCRTD's Systems Analysis Consultant, Booz Allen & Hamilton. These program plus outline specific measures to be undertaken to optimize safety and security on Metro Rail. Finally, the "System Safety and Security Program Plan" (Final Design Edition; August, 1984) is a comprehensive, detailed description of policies plans, procedures, and tasks for safety and security is to be well integrated into Metro Rail System design.

Comment 53: To complete the 18.6 mile project after completion of the four-mile segment will cost much more than present estimates plus inflation. Metro Rail should be abandoned in favor of less costly projects that better serve the community. (Brooks)

Response: Metro Rail costs for the full 18.6 mile system were included in the Final EIS. The costs do include a provision for inflation. The cost in escalated dollars assumes that costs will increase at seven percent annually. If the Metro Rail project is delayed beyond the schedule in the FEIS or if inflation is greater than seven percent per year, costs will be higher than those stated in the FEIS.

Alternatives to Metro Rail were examined during an extensive alternatives analysis (see Final Alternatives Analysis/Environmental Impact Statement/Report, SORTD and UMTA, 1980). The end result of the study was selection of the most cost-effective alternative, the alternative that provided the best service to the community for each dollar spent. Metro Rail was judged to be the most cost-effective alternative.

Comment 54: With Wilshire/Alvarado becoming the terminal station for the four-mile segment, some consideration needs to be given to expanding such items as pedestrian handling space, gates, and vending spaces. (Nelson)

Response: The Wilshire/Alvarado Station will have less patronage as the MOS-1 terminal than it will have as an on-line station for the full 18.6-mile alignment. This is because the MOS-1 will not be serving the activity centers of Wilshire Miracle Mile, Hollywood, Universal City and North Hollywood. Because the MOS-1 initial segment will eventually be extended to these areas, the Wilshire/Alvarado Station is being designed with facilities such as handling space, gates, etc. capable of handling the higher patronage of the full system.

Comment 55: During rush hours some of the local Wilshire buses could terminate at the station to distribute and collection Metro Rail patrons to the west.
(Nelson)

Response: The MOS-1 includes plans to have some local buses terminate at the Wilshire/Alvarado Station. All local routes, however, will continue to have some buses serve local stops on Wilshire between Alvarado and downtown, giving patrons a choice between rail and bus into downtown. As a result, bus volumes on Wilshire east of the station will be significantly lower than volumes to the west, especially during rush hours.

Comment 56: The proposed transit route would have little effect on improving public access to the district welfare offices in North Central Los Angeles. However, two district offices (Metro North and Echo Park), presently serving about 55,000 people, lie within six to ten blocks of the proposed route. (Collins)

Response: Although the MOS-1 segment may not have a direct affect on accessibility to welfare offices, it would have a positive affect generally on improved mobility. This is especially true for transit-dependant, low-income groups who need public transit for access to and within the CBD. Within the CBD itself, mobility would be improved by MOS-1 since the subway would traverse the downtown area in less than half the time required for buses on congested streets. As the system expands toward the full 18.6 mile line, easier access to a greater number of district welfare offices could be possible. A detailed discussion of local and regional accessibility benefits of the full system is given in the FEIS, Section 5.3.2, page 3-99.

Comment 52: District must obtain authority from the Commission to do work or make changes at existing railroad crossings. (Oliver)

Response: The District has noted the comment and will obtain necessary permits and authorities from the FUC prior to working on railroad crossings or other facilities in the yard and shop area where the rail line in the median crosses Lankenshim Avenue in North Hollywood.

Comment 58: An efficient transportation system is needed to improve air quality, consistent with the policies of SCAQMD and SCAG. (Schiller)

Response: The District is working with the South Coast Air Quality Management District (SCAQMD) and the Southern California Association of Governments (SCAG) in an effort to help improve overall air quality through the application of various transportation improvement strategies. The Metro Rail Project is a major strategy which is compatible with the Regional Transportation Plan (RTP) and the Air Quality Management Plan (AQMP). A recent letter from SCAG strongly supports construction of the initial four-mile segment with UMTA financial participation, especially since the MOS-1 could ease traffic congestion by reducing regional VMT by approximately 225,000 per day (see page 77 of the E.A.). This results in a substantive improvement in air quality within the region, since carbon monoxide emissions will be reduced by nearly two tons per day. Although these regional air quality benefits of the MOS-1 would be on a smaller scale than that of the full 18.6 mile segment, it is a first-step toward regional air quality improvement. As the system expands, with further extensions to the full 150-mile regionwide network, greater benefits in air quality for the entire South Coast Air Basin will occur.

Local pollutant impacts would be experienced by both the four-mile and 18.6 mile lines due to carbon monoxide emissions from increased traffic volume around the stations. Although such activity by itself would cause some worsening of local air quality, much of this is expected to be offset by Transportation Systems Management (TSM) measures. This includes street improvements and better signalization, as well as feeder bus interface with Metro Rail. In addition, as part of the Joint Development program within station areas, the District is

considering the recommendation of certain development bonuses to businesses which formulate employer-sponsored carpooling and vanpooling programs.

Comment 59: The estimated construction time for stations changed from 27 months in the FEIS to three to four years in the EA. (ASPAC)

Response: The total time from beginning of utility relocation to a completely finished station is more accurately estimated as three to four years.

Comment 60: The disruption during construction of the Wilshire/Alvarado Station and the planned permanent acquisition of more than 50% of ASPAC's parking area will create a financially disabling situation for the 100 firms housed in the two buildings at Wilshire and Westlake. Furthermore, it should be noted that one of these buildings houses the only major medical facility in the immediate area. None of this has been addressed. (ASPAC Investments Corporation)

Response: This subject was answered response to Comment #128 in the FEIS. That response, as follows, is repeated here. Where property, such as a parking lot, is taken for Metro Rail construction, the owner is paid a fair price for his property that reflects its market value (excluding that induced by Metro Rail) and the reasonable costs of severance for the owner. The Federal Uniform Relocation Assistance and Real Property Acquisition Policies Act of 1970 (Public Law 91-649) mandates certain relocation services and payments. UMTA Circular 4530.1 of March 1, 1979 covers the appraisal and acquisition of real property, relocation services, moving and replacement housing payments, and other allowable expense payments mandated by the Uniform Relocation Act. This amount should readily enable the property owner concerned to provide alternative parking or other facilities for his tenants. It should also be noted that Los Angeles City Transportation Department analyses indicate that, once Metro Rail operation begins, parking demand at the Wilshire/Alvarado Station will drop significantly. The property owners, therefore, stand to reap significant benefits in reduced, long-term parking costs.

In extraordinary instances where the costs of severing a Metro Rail construction site from a larger parcel appear to be unreasonably high, there is the alternative of SORTD purchasing an entire parcel. SORTD then bears the burden

of reconveying the larger parcel back into productive use at the conclusion of Metro Rail construction. It is SCRTD's policy to work with property owners within the confines of federal and state regulations.

Detailed studies conducted by the Los Angeles City Department of Transportation in the Spring of 1983 indicated that there was an abundant supply of off-street parking available in the vicinity of the commentor's property. For example, there are 467 off-street spaces north of Wilshire Boulevard within 600 feet of the commentor's property. Of these, 297 are available to the public on a commercial basis; other spaces might be negotiated for the property owners concerned. Many of these spaces would be as close or closer to the offices as some of the commentor's present parking spaces.

Finally, regarding the availability of nearby medical facilities, there are three additional major medical facilities in the station area which are not mentioned by the commentor. These are: St. Vincent's Medical Center at Third and Alvarado, the Good Samaritan Hospital at Wilshire and Lucas and the Shriner Hospital at Geneva and Virgil. The additions of a Metro Rail Station at the Wilshire/Alvarado will increase accessibility to all four of the major medical facilities in the area.

Comment 61: On Figure 1-12 of the EA the building "First Interstate" is actually a ten story medical office building and the building "Crocker Bank" is actually a thirteen story general office building. Tables 3-7 of the EA do not include the 673 employees and approximately 1,100 daily patients visiting these buildings. (ASPAC Investments Corporation)

Response: The names First Interstate and Crocker Bank were used to identify these buildings as these are the predominant businesses on the ground floors. Table 3-7 refers only to those persons displaced by the Metro Rail Project. These buildings will be least affected by construction of the Metro Rail and accessibility to the structures from Wilshire Boulevard will be unimpeded. Because employees and visitors to these buildings will not be displaced, their numbers were not included in the Table mentioned.

Comment 62: Table 15 of the EA shows operating cost of \$15.4 million. This figure should include interest on capital costs which can be estimated to be \$120 million (10% of \$1.2 billion). If RTD sponsors tax exempt bonds, millions in tax revenues will be lost as well. (Schiffer)

Response: The estimated operating cost shown in Table 15 of the EA is correct as there is no interest charged on state or federal grant monies. While it is true that some tax revenues are lost through the sale of tax exempt bonds, this is a highly accepted form of financing used by public agencies.

SEIDMAN 6

Comment 63: Questions are needed for a fully-underground station at 7th/Flower at this time. Establish a ground station with all the facilities of others such as kiss-and-ride, etc. along with a dedicated shuttle operating between 5th/Hill and 7th/Flower on special lanes. (Seidman)

Response: The ridership projections for the MOS-1 call for 10,683 daily passengers, the highest of the three center city stations. For the full 18.6 mile system the station load is estimated at 32,254 passengers daily, third highest of all eighteen stations. This station fills a vital role in both the MOS-1 and full 18.6 mile system. It is also under consideration as an interface station between the Los Angeles to Long Beach light rail line and Metro Rail. Future construction of an underground station while maintaining service on an existing subway line is very difficult and expensive. None of the MOS-1 stations can be postponed for this reason and the others mentioned above. See also the response to the comment by Duncan on exclusive bus streets.

Comment 64: It was obvious that a major emphasis was placed on minimizing residential displacement. Will similar compensation be provided to the small, independent businesses? Will larger businesses be given the benefit of low interest loans? (Seidman)

Response: The benefits accorded businesses are similar in principle to those accorded residents: the property owner is paid full, fair market value for the property, the business is compensated for the expenses of relocating the business and where applicable, compensation is made for "loss of goodwill" where a business measurably suffers as a consequence of having to leave its established location. Where a business chooses to go out of business rather than relocate (an option sometimes selected by older, small shopkeepers whose business may be in decline), a payment is made in lieu of moving expenses; this payment is not available, however, to larger businesses with more than one location business.

Comment 65: Surely any impact on the Union Station and the Pershing Square Building by construction will not violate their basic integrity. Seidman

Response: This is true. SCRTD and UMTA have signed a Memorandum of Agreement with the ADHP (see pages 4-27 to 30 of the FEIS) in which we agree to provisions which will preserve the integrity of these and all historic properties affected by the Metro Rail Project. The mandatory finding of adverse affect listed in the EA is the result of the need to take or use temporarily a portion of the property on which the structure sits. Provisions have been included to protect the structures during construction and return the property to its original state insofar as possible.

Comment 66: The new funding structure and MOS-1 are changes of a sufficient magnitude to warrant a referendum on the basic issue of a heavy rail subway system running from downtown to the San Fernando Valley via Wilshire and Fairfax. (Christopher)

Response: Proposition A, approved by the County electorate in November, 1980, was just such a referendum. Proposition A was approved by a relatively substantial margin countywide and by an even larger margin by the City of Los Angeles electorate.

The voter materials clearly showed the full downtown to San Fernando Valley Metro Rail route, together with an ultimate, regionwide guideway system (including more recently committed elements, such as the Long Beach and Century Freeway light rail lines). Such a system could obviously not be built instantly; the proposition only said that the parts would be constructed as expeditiously as funding allowed and in the increments that were feasible. Metro Rail itself was not shown as a discrete element nor were any particular segments within the Metro Rail so shown either. MOS-1 is entirely consistent with the spirit of expeditious construction within the funding constraints of a given moment.

Proposition A, however, was much more than a referendum on a subway route. It also was a vote to increase taxes to pay for the regional transit system. This was a very substantial commitment to an objective that can only be realized through vigorous, consistent effort over a long period of time. It is understandable that there will be those who will disagree with a given decision and, thus, be inclined to ask that we re-make decisions in the hope that they

will some how come out differently. But to succumb to these inclinations raises questions about society's ability to accomplish anything of significance and substance. We believe the issue got a fair and rigorous testing and that very little good can come out of continued indecision.

Comment 67: The City of Los Angeles City Council should withhold the local share of funding until a referendum can be held. (Christopher)

Response: The City of Los Angeles was stated only to contribute a small portion of the funds that it received through Proposition A. Proposition A was a referendum on the funding and configuration of a regionwide transit system--of which Metro Rail and MOS-1 are a part--approved by the voters in November, 1980. That the City Council has subsequently approved the contribution of these funds to MOS-1 is entirely consistent with what this questioner asks, if not necessarily consistent with his decisions.

Comment 48: Specific system design proposals were provided for District consideration. (Rail Passenger Association of California)

Response: As indicated in the letter containing these proposals, the issues do not relate to the environmental effects of the MOS-1. Accordingly, they have been forwarded to the District's Systems Design Division for consideration during project final design, presently underway.

Comment 69: Loss of employment opportunities after construction of the Metro Rail System are overlooked. Most of the people in the immediate area, especially those in Wilshire/Alvarado who are largely minority, are not qualified or equipped to take advantage of the type of skilled jobs created following construction. (Ferraro)

Response: High density development does not mean "High-Tech" employer. A well-balanced land use strategy is being designed through the "Specific Plan" and "Joint-Development" processes. Well-balanced land use creates a diversified base of employment opportunities which open doors to economic mobility rather than reinforce minimum wage. Further, not only is employment to the community important, but service to the community is important as well.

Comment 70: In its discussion of traffic disruption, RTD fails to take into account the value of time loss and also the amount of energy which will be wasted by the delays and detours. These energy losses are not taken into its accounting of the net energy savings of the project. (Ferraro)

Response: During construction, various mitigation measures will be applied to minimize traffic disruption. Contractors will be required by SCRTD to control traffic during construction by following proven methods of traffic control. Before the start of construction, traffic control plans, including optimal detour plans, will be formulated according to specifications of the City of Los Angeles Department of Transportation. These plans, when combined with other traffic mitigation measures developed by SCRTD (e.g., minimizing cut and cover activities), should minimize and in many cases eliminate the loss and resultant energy wastes. A detailed discussion of traffic impact mitigation measures during construction is contained in the FEIS, pages 3-172 to 3-173. The net annual energy savings due to combined construction and operation of MDS-1 is projected to be 491 billion BTU.

Comment 71: The EA does nothing to discuss or mention mitigation for the negative impacts on County transit service in the event that four miles is all we ever get. (Ferraro)

Response: Metro Rail can only be positive. Not only is MOS-1 "minimum operable," but it is also "minimum viable." The four-mile segment would have a positive affect generally on improved mobility, especially within the CBD. Where it would traverse the downtown area in less than half the time required for buses on congested streets. Overall, system average speed, including stops, is about 27 mph, with maximum speeds of 55 mph. By comparison, projected bus speeds within the CBD area during peak hours rarely exceed eight mph. In addition, one-way travel time for MOS-1 from Union Station to Wilshire/Alvarado is about seven minutes; while it would take buses over twenty minutes. Along with MOS-1, the Los Angeles region is committed to several other transit projects currently in various stages of development. These projects total roughly sixty miles and will significantly improve mobility and accessibility in the Los Angeles region. These projects include Light Rail in the median of the Century Freeway, Light Rail from Los Angeles to Long Beach, extension of the El Monte Busway and a Busway on the Harbor Freeway.

Comment 72: The EA states that growth will continue to be concentrated in centers and that economically stagnate areas will be revitalized; while the Wilshire/Alvarado station area would cause an economic disincentive to the development of current housing in the area. These statements are contradictory. (Ferraro)

Response: One of the primary benefits of rail rapid transit is that the research and planning which precedes actual location decisions is performed such that it encourages growth where it is needed, and discourages it where it would do harm. As a result, concentrated development is encouraged in areas with projected high population growth and employment densities. In other areas, stricter limits are set on high density development in order to prevent economic dislocations and preserve community cohesion. In the case of the Wilshire/Alvarado station, the surrounding area has "strong local community context" (see Milestone #6, Land Use and Development). This means that new development should be planned in such a way as to meet the needs of the community, such as provision for social services, open space, parking, low cost housing, and community activity centers. To the extent that Wilshire/Alvarado development would create an economic disincentive to high cost, high rent, high rise real estate, in an area where such dramatic development would cause more harm than good, then such disincentives have a positive impact.

Comment 73: The project will have negligible impact on air quality and will, according to RTD, actually reduce air quality in the area around Union Station. (Ferraro)

Response: MDS-1 will divert approximately 225,000 VMT per day from auto use to rail transportation. This results in a substantive improvement in air quality within the region, since carbon monoxide emissions would be reduced by nearly two tons per day. Although there would be somewhat higher local pollution around Union Station due to increased traffic activity, much of this is expected to be offset by Transportation Systems Management (TSM) measures. This includes street improvements and better signalization, as well as feeder bus interface with Metro Rail.

Comment 74: The EA totally ignores the future trends of decentralization. New technology and the widespread use of telecommuting will greatly reduce the number of people traveling into and out of the downtown area during peak hours. (Ferraro)

Response: Telecommuting or telecommunications has been at a high level of usage for years, not only among upper-income groups, but low-income groups as well. If such telecommuting caused a decrease in the demand to travel in and out of the CBD during peak hours, then there would be less traffic congestion downtown instead of more. This points to the need for rail rapid transit. Decentralization is just another word for sprawl. This is the problem which has haunted Los Angeles for so many years: too much sprawl. Metro Rail can provide a more efficient way of transporting people through a decentralized area.

Comment 75: Page 37 and Figure 1-3 recommend that the curb return radius on the southwest corner of Wilshire Boulevard and Westlake Avenue be 24 feet. This radius is infeasible and would make the sidewalk too narrow. This radius is infeasible and would make the sidewalk too narrow. The maximum curb radius should be 30 feet. (City of Los Angeles - Department of Transportation)

Response: The District will modify its plans to reflect a curb radius of 30 feet at the southwest corner of Wilshire Boulevard and Westlake Avenue.

Comment 76: The EA does not give adequate measures for accessibility of the handicapped. (Office of the Secretary of Transportation)

Response: The Metro Rail will be fully accessible for the handicapped in accordance with present federal and state requirements. Features such as wheelchair access gates, priority seating for the handicapped, audio and visual advisory systems, tactile safety strips, accessible ramps and preferential parking areas have been included in the design of the system. This subject was addressed in the response to comment #256 on pages 6-128 and 129 of the FEIS.

Comment 77: As stated in the EA, noise both during construction and operation of the rail system, can be upsetting to local residents. The mitigative measures proposed appear adequate for noise and vibration attenuation, and it is recommended that they be included in the design and construction contract documents. (Margolis - Department of Health).

Response: Construction noise and vibration impacts are mitigated by the performance standards and design criteria established for the project. Conformance to these standards (including all applicable local regulations and codes) will be monitored by SCRTD. SCRTD will make these performance standards a part of the contract requirements for all applicable contractors. Section 6.2.3 in the FEIS describes in detail these performance standards as they relate to construction activities. Mitigation of transit operational noise and vibration is approached by establishing performance standards, design criteria, and vehicle specifications. SCRTD is committed to enforcement of established design criteria and ensuring that such designs perform in accordance with specifications. The major tool utilized to accomplish this will be the contract documents developed between the District and designers, construction contractors, and vehicle suppliers. The detailed descriptions and explanations of specific impact mitigation measures and associated design criteria are contained in the report "Noise and Vibration Design Criteria" (Wilson, Ihrig & Associates, 1982) prepared for the Metro Rail Project.

Comment 78: Air quality is a concern in the Los Angeles area. Control of fugitive dust, as well as CO, HC, NOx, and SO2 will obviously be extremely important. Utilization of the mitigation measures specified in the EA will be necessary to ensure that the state and federal air quality standards are met. (Mangolis - Department of Health).

Response: South Coast Air Quality Management District (SCAQMD) Rules and Regulations apply to the proposed project and will govern construction operations. SCRTD has responsibility for the enforcement of these criteria. Standards for both the amount and duration of fugitive dust emissions will be written into all construction contracts. SCRTD will monitor all construction sites for compliance. Detailed descriptions and explanations of specific impact mitigation measures are contained in the SCAQMD Rules and Regulations (Rule #403, "Limitation on Fugitive Dust Emissions.").

The Metro Rail Project constitutes a regional air quality mitigation measure in and of itself. National ambient air quality standards for one-hour concentrations of carbon monoxide (CO) will not be exceeded at some locations, but state standards for eight-hour concentrations would be exceeded at other locations because of the high ambient pollution levels which already exist due to vehicular traffic. This means that government show standards would be exceeded with or without the project. To the extent that traffic mitigation measures reduce vehicular congestion and divert auto use to rail, these measures would also improve air quality and help prevent an already bad situation from getting worse. See all the answer to Ferraro #5.

Comment 79: During construction, traffic safety is important, and movement of heavy equipment through the area will create traffic delays and hazards which must be handled by local authorities. These problems can be decreased by proper planning, removal of construction debris, and consideration for the routing of construction vehicles. Pedestrian safety should also be a prime consideration. (Mangoli - Department of Health).

Response: Specific traffic control measures for the construction period have been formulated by the Los Angeles City Department of Transportation. Access to all businesses, as well as the safety of all walkways will be maintained by the contractor. Since some cut and cover operations will overlap the sidewalk, a logical program of pedestrian traffic movement and sidewalk restoration will be established. Options include restricting construction during peak commute hours; and allowing some construction at night in the CBD where there would be a lesser likelihood of safety problems. Construction contracts will specify the traffic maintenance plan for the construction area and the means for implementation.

Comment #80: Worker safety, although not a part of the EA, must be adequately addressed. Compliance with the provisions of the Occupational Safety and Health Act by the contractors will be required and should be monitored by SCRTD. (Mangolis - Department of Health).

Response: All applicable provisions of the Occupational Safety and Health Act will be complied with by the District, and made a part of the construction contract documents. Safety considerations involve the mitigation of potential hazards and prevention of accidents so that workers are not injured. SCRTD has carefully determined the criteria which are essential to the safe construction and operation of the Metro Rail system.

Comment 81: If SCAG is correct in their recent projection that 85 cent RTD bus fares will reduce bus by nine to forty percent then there will be many favor potential subway riders for MOS-1. (Duncan)

Response: The District has done computer simulations that indicate an 25 cent fare we would lose about thirteen percent of the pre-increase ridership. This fare included loss of ridership typically lasts up to six months before ridership recovers to pre increase levels. For the last ten years ridership has been growing at an annual rate of around four percent. We find that the level of economic activity reflected in regional unemployment and regional population growth are better indicators of ridership than are fare levels. When regional economic activity and in-migration are at high levels ridership grows at a faster rate and is much less affected by fare increases. When economic activity is in a downturn or when population growth shows ridership may level off or drop. Fare increases under these circumstances will have a much greater impact because workers most likely to be laid off in a recession are a relatively large part of SCRTD's ridership.

Comment 82: Westlake Avenue between Wilshire Boulevard and Seventh Street is a collector street, which likely has not been designed with a pavement depth sufficient to withstand the projected southbound bus volume. If the Bureau of Engineering determines the strength is inadequate the west half of Westlake Avenue should be reconstructed as a Project responsibility. (L.A. Department of Transportation).

Response: If the LA Bureau of Engineering determines that the pavement strength is not adequate for projected bus volume, the District will reconstruct the west half of Westlake Avenue between Wilshire Boulevard and 7th Avenue to the required standards.

Comment 83: Table 1-5 of the EA shows annual operating cost to be \$15.4 million. This figure will become \$120 million when interest charges of ten percent of the 1.2 billion capital cost are added on. With amortization, this figure skyrockets. (Schiffer)

Response: This assumption is incorrect as there is no interest charged on federal and state grants.

Comment 84: If RTD sponsors tax exempt bonds, millions in tax dollars will be lost. (Schiffer)

Response: The District acknowledges that tax revenues would be lost if the District issues of tax exempt bonds. This is a recognized form of financing for public agencies which allows them to convert a stream of future income into present cash sufficient to finance current construction projects.

Comment 85: The SCRTD environmental assessment document is inaccurate and seriously deficient as to what the project will cost, how it will be funded, how many people will ride it and the benefits that it will have on the environment. (Bernardi)

Response: The environmental assessment examines all of the above factors in detail. The project will cost \$1.17 billion as shown in Section 1.3.4, and response to comments 3, 9, 14, 20; on page 26, the sources of funding are shown in Section 1.3.7 (see response to comments 1, 2, & 5) on page 27, the system ridership of 55,000 boardings per day is shown in Section 1.3.5.1. (see responses to comments 6, 12, and 18) on page 22, broken down by mode of arrival and by station. The environmental consequences, are dealt with in a separate chapter, pages 31 through 92. These include traffic and transportation, social and community, land use and development, land acquisition, noise and vibration, air quality, and energy, etc.

Comment 84: Some businesses depend upon a certain ambient noise level, which would be greatly disturbed during construction. Rather than wait, and risk a bad experience, might it be possible to simulate noise conditions before construction begins? A sound track with large speakers, and amplifiers could be used, along with special tapes which reproduce the same level and quality of noise as would be encountered. This would give businesses a chance to prepare by either installing special sound insulation or simply leaving the area.
(Seidman)

Response: Construction noise has already been simulated. One of the bases upon which noise projections were made was the experience of other modern rail transit system (e.g., TTC, WMATA, MARTA, & BART). Measurements of construction noise at these project sites provided a well-founded empirical basis for evaluation and verification of theoretical noise level predictions. In addition, considerable progress has been made recently in the reduction and control of construction progress has been made recently in the reduction and control of construction noise through modifications in equipment, as well as improvement of construction procedures. Further, special truck hauling routes for the disposal of excavated material will be utilized. Use of these truck routes, along with limitations on the hours of operation should avoid significant noise impacts on nearby businesses.

Comment 87: Provisions should be made for feeder lines, serving Metro Rail as well as other bus lines. These buses or trolleys would be powered by overhead electric lines and would go back and forth on specified streets. (Seidman)

Response: A feeder bus network has already been planned as part of an integrated Metro Rail system. These buses would travel along specified streets in such a way as to give optimal service to both the rail line and other bus lines as well. As for "trolleys", the Los Angeles County Transportation Commission (LACTC) is studying alternative transit systems and technologies, including light rail systems such as trolleys. Both light and heavy rail systems would be electrically powered. As to whether any electrically powered system should have its energy below ground or overhead is an engineering and design decision which can only be made on a case by case basis.

Comment 88: Energy usage on vehicle maintenance and particularly station operation seems very high. Has some independent study been undertaken to see if this can be minimized? If not, would this be a good idea at this instead of later, when changes might be more difficult to make? (Seidman)

Response: The energy requirement for vehicle maintenance and station operation are based on specific studies prepared for the Metro Rail Project. These studies include SCRTD's Technical Report: "Energy Use Analysis" (1983); Transportation Research Board's "Urban Transportation Energy" (Kulash & Mudge, Dec. '77); and Booz, Allen & Hamilton's "SCRTD Subsystems and Systems Analysis for Metro Rail Factors." SCRTD has evaluated numerous energy conservation options for the construction and operation of Metro Rail. Opportunities for saving energy in and around stations can come from integrating station design and construction into stores, offices, and apartment complexes. These sorts of joint development and mixed use design concepts save building construction and operating energy. Integrated station area design can achieve energy conservation in other ways as well. Interconnected heating and cooling, for example, as well as utilizing existing elevators to satisfy handicap accessibility requirements. During Final Design, every aspect of station design will be reviewed in order to minimize lighting, heating, ventilating, and air conditioning loads. Air conditioning requirements will be minimized by designing the stations to facilitate an exchange by utilizing the piston effect of the trains. Passenger areas within stations will be designed so that lights can be turned off during off-service hours. Any station hot weather will include solar hot water pre-heating where feasible. In the maintenance yard, cold water will be utilized for vehicle washing. The track layout will be designed to minimize non-revenue vehicle movements, and solar hot water pre-

heating will be used for hot water and steam needs. All major Metro Rail facilities will have separate electric meters to facilitate the monitoring of energy usage.

Comment 89: Stopping certain El Monte busway lines that go to Union Station forces too many additional transfers for people who want off at the Wilshire District. (Allen)

Response: This particular option will be examined further. Based on previous studies, a major time savings would be possible by transferring to Metro Rail into the Wilshire District. For transfers further west on Wilshire. Schedules will be coordinated to minimize waiting time. Prior to implementation of any change it will once again be reviewed by the Board.

Comment 90: Landfills identified in the FEIS are not longer available for disposal of hazardous oil and tar contaminated material. The EA has not identified any sites for disposing of hazardous wastes. If new disposal sites are identified new routes would have to be analyzed. (Donaldson, RTA)

Response: One of the Class II-1 landfills, Operating Industries Inc. has been closed. A Class I disposal site, BKK in Covina, has curtailed its operations. The Class II and III sites referred to in the technical report on muck disposal are open but do not handle hazardous material. The material that SCRTD expects to encounter in excavating MOS-1 will be inert. Inert material could be disposed of in the construction projects or in landfills (see also Section 3.9.9.2 of the EA). There is a remote chance that the project could encounter oil or tar impregnated soil in MOS-1. Indications are that this material, naturally occurring is not considered hazardous or toxic by the California Department of Health Services and could therefore be disposed of in any landfill or possibly at other construction projects. There is also a small possibility that if oil or tar impregnated soil were encountered the Department of Health Services would after consideration and examination of samples, classify the material as hazardous. In that event it would have to be disposed of in Class I or II-1 disposal sites. Available Class II-1 sites that will accept hazardous material are located at: Hill near Coalinga, California and at Casmaria near Santa Barbara, California.

Haul routes from the project would be the same from the excavation sites to freeways as discussed in the FEIR. Once on the freeway system transport of tunnel spoil has no significant effect on the environment. Near the disposal sites the haul routes would blend with other traffic destined for the disposal

site. No significant impacts on the environment would occur. Therefore, no additional environmental assessment is required.

Comment 91: The RTD fights putting the system to a vote for fear of rejection by the tax payers. (Schiffer, Brown, McFarland, Connell)

Response: There is no legal or practical requirement to place the issue of the Metro Rail system before the public for another vote. As discussed in the Section 3.3 of Chapter 1 of the FEIS the electorate approved the construction of a rail system with the Metro Rail as the backbone in November, 1980 with the vote on Proposition A.

Comment 92: Page 83 of the EA does not adequately address the traffic trap that will be created during construction with an additional 120,000 employees in the Central Business District. (Duncan)

Response: Construction of the MOS-1 take place within the next five years as projected growth of 120,000 of the downtown employee population gradually occurs between now and 2000. The rail system, as projected will be in place to assist the region in managing the anticipated growth.

Comment 93: The EA entirely overlooks a major opportunity to secure enhanced utilization of the MOS- 1 and a return on investment by diverting certain Hollywood Freeway lines to another station. (Allen)

Response: SCRTD will reroute bus lines as indicated in Milestone 9, the FEIS and Section 3.1.1.3 of the EA. One of the proposed lines that will be rerouted from the Hollywood Freeway is Line 426. A schematic of this operation is shown in Figure 3-1 of the EA. (Allen)

Comment 94: Page 42 of the Ea indicates the Wilshire/Almarado Kiss-and-ride lot will provide 26 spaces to serve 865 patrons during the p.m. peak hour. Based on 7 1/2 minute average wait time each space would turn over eight cars per hour and the 26 spaces could only handle 208 cars in the peak hour. RTD should build a kiss-and-ride lot of at least 100 spaces. (LADOT)

Response: These assumptions appear to be too high and inaccurate. An excessive number of spaces would be required. The District's analysis and assumptions are contained in Section 3.1.2.3 (page 42) of the EA. Additional project land is available on top of the rail crossover structure east of the station. If the planned 26 spaces prove inadequate to handle the kiss-and-ride demand the District will construct additional spaces to meet the demand. The use of the land above the crossover would not require additional land displacements not already covered in the FEIS.

Comment 95: Bus service improvements should be considered along with MOS-1. This may increase ridership and patron acceptance. Feeder bus lines should be a part of this.

The entire bus system should be set up to operate on a grid system as used in London.

Response: A combination of transportation strategies are being applied to optimize bus transit service and patron satisfaction throughout the SORTD service area. Transportation Systems Management (TSM) is a principal means of accomplishing this. TSM improvements are on-going functions of SORTD and include: (1) increased operating efficiency; (2) higher frequency of service; (3) modernization and expansion of the bus fleet; (4) enhancement of community-level transit services; (5) upgraded facilities; and (6) implementation of SORTD's Sector Improvement Program (SIP). The SIP is a major component of TSM, containing significant improvements in the District's bus service network design. These improvements will:

- o Expand the ability of the District to attract additional riders in many areas through increased passenger capacity.
- o Increase the public's access to transit services, especially on "cross-town" corridors.
- o Enhance travel opportunities for present riders through extensions and intersector linkages.

- o Reduce the need to transfer on several major streets.
- o Lessen overcrowding on our heaviest lines.
- o Improve on-time performance of many lines.
- o Reduce travel times by providing more direct routings for many riders and expanding limited-stop and express service.
- o Make the system easier to understand.
- o Conserve energy by making the District system more efficient and effective.

In addition, the SIP includes an extensive feeder bus network which would directly serve MDS-1. As the rail line expands to the full 18.6 miles, over sixty percent of Metro Rail riders are expected to access the stations using feeder buses (see page 3-31 of FEIS).

The majority of SCRTD bus lines already operate on a grid pattern as the commentor suggests. The SCRTD system underwent a series of changes to a grid pattern during a three year project beginning in 1980. This 1980 Sector Improvement Plan involved route changes by sector areas in different phases to avoid confusion and ample time for customer acceptance.

ATTACHMENT A:

WRITTEN COMMENTS

=====

GENERAL PLANNING CONSULTANT:
TECHNICAL MEMORANDUM 5.5.1
OPERATING AND CAPITAL
FUNDING PROGRAM
(PRELIMINARY)

=====

Prepared for:
Southern California Rapid Transit District

Prepared by:
Schimpeler.Corradino Associates
in association with
Barton-Aschman Associates
Cordoba Corporation
Deloitte Haskins & Sells
Myra L. Frank & Associates
Robert J. Harmon & Associates
Manuel Padron
The Planning Group, Inc.

September, 1984
YP0921841200

577

FINANCIAL OPERATING PLAN

I. INTRODUCTION

This document describes the Financial Operating Plan (F.O.P.) of the S.C.R.T.D. for the years 1985 through 2000. This F.O.P. covers operating and capital costs and revenues of RTD's bus system, as well as Metro Rail MOS-1 segment and the light rail line from L.B. to L.A. The F.O.P. model was developed using a computerized spread sheet program - Lotus 1-2-3. This program is capable of evaluating different operating and funding scenarios, as well as various assumptions about general background economics conditions. The purpose of the model is to provide the decision makers in S.C.R.T.D. with a tool capable of estimating future operating and capital deficits or surpluses resulting from various operating and capital investment assumptions and policies. A brief description of all the items included in the model will be discussed in the next chapter; here we first describe the general framework of the F.O.P. model and its basic structure.

The F.O.P. model covers all the operations and capital investments of S.C.R.T.D. from FY 1985 through FY 2000. The model is completely general and allows the inclusion of any transit projects scheduled for construction in L.A. County and/or operation by S.C.R.T.D. However, in its present version only the following three transit subsystems were included:

1. Metro Rail MOS-1 line from union station to Wilshire/Alvarado as defined in the Environmental Assessment Report and scheduled to start operations in the year 1990.

2. The light rail line from L.B. to downtown L.A. as described in the L.B.-L.A. Environmental Impact Report as LA-1/MC-1/LB-2 baseline alternative, scheduled to start operations in the year 1990.
3. The entire S.C.R.T.D. bus system adjusted in the year 1990 to operate in coordination with the mentioned above rail lines; that is, adjusted to provide desired feeder and background support for the two (2) rail services.

All money amounts in the F.O.P model are presented in their current (inflated) dollars, unless otherwise noted; all calculations are in inflated dollars. The basic structure of the model consists of the following steps:

A. Operating costs and revenues

1. All operating costs are stated in current (inflated) dollars, and are the results of the appropriate UTPS runs.
2. Passenger revenues for all elements of the transit system are added to other revenue sources to produce the total revenues of the system.,

3. The operating deficit is estimated by subtracting the operating revenues from operating costs.
4. All local, state and federal grants uniquely dedicated for operating subsidies are calculated and summed.
5. The unique operating grants are compared with the operating deficit; if grants are sufficient to cover deficit, no further action is taken. If grants do not suffice, the left over deficit is covered by the 40% pool within Prop A which can be used for operating or capital funds at the discretion of LACTC.
6. A test is made to check whether the 40% pool within Prop. A is enough to cover the operating deficit. If the funds suffice the balance remaining in the 40% Prop. A pool after covering the operating deficit is transferred for capital investment. If those monies are not sufficient an error message is printed.

B. Capital costs and funding

1. All capital costs (on a commitment basis) are calculated and summed up.
2. All local, state and federal fundings (grants), including the balance (after operating requirements) left in the 40% pool within Proposition A are evaluated and summed.

3. The capital grants are subtracted from capital costs to indicate surplus or deficits of capital funds. The deficit is assumed to be covered by UMTA sec 3 grant; any surplus is the amount of funds available for other transit capital projects.

II. DEFINITION OF LINE ITEMS IN F.O.P. MODEL

A major part of the effort of developing the F.O.P. model was devoted to identifying the dollar amounts available to S.C.R.T.D. from various local, state and federal grants and funding sources. Those funds, as well as other basic necessary information for the model are presented in Table I. The information in the table pertains to FY 1983 through FY 2000. Each row in the table is identified by its left most column. A brief description of revenue sources and those factors which define revenue levels is given below:

A. Basic background information

Background information includes two main groups of the items: (a) arrival C.P.I. changes; and, (b) annual population and income in L.A. County. The C.P.I. values are based on LACTC predictions of C.P.I. to be used for long term forecasts. The basic population and income figures were produced by SCAG for long range transportation planning. The per capita income and population predictions are used to evaluate sales tax revenues which are the basis for Proposition A and TDA monies. Based on past experience the taxable sales in L.A. County are in the range of about 50% to 53% of total income of residents in L.A. County. Two scenarios were developed to reflect sales tax trend: high

level of funds driven by sales tax receipts which assume 0.53 of total income, and low level of sales tax receipts which assumes spending of 0.50 of total income.

Additional assumptions relate to S.C.R.T.D.'s share of most federal, state and local taxes dedicated for transit in L.A. County. Based on a formula established by the California Legislature which account for population and transit service (measured by transit revenues) S.C.R.T.D.'s share is 86% of each grant.

B. Operating Costs and revenues

Operating costs and revenues are the results of specific UTPS computer runs calibrated to reflect SCRTD cost and fare structures. The UTPS simulations were performed for the years in which significant changes in the transit system occur. The revenues reflect S.C.R.T.D.'s policy which assumes that the base transit fares return to pre-Proposition A level (in nominal \$) in FY 1986 and will rise to double the pre-Proposition A level (in terms of constant dollars) in FY 1989. From FY 1990 on, the fare will stay the same in constant dollars through FY 2000. Both fares and costs are adjusted for inflation according to the projected C.P.I. values. Rail operating costs for Metro Rail MOS-1 and Long Beach-Los Angeles were taken from their respective Environmental Impact reports. Revenues of both rail system are included in total revenues produced by the UTPS simulations.

C. Construction and Capital Costs

Construction costs of the Metro Rail and Long Beach-Los Angeles light rail lines are stated in terms of committed funds for construction. The funds for Metro Rail are based on the proposed construction schedule as stated in Metro Rail EIR. The funds for L.B.-L.A. are based on preliminary construction estimates of the LACTC. Other capital expenditures include the following items:

1. Bus acquisitions and replacements which are based on detailed schedules through FY 1997 and estimates of needs for the rest of the period.
2. Capital costs for buildings and structures, land acquisition and office equipment and furnishings are based on detailed schedules developed by S.C.R.T.O. through FY 1989, and predictions of needs FY 1990 through FY 2000.

D. Non- operating revenues consist of two items:

1. Auxiliary Transportation revenues which are mainly income streams anticipated by the S.C.R.T.D. from advertising.
2. Non Transportation revenues which are income streams gained by the SCRTD as interest on various accounts.

E. Local Grants and Funds

1. Proposition A is collected as 0.5% of taxable sales in Los Angeles County. This fund can be used for both capital and operating assistance according to the following formula which provides that in

FY 1983, FY 1984 and FY 1985, 25% of the money is given to cities in L.A. County; 86% of the remaining 75% of the fund is dedicated to S.C.R.T.D. to cover the operating deficit resulting from fare reductions. The amount left in S.C.R.T.D.'s share after covering the operating deficit can be used for capital investment. From FY 1986 on, Proposition A money is divided by another formula as follows: 25% is dedicated to cities in L.A. County, and 35% is assigned to capital investment in rail projects in L.A. County. The remaining 40% can be used for both capital and operating expenses at the discretion of LACTC. The assumptions made in the F.O.P. model is that 86% of the discretionary 40% Proposition A money will be used by S.C.R.T.D. first to cover the leftover operating deficit after accounting for all available operating grants. The money remaining after accounting for the operating deficit will be used capital investment.

2. TDA is a state fund distributed to counties based on the local share of sales tax collected at each county. The TDA for Los Angeles County is by definition 0.25% of taxable sales. Out of the total amount returned to L.A. County, 6% is assigned to various non R.T.D. non transit projects. 86% of the remaining 94% of these funds are committed by formula to S.C.R.T.D. Out of this, 15% is assigned to capital investments and 85% for operating subsidy. TDA, being based on taxable sales, is also influenced by the model's assumptions on taxable sales in Los Angeles County.
3. Local operating contractual payments are funds transmitted to S.C.R.T.D. by Riverside, Orange and San Bernardino Counties for

transit services provided by SCRTD. Those payments are expected to continue on the same level (adjusted for C.P.I) through the year 2000.

4. Benefit Assessment funds are the amount of monies to be received from bonds issued against income anticipated from Benefit Assessment District revenues associated with the five (5) Metro Rail MOS-1 stations.
5. City of Los Angeles funds are the present commitments of the city to the construction of Metro Rail MOS-1 and are derived by the city from 25% local return pool within Proposition A.

F. State Funds and Grants

1. STA-State Transit Assistance funds are allocated to counties by formula based on their population and transit revenues. STA monies are 60% of the TP&D (Transportation planning and development account) which are generated by a formula which is dependent on state gasoline tax revenues and money generated by state sales tax revenues. SCRTD receives 86% of STA money allocated to Los Angeles County and dedicates it to cover operating deficits, the STA figures used are the predictions of SCAG.
2. Article XIX funds are general funds allocated by the state for highways and fixed guideways construction. The funds stated in the F.O.P. model are the stated commitments of the state for the construction of Metro Rail MOS-1.

G. Federal funds and Grants

1. Section 9 Federal funds are formula dollars assigned for both operating subsidy and capital investment. This fund is defined through FY 1986. At present there is no clear definition of what amount of section 9 federal support will be available starting FY 1987 and continuing through FY 2000. To account for this uncertainty, two scenarios were developed with respect to funds available from FY 1987 through FY 2000. Both scenarios are identical for FY 1985 and 1986. For the first two years the stated amount available in section 9 monies are SCAG estimates. By law \$47.5M in inflated dollars can be used for operating subsidy and the rest of the money has to be used for capital investment. Scenario 1 which represents the pessimistic assumption from S.C.R.T.D's point of view assumes that the future section 9 fund will stay the same as in FY 1986 in terms of inflated dollar, i.e. will decline in terms of constant dollars. The operating subsidy is also kept fixed at a level of \$47.5M inflated dollars. Scenario 2 is the more optimistic; it assumes that from FY 1987 through FY 2000 the total section 9 monies will stay fixed as in FY 1986 in terms of constant dollars thus increasing in inflated dollars from year to year. The operating subsidy will also stay fixed in terms of constant 1986 dollars, while the amount available for capital investment will be the difference between the total amount available in section 9 fund and the assigned operating subsidy.

2. UMTA section 3 funds are discretionary funds available for capital investment in transit projects. In the F.O.P. model it is assumed

that the deficit in capital investment for the two rail projects (after accounting for all dedicated local, state, and federal grants) will be covered by UMTA section 3 grants.

3. Other federal assistance consists mainly of federal funds committed for technical studies and is assumed to stay at its present level in constant dollars, thus increasing only due to inflation.

III. MODEL STRUCTURE AND OUTPUT

The output of the F.O.P. model is presented in table II and is self explanatory. As stated above it was programmed using LOTUS 1-2-3 and thus is very flexible when it is necessary to evaluate different financial assumptions and various scenarios regarding future development. It is rather easy to evaluate the financial operating plan assuming different C.P.I. values, population growth etc., and thus produce an almost infinite number of reports. The figures included in the model represent S.C.R.T.O.'s best estimates of the relevant information. Eight (8) possible alternatives were programmed into the F.O.P. Model; they represent two scenarios for each of the following variables.

- A. Available UMTA section 9 fund - Two scenarios were assumed regarding the size and distribution of this fund in the future the details of these assumptions were stated above.
- B. Available Proposition A and TDA funds due to two alternative assumptions on percentage of spent income, are presented.
- C. Size of S.C.R.T.O. transit service - The following two possible policies are

assumed:

1. The level of service of S.C.R.T.D. will stay systemwide at its current level.
2. The level of service will be adjusted so that the total operating costs of the system including rail service will not exceed \$500M in 1983 dollars.

Operating costs and revenues for both SCRTD bus and rail systems are the result of the appropriate UTPS simulations.

588

TABLE I

GENERAL BACKGROUND INFORMATION AND FUNDING SOURCES

	0.00	4.30	5.30	5.90	7.20	6.50	6.10	5.40	5.50	5.50	5.50	5.50	5.50	5.50	5.50	5.50	5.50	5.50
ACGM. CPT (83=100)	100.00	104.30	109.83	116.31	124.60	132.79	140.89	148.49	156.66	165.26	174.37	182.96	194.08	204.75	216.81	227.89	240.43	253.65
L.A. COUNTY POP.	7,500	7,637	7,632	7,745	7,798	7,650	7,899	7,948	7,995	8,440	8,485	8,126	8,170	8,213	8,251	8,289	8,325	8,362
PERSONAL INCOME (670)	4,645	4,689	4,755	4,807	4,874	4,946	5,017	5,085	5,153	5,222	5,281	5,362	5,434	5,507	5,582	5,657	5,734	5,812
PERSONAL INCOME (830)	13,685	13,734	13,927	14,080	14,276	14,487	14,695	14,894	15,093	15,295	15,468	15,725	15,916	16,130	16,350	16,569	16,795	17,025
TAXABLE SALES (830, M)	54,658	55,590	56,779	57,795	59,202	60,272	61,519	62,740	63,955	65,176	66,281	67,656	68,919	70,212	71,496	72,792	74,112	75,445
TAXABLE SALES (10, M)	54,658	57,981	62,359	67,220	73,564	80,034	86,672	93,165	100,193	107,721	115,573	124,459	133,754	143,759	154,443	165,987	178,185	191,366
PROP-A REVEN. (10, M)	273	290	312	336	360	400	433	466	501	539	578	622	669	719	772	829	891	957
PROP-A 35% (10, M)	95.7	101.5	109.1	117.6	128.7	140.1	151.7	163.2	175.3	188.5	202.3	217.0	234.1	251.6	270.3	290.3	311.9	334.9
RTD PROP-A 40% (10, M)	94.0	99.7	107.3	115.6	126.5	137.7	149.1	161.2	172.3	185.3	198.8	214.1	230.1	247.3	265.6	285.3	306.5	329.1
L.A. COUNTY TDA (10, M)	136.6	145.0	155.9	168.1	183.9	200.1	216.7	232.9	250.5	267.3	288.9	311.1	334.4	359.4	386.1	414.7	445.5	476.4
TDA FOR RTD (10, M)	110.5	117.2	126.0	135.9	148.7	161.7	175.2	188.3	202.5	217.7	233.6	251.5	270.3	290.5	312.1	335.3	360.1	386.8
TDA 85% (10, M)	93.9	99.6	107.1	115.5	126.4	137.5	148.9	160.0	172.1	185.0	198.5	213.8	229.8	247.0	265.3	285.0	306.1	328.7
TDA 15% (10, M)	16.6	17.6	18.9	20.4	22.3	24.3	26.3	28.2	30.4	32.7	35.0	37.7	40.5	43.6	46.8	50.3	54.0	58.0
STA (82%, M)	26.6	27.1	27.7	27.5	26.3	28.3	30.3	27.7	28.1	26.4	26.1	24.3	22.7	21.2	19.4	17.2	15.2	13.6
STA FOR RTD (10, M)	23.7	25.2	27.1	28.5	29.2	33.5	38.1	36.6	39.2	38.8	40.5	39.8	39.3	38.7	37.4	34.9	32.6	30.6
UMTA SEC 9 S1 (10, M)	104.1	122.1	130.8	135.3	135.3	135.3	135.3	135.3	135.3	135.3	135.3	135.3	135.3	135.3	135.3	135.3	135.3	135.3
UMTA SEC 9 S1 (82%, M)	100.4	113.0	115.0	112.3	104.7	98.3	92.7	87.9	83.4	79.0	74.9	71.0	67.3	63.8	60.4	57.3	54.3	51.5
SEC 9 CP S1 (10, M)	47.5	47.5	47.5	47.5	47.5	47.5	47.5	47.5	47.5	47.5	47.5	47.5	47.5	47.5	47.5	47.5	47.5	47.5
SEC 9 CP S1 (10, M)	56.6	74.6	83.3	87.8	87.8	87.8	87.8	87.8	87.8	87.8	87.8	87.8	87.8	87.8	87.8	87.8	87.8	87.8
UMTA SEC 9 S2 (82%, M)	100.4	113.0	115.0	112.3	112.3	112.3	112.3	112.3	112.3	112.3	112.3	112.3	112.3	112.3	112.3	112.3	112.3	112.3
UMTA SEC 9 S2 (10, M)	104.0	122.1	130.8	135.3	145.1	154.5	163.9	172.8	182.3	192.3	202.9	214.0	225.8	238.2	251.3	265.1	279.7	295.1
SEC 9 CP S2 (10, M)	47.5	47.5	47.5	47.5	50.9	54.2	57.5	60.6	64.0	67.5	71.2	75.1	79.3	83.6	88.2	93.1	98.2	103.6
SEC 9 CP S2 (10, M)	56.5	74.6	83.3	87.8	94.1	100.3	106.4	112.1	118.3	124.8	131.7	138.9	146.5	154.6	163.1	172.1	181.5	191.5
UMTA SEC. 8 TOP. AS.			0.50	0.53	0.56	0.60	0.63	0.63	0.67	0.70	0.74	0.78	0.83	0.87	0.92	0.97	1.02	1.08
OTHER FED. OR FUNDS.			0.15	0.16	0.17	0.18	0.19	0.20	0.21	0.22	0.23	0.24	0.25	0.26	0.27	0.28	0.29	0.30
LOCAL OP CONT. (10, M)			5.5	5.7	6.1	6.4	6.8	7.2	7.6	8.2	8.4	8.9	9.4	9.9	10.4	11.0	11.6	12.2

571

A. OPERATING COSTS AND REVENUES

	FY-85	FY-86	FY-87	FY-88	FY-89	FY-90	FY-91	FY-92	FY-93	FY-94	FY-95	FY-96	FY-97	FY-98	FY-99	FY-00
I. OPERATING COSTS																
METRO OP COST (83%, M)	0.0	0.0	0.0	0.0	0.0	15.4	15.4	15.4	15.4	15.4	15.4	15.4	15.4	15.4	15.4	15.4
LB-LA OP COST (83%, M)	0.0	0.0	0.0	0.0	12.7	12.7	12.7	12.7	12.7	12.7	12.7	12.7	12.7	12.7	12.7	12.7
BUS OP COSTS (83%, M)	410.3	406.5	426.6	446.6	466.7	401.0	409.7	418.5	427.3	436.1	444.9	453.7	462.4	471.2	472.0	472.0
TOTAL OP COST (83%, M)	410.3	406.5	426.6	446.6	479.4	429.0	437.8	446.6	455.3	464.1	472.9	481.7	490.5	499.3	500.0	500.0
TOTAL OP COST (1%, M)	450.7	472.6	531.8	593.1	675.3	637.0	685.6	738.1	794.0	853.8	917.8	986.3	1,059.5	1,137.8	1,202.1	1,268.2
II. OPERATING REVENUES																
PASS. REVEN. (83%, M)	111.4	161.4	192.9	224.5	256.1	248.3	253.2	258.2	263.2	260.2	273.2	278.1	283.1	288.1	293.1	298.1
PASS REVEN (1%, M)	122.3	187.7	240.6	298.2	368.9	368.7	396.7	426.0	458.9	493.3	530.1	569.5	611.6	656.6	704.7	756.1
AUX. REVENUES (1%, M)	2.6	2.8	2.9	3.1	4.0	4.2	4.4	4.6	4.8	5.0	5.2	5.4	5.6	5.8	6.0	6.2
NON-TRANS REV. (1%, M)	16.0	16.0	17.0	17.0	18.0	18.0	18.0	19.0	19.0	19.0	20.0	20.0	20.0	21.0	21.0	21.0
TOTAL REVENUES (1%, M)	148.9	206.5	260.5	318.3	382.9	390.9	419.1	450.4	482.7	517.3	555.3	594.9	637.2	683.4	731.7	783.3
OP BALANCE (1%, M)	(309.0)	(266.3)	(271.4)	(274.0)	(292.5)	(246.2)	(266.7)	(287.7)	(311.2)	(336.4)	(362.4)	(391.4)	(422.3)	(454.4)	(478.5)	(485.0)
FAREBOX RATIO	0.27	0.40	0.45	0.50	0.53	0.58	0.58	0.58	0.58	0.58	0.58	0.58	0.58	0.58	0.59	0.60
III. OPERATING GRANTS																
LOCAL OP CONT. (1%, M)	5.5	5.7	6.1	6.4	6.8	7.2	7.6	8.0	8.4	8.9	9.4	9.9	10.4	11.0	11.6	12.2
STA 50% OP (1%, M)	13.6	14.2	14.6	16.7	19.0	18.3	19.6	19.4	20.2	19.9	19.6	19.4	18.7	17.5	16.3	15.3
TDA 85% (1%, M)	107.1	115.5	126.4	137.5	148.9	160.0	172.1	185.0	198.5	213.0	229.0	247.0	265.3	285.0	306.1	328.7
SEC 9 OP (1%, M)	47.5	47.5	47.5	47.5	47.5	47.5	47.5	47.5	47.5	47.5	47.5	47.5	47.5	47.5	47.5	47.5
OTHER FED. ASS (1%, M)	0.7	0.7	0.7	0.8	0.8	0.8	0.9	0.9	1.0	1.0	1.1	1.1	1.2	1.3	1.3	1.4
TOTAL OP GRANTS - WITHOUT PROP. A (1%, M)	174.3	183.6	195.3	208.9	223.0	233.8	247.7	260.9	275.7	291.1	307.3	324.8	343.1	362.2	382.8	405.2
OP GRANT FROM PROP. A LEFT FOR OP GRANTS - PROP. A 40% DIS (1%, M)	(28.2)	32.9	50.4	71.8	79.6	147.9	153.3	158.5	163.2	168.7	175.0	180.7	186.5	193.1	218.8	249.3
ENOUGH PROP. A?	NA															
LEFT FOR CAPITAL IN PROP. A-40%+PROP. A35%	65.7	150.5	179.2	211.8	231.3	311.0	328.6	347.0	365.5	386.5	409.0	432.3	456.7	483.4	530.6	584.2

B. CAPITAL COSTS AND FUNDING

	FY-85	FY-86	FY-87	FY-88	FY-89	FY-90	FY-91	FY-92	FY-93	FY-94	FY-95	FY-96	FY-97	FY-98	FY-99	FY-00
IV. CAPITAL COSTS																
METRO-RAIL CP (1%, M)	389.0	469.0														
LB-LA RAIL CP (1%, M)	25.0	125.0	200.0	125.0	25.0											
BUS ADUS. REPL (1%, M)	3.0	32.0	34.3	49.0	0.0	45.8	13.9	50.3	79.2	83.2	96.5	61.2	91.5	85.1	89.3	93.8
BUILDINGS (1%, M)	24.0	18.0	19.0	28.0	18.0	21.3	22.5	23.7	25.0	26.4	27.8	29.4	31.0	32.7	34.5	36.4
OFFICE EQUI. (1%, M)	18.3	14.0	13.0	12.5	11.0	11.6	12.2	12.9	13.6	14.4	15.2	16.0	16.9	17.8	18.8	19.8
LAND (1%, M)	17.0	10.0	10.0	5.0	5.0	5.3	5.6	5.9	6.2	6.5	6.9	7.3	7.7	8.1	8.5	9.0
TOTAL CP COSTS (1%, M)	476.3	668.0	276.3	219.5	59.0	84.0	54.2	92.0	124.0	130.5	146.4	113.0	147.0	143.7	151.1	159.0
V. CAPITAL GRANTS																
LEFT IN PROP. A (1%, M)	65.7	150.5	179.2	211.8	231.3	311.0	328.6	347.0	365.5	386.5	409.0	432.3	456.7	483.4	530.6	584.2
TDA CP 15% (1%, M)	18.9	20.4	22.3	24.3	26.3	28.2	30.4	32.7	35.0	37.7	40.5	43.6	46.8	50.3	54.0	58.0
STA CP 50% (1%, M)	13.57	14.23	14.59	16.73	19.04	18.30	19.60	19.42	20.23	19.89	19.63	19.36	18.68	17.47	16.28	15.32
SEC 9 CP (1%, M)	83.3	87.8	87.8	87.8	87.8	87.8	87.8	87.8	87.8	87.8	87.8	87.8	87.8	87.8	87.8	87.8
BENEFIT ASS (1%, M)	68.3	70.0														
CITY OF L.A.	7.0	10.0														
ARTICLE XIX (1%, M)	53.0	72.0														
TOT. CAPITAL FUNDING w/o UMTA SEC. 3 (1%, M)	301.8	424.9	303.9	340.6	364.4	445.3	466.4	486.8	508.5	531.9	557.0	583.0	610.0	639.0	688.7	745.3
VI. FINAL BALANCE																

TABLE II
PRELIMINARY CASH FLOW MOD

590

=====

GENERAL PLANNING CONSULTANT
TECHNICAL MEMORANDUM 6.1.3
DESCRIPTION OF TRANSPORTATION SYSTEM
MANAGEMENT (TSM) ALTERNATIVE NETWORKS

=====

Prepared for:
Southern California Rapid Transit District

Prepared by:
Barton-Aschman Associates, Inc.
in association with:
Schimpeler.Corradino Associates
Cordoba Corporation
Myra L. Frank & Associates
Robert J. Harmon & Associates
Deloitte Haskins & Sells
Manuel Padron
The Planning Group, Inc.

September, 1984

511

TABLE OF CONTENTS

	<u>PAGE</u>
1. <u>INTRODUCTION</u>	1
2. <u>DEFINITION OF ALTERNATIVES</u>	2
2.1 4-MILE TSM ALTERNATIVE	2
2.2 8-MILE TSM ALTERNATIVE	2
2.3 18.6-MILE TSM ALTERNATIVE	5
2.4 TSM IMPROVEMENTS	7
2.4.1 <u>Recently Implemented TSM Improvements</u>	7
2.4.2 <u>Proposed TSM Measures</u>	10
REFERENCES	14

1. INTRODUCTION

The Southern California Rapid Transit District is currently considering three Los Angeles Metro Rail alternatives. The first alternative, termed the Locally-Preferred Alternative (LPA), is 18.6 miles in length and extends from the Los Angeles CBD to North Hollywood. The second alternative, termed the Minimum Operable Segment (MOS), is an 8.8 mile segment of the 18.6 mile LPA, extending from the Los Angeles CBD to Fairfax Avenue at Beverly Boulevard. The third alternative, termed the MOS-1, is a shorter segment of the LPA, extending 4 miles from the Los Angeles CBD to Alvarado Street at Wilshire Boulevard. In order to qualify for rail funding, the Urban Mass Transportation Administration (UMTA) requires the transit industry to calculate several cost effectiveness indices which guide UMTA in making decisions on major transit investments. These indices, representing a measure of transportation cost and benefits, are based upon a comparison between the rail alternatives and Transportation System Management (TSM) alternatives which are comparable in terms of the level of service provided. To this end, three additional non-rail alternatives were developed by SCRTD which reflect traffic operation and transit service improvements. A comparison of each rail alternative to its non-rail TSM-equivalent is then made in order to measure the cost-effectiveness of the rail alternatives.

The following text provides a detailed definition of the TSM alternatives, followed by a summary of TSM measures that have already been implemented, measures that have been considered, and most importantly, additional actions which are proposed to supplement the current TSM program. In each case, the impact of the TSM actions on the transit and highway level of service is quantified.

2. DEFINITION OF ALTERNATIVES

TSM alternatives were derived incrementally. The 4-mile alternative was developed from the 1985-base planned and committed system. The 8-mile TSM alternative was developed from the 4-mile TSM alternative. The TSM alternative was derived, in turn, from the 8-mile system.

2.1 4-MILE TSM ALTERNATIVE

Figure 1 shows the impact area of the 4-mile TSM alternative. This area is bounded on the north by the Hollywood and Pasadena Freeways; on the south by the Santa Monica Freeway; on the east by the Los Angeles River; and on the west by Hoover Street.

To arrive at this alternative, the following modifications were made to the 1985 base planned and committed transit system:

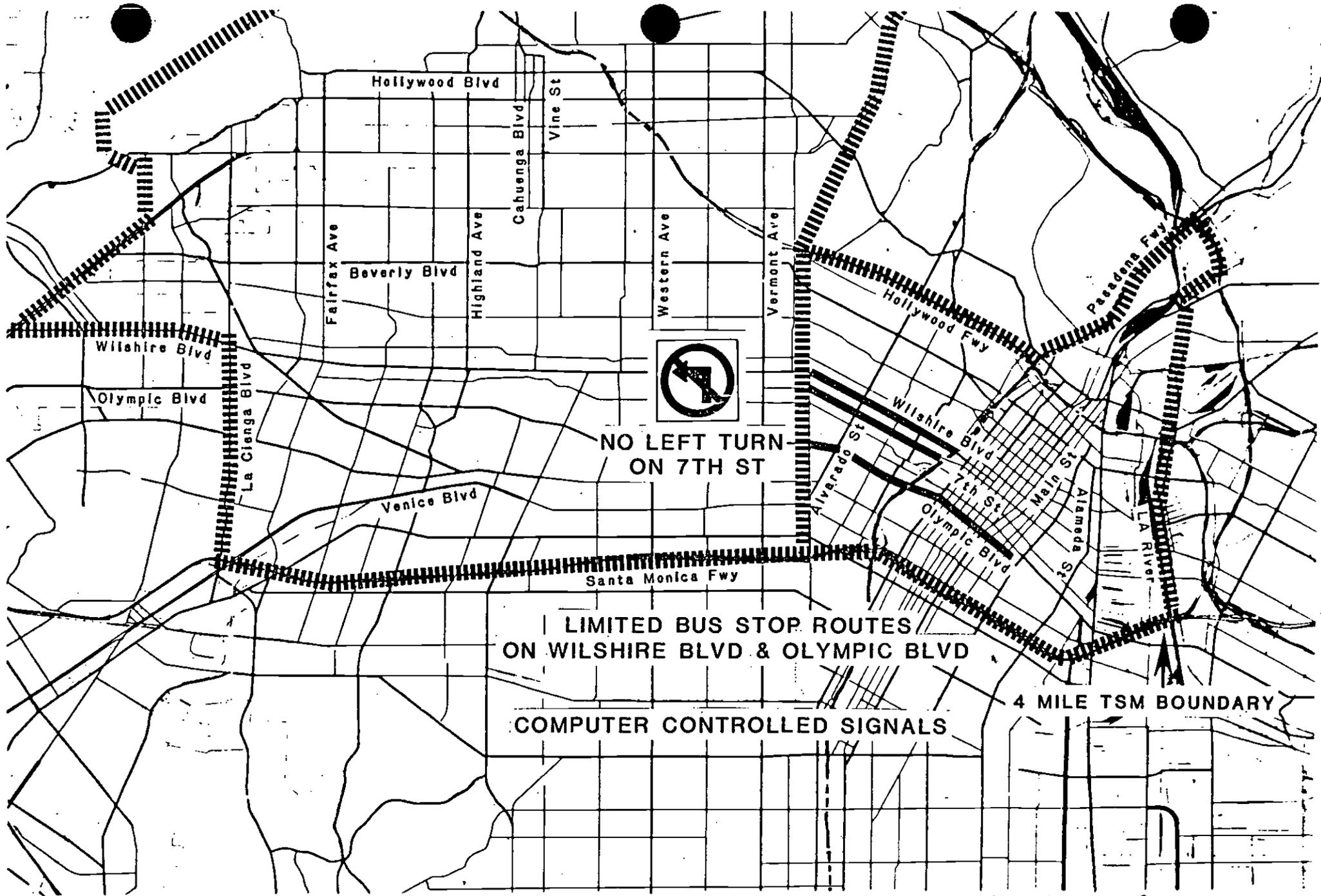
- A. Prohibit left turns on 7th Street between Alvarado and the Harbor Freeway. This traffic management action has the effect of increasing the speeds of all highway and transit modes on 7th Street by 15 percent.
- B. Implementation of a computerized signal control system affects limited stop transit route speeds (Routes 320 and 322 on Wilshire Boulevard, and Route 328 on Olympic Boulevard) as well as surface street arterial speeds. The effect of this action is to increase the speeds on the affected bus routes and arterial streets by 7 percent.

2.2 8-MILE TSM ALTERNATIVE

Figure 2 defines the impact area of the 8-mile TSM alternative. This area is bounded on the north by Melrose Avenue and the Hollywood and Pasadena Freeways; on the south by the Santa Monica Freeway; on the east by the Los Angeles River; and on the west it is bounded by Santa Monica Boulevard, Wilshire Boulevard and La Cienega Boulevard.

For this alternative, the following modifications were made to the 1985-base planned and committed transit system:

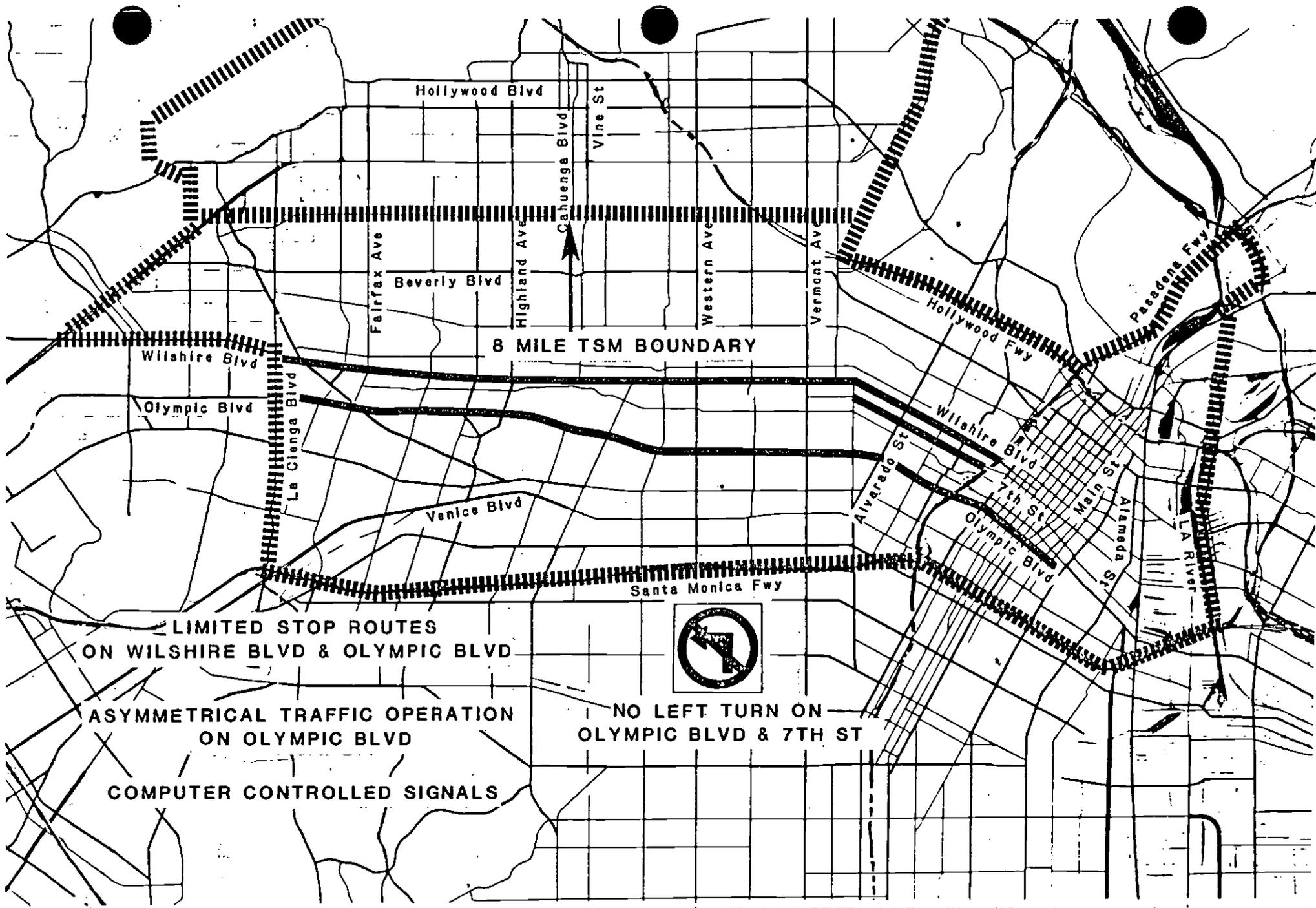
- A. All changes described above for the 4-mile alternative.
- B. Implement left-turn prohibition on Olympic Boulevard from San Pedro Street (Los Angeles CBD) to La Cienega Boulevard. The effect of this action is to increase transit and automobile speed by 15 percent
- C. Implement asymmetrical traffic operation (reversible lanes) on Olympic Boulevard between San Pedro Street (Los Angeles CBD) and La Cienega Boulevard. The impact of this traffic operation change is to increase transit and automobile speed on Olympic Boulevard by an additional 10 percent.
- D. Extend implementation of the computerized signal control system within the 8-mile TSM alternative impact area. The effect of this action is



4 MILE TSM ALTERNATIVE

FIGURE 1

595



419

8 MILE TSM ALTERNATIVE

FIGURE 2

to increase limited-stop bus route speeds on Olympic, Wilshire and Cahuenga Boulevards by 7 percent. Similarly, auto speed increases of 7 percent apply to the arterial street system in the area. Total speed increase on Olympic Boulevard is 32 percent.

2.3 18.6-MILE TSM ALTERNATIVE

Figure 3 shows the entire impact area of the 18.6-mile TSM alternative. In addition to the area defined for the 8-mile alternative, the 18.6-mile TSM impact area extends to Sylvan Street on the north.

The 18.6-mile TSM Alternative is defined as follows:

- A. All changes described above for the 4- and 8-mile alternatives.
- B. Extend computerized signal control system within the expanded LPA impact area. The effect of this action is to increase limited-stop bus route speeds on Wilshire Boulevard and automobile speeds on arterial streets by 7 percent.
- C. Incorporate the following route changes:
 - Divert Route 150 to Universal City Transit Center (UCTC) via Lankershim. Peak headway: 7 minutes.
 - Extend Route 152 to Universal City Transit Center (UCTC).
 - Add Route S-170 service from Lankershim/Tujunga to Burbank CBD via Tujunga, Ventura, Lankershim, Cahuenga, Riverside, Main, Victory and Olive. Peak headway: 22 minutes; off-peak headway: 35 minutes.
 - Extend Route 160 to UCTC.
 - Add limited stop service (Route L-4) from Ventura Hills to UCTC via Ventura Boulevard. A.M. peak headway: 5 minutes, P.M. peak headway: 8 minutes.
 - Eliminate express Route 424 west of UCTC; leave express to CBD.
 - Divert Route 423 to UCTC.
 - Eliminate express Route 425 west or north of UCTC; leave express to CBD.
 - Divert Route 427 to UCTC.
 - Add Route S-162 on Reseda from Devonshire to Ventura Boulevard. A.M. peak headway: 5 minutes; P.M. peak headway: 8 minutes; off-peak headway: 20 minutes.
 - Delete Routes 421 and 422.
 - Divert Routes 420, 420A, 426 and 426A into UCTC.

2.4 TSM IMPROVEMENTS

2.4.1 Recently Implemented TSM Improvements

The City of Los Angeles and SCRTD have actively pursued a rigorous TSM program to make effective use of its existing transportation resources. Since 1980 numerous TSM projects have been implemented for both highway and transit facilities.

The City of Los Angeles Department of Transportation's extensive list of recent TSM improvements range from the restriction of parking in commercial areas to the installation of a computerized traffic control system. The following list presents the types of TSM improvements implemented by LADOT and typical locations where the improvements were made. This list presents examples and do not represent all improvements made.

a. Channelization of traffic

- Western Avenue between Santa Monica Freeway and Franklin Avenue.
- Beverly Boulevard between Fairfax Avenue and Rossmore Avenue.

b. Reversible lane operation

- Highland Avenue between Hollywood Freeway and Sunset Boulevard.

c. Downtown contra-flow bus lane

- Spring Street from Ninth Street to Sunset Boulevard.

d. Fine-tuning of intersections signal timing

- Various locations (100 to 200 per year).

e. Improvement of signal coordination

- Wilshire Boulevard from Alvarado Avenue to La Brea Avenue.

f. Computerized traffic control operation

- Los Angeles Coliseum area bounded by Santa Monica Freeway (north), Harbor Freeway (east), Vernon Street (south) and Western Avenue (west)

g. Bus pre-emption of traffic signals

- Ventura Boulevard from Vineland Avenue to Reseda Boulevard.

h. Improvement of signal operation reliability

- Various locations. Replaced electro-mechanical signal controls with micro procedures at multi-phase traffic signal locations.

i. Installation of left turn restrictions (except buses)

- Wilshire Boulevard and Alvarado Avenue

- Wilshire Boulevard and La Brea Avenue
 - Wilshire Boulevard and Fairfax Avenue
- j. Widening of approaches to intersections
- Normandie Avenue and Olympic Boulevard
 - Wilton Place and Wilshire Boulevard
- k. Strict enforcement of traffic regulations and parking restrictions
- The City of Los Angeles recently established the Bureau of Parking Management. Their responsibility is to enforce traffic regulations and parking restrictions.
- l. Restriction of on-street parking during peak periods
- Wilshire Boulevard between San Vicente Boulevard and Figueroa Street
- m. Time-limited parking in commercial areas
- Wilshire Boulevard between Highland Avenue and La Brea Avenue
- n. Neighborhood preferential parking programs
- Universal City area (sticker parking for residents)
- o. Provision to permit reduced on-site parking in exchange for Comprehensive employer-sponsored ridesharing incentive program (new development).
- City ordinance passed in 1982
- p. Flexible work program
- City employees work eighty hours in a two-week period in nine working days and take Monday or Friday off.
- q. Promotion of ridesharing programs
- A quasi-public agency formed to promote and encourage ridesharing (Commuter Transportation Services--Commuter Computer)
- r. Development of bicycle routes and storage facilities
- Bicycle route on Venice Boulevard between La Brea Avenue and Pacific Avenue
 - Shower facilities for bike riders in City Hall
 - Enclosed bike storage lockers at City Hall

RTD has implemented its 1980 Sector Improvement Program (SIP). The SIP represented the biggest series of service changes in RTD history. A key feature of service in the 1980 Sector Improvement Program developed an expanded bus route grid of north-south and east-west bus lines with improved frequencies of ten minutes or better between Santa Monica Mountains and Manchester Boulevard,

and between downtown Los Angeles and La Cienega Boulevard.

In addition to establishing a grid system, the SIP also used the concept of transit centers which are key locations where certain lines converge for the convenience of passengers (such as shopping center malls and employment centers). The transit centers simplified transferring and made possible the boarding of any of several routes at one location.

The grid network of bus lines simplified the system, spread passenger loads over more lines, and eliminated duplication.

The 1980 Sector Improvement Program simplified the bus system on a single street in a grid-like manner whenever possible. It reduced the number of transfers; provided faster service; and reduced overcrowding.

The 1980 SIP provides the following benefits to the public and to the District:

- a. Produces a more comprehensive system. Recognizing urban growth and change in the last 30-40 years:
 - Replaces uncoordinated conglomeration of predecessor companies, lines with a coordinated system.
 - Fills in service voids and creates a basic grid in the core of RTD system.
- b. Improve responsiveness. Implements requests, comments, and suggestions from the public which require change in more than a single line.
- c. Simplify the system for users. By replacing circuitous, complex and/or confusing routings with simplified grid and improved service:
 - Reduces travel time in several major corridors.
 - Reduces the number of transfers required to complete a trip, thereby increasing usage by many who chose not to use previous services.
- d. Open new opportunities for travel. New lines or connections of existing lines provide:
 - Better "crosstown" service in peripheral areas, allowing patrons to complete their trips without traveling through downtown Los Angeles.
 - Better linkage across topographic barriers (e.g., Hollywood Hills, Baldwin Hills, Elysian Valley - L.A. River).
 - Improved connections between sectors (e.g., San Fernando Valley to Pasadena, Highland Park to Hollywood, Glendale to West Los Angeles, North Los Angeles to Central Cities and East Los Angeles to the employment centers in Commerce,

Vernon, and Cudahy).

Implementation of TSM improvements are hindered by discontinuities in the street system. Despite the grid pattern of the street system, there are only four through streets on an east-west axis in the entire corridor, namely, Third Street, Sixth Street, Wilshire, and Olympic. Fourth Street and Fifth Street are discontinuous at the Harbor Freeway and in the middle of the corridor. Sixth Street, while continuous, turns into a quiet residential street west of Western Avenue. Wilshire, while continuous throughout the corridor, dead-ends on the west side of the CBD necessitating major bus turning movements in the CBD.

Seventh, Eighth, and Ninth Streets are discontinuous in the mid-Wilshire area. Several north-south streets in the study area are also discontinuous. These include Rossmore Avenue/Crenshaw Boulevard, Wilton Place/Arlington Avenue, Normandie Avenue/Irlo Street and Virgil Avenue/Hoover Street. The discontinuous streets result in a concentration of vehicular movement on only a few arterial streets which are already at capacity, thus compounding the congestion problem. Figure 4 shows the discontinuities, including jogs and street mergers, which are an impediment to the normal flow of traffic. Congestion on Cahuenga/Highland in the vicinity of the access ramps to the Hollywood Freeway is also very severe, in spite of special traffic measures, such as using one lane as a reversible lane for peak direction travel.

2.4.2 Proposed TSM Measures

The previous chapter outlined various transportation system management (TSM) techniques which have already been implemented by the City of Los Angeles. In addition to these, three general TSM techniques were proposed to supplement the existing TSM program:

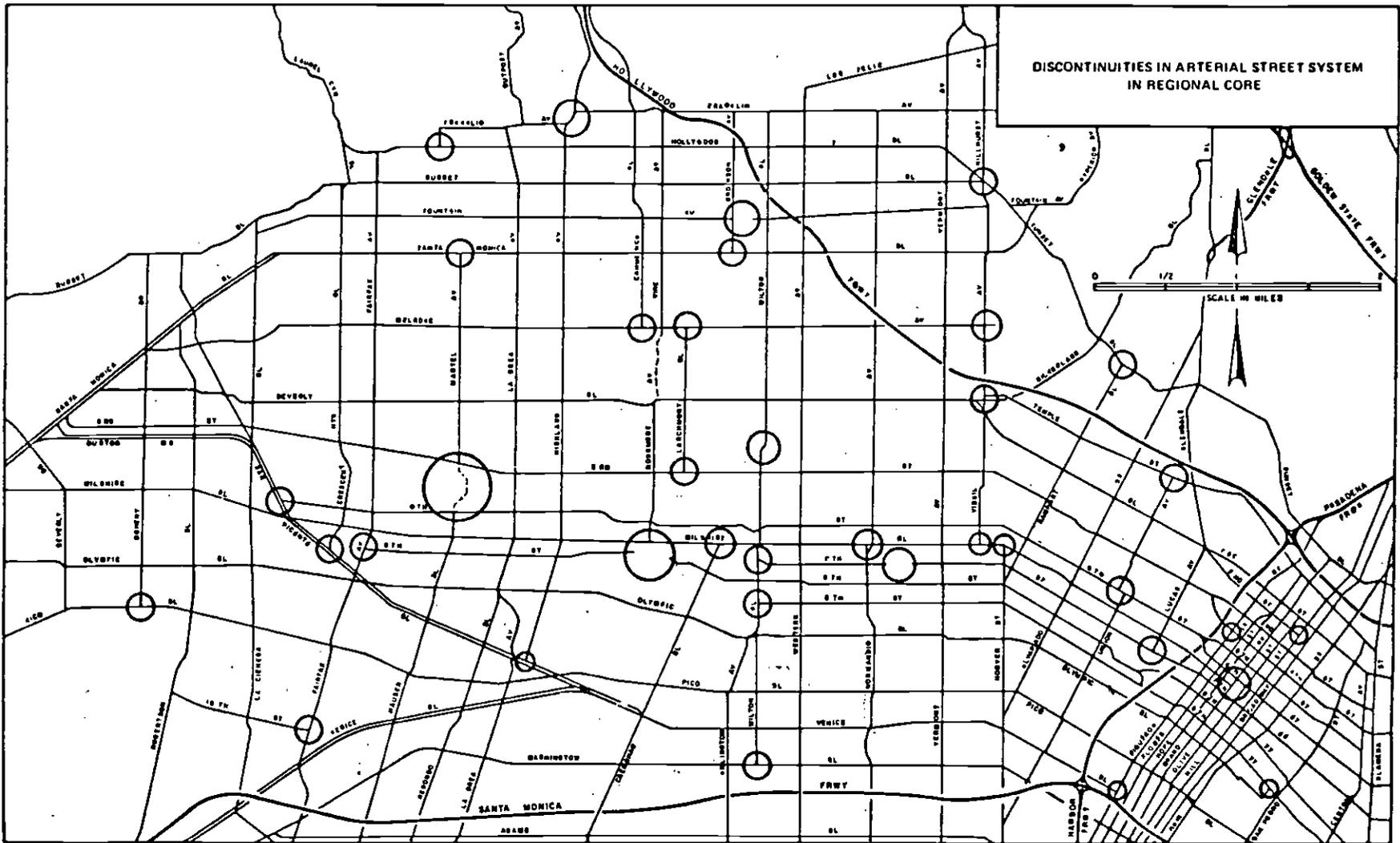
- a. Expansion of Computerized Traffic Signal Control
- b. Prohibition of left turns; and
- c. Asymmetrical lane operation.
- d. Development of Transit Centers

The following text provides documentation of the travel time savings which can be expected for each technique as it is applied to the transportation system.

2.4.2.1 Computerized Traffic Signal Control

The City of Los Angeles Department of Transportation has conducted two studies to measure the effectiveness of computerized signal control. The first study was conducted to quantify the benefits of installing a computerized traffic signal control system in Downtown Los Angeles. The results of the study showed significant improvements, with reductions in stops and delays of thirteen to seventeen percent for automobile and bus traffic. The second study was conducted to evaluate the TRANSYT model in Downtown Los Angeles. A TRANSYT-derived timing plan for the p.m. peak period was installed in the study network. Before-and-after field evaluations indicated that the TRANSYT timing plan produced a thirteen percent reduction in stops and delays, with an increase in average speed in the study network of seven percent.

Based on the results of the above studies, a seven percent increase in speed for auto traffic was assumed and incorporated into the highway networks used for the



SOURCE: FINAL AA/EIS ON TRANSIT SYSTEM IMPROVEMENT IN THE LOS ANGELES REGIONAL CORE, APRIL 1980.

**DISCONTINUITIES IN ARTERIAL STREET SYSTEM
IN REGIONAL CORE**

FIGURE 4

TSM alternatives. Since signals are not timed for local bus operation, no change in speed for local bus routes was assumed.(1) Limited-stop bus routes are affected, however, and therefore the same speed increases assumed for auto were assumed for limited-stop transit service.

2.4.2.2 Prohibition of Left Turns

The City of Los Angeles Department of Transportation conducted a study in 1980 to evaluate the effect of left-turn prohibitions on Seventh Street in Downtown Los Angeles. As shown in Table 1, the results of the speed study--conducted before and after the left-turn prohibition--indicate an overall reduction in travel time of thirteen percent and an overall increase in speed of fifteen percent.

Therefore, using the results of this study, a fifteen percent increase in speed was applied to auto and bus speeds in the networks used for the TSM alternatives.

2.4.2.3 Asymmetrical Lane Operation

Olympic Boulevard currently provides three travel lanes in each direction, and operates at a V/C ratio of approximately 0.90.

Asymmetrical lane operation, to be applied only to Olympic Boulevard, would provide four travel lanes in the peak direction and two travel lanes in the non-peak direction. This operation would provide one additional lane in the peak direction, thus theoretically increasing capacity in the peak direction by 33 percent.

According to a graphic representation of travel speed versus V/C ratio in the Highway Capacity Manual(2), an increase in capacity of 33 percent (to go from good to perfect progression) would result in an thirty percent increase in speed. However, since perfect progression can realistically seldom be achieved, and since adding 33 percent capacity cannot actually be attained by adding a fourth lane to Olympic Boulevard, this increase in speed may not be feasible. Therefore, as a conservative estimate, an increase in speed of ten percent was used for auto and bus traffic and incorporated into the highway networks used for the TSM alternative.

2.4.2.4 Development of Transit Centers

Implementation of the 18.6-mile TSM alternative would require the construction of transit centers (as defined in the 1980 Sector Improvement Plan) at Universal City and at Hollywood/Cahuenga.

TABLE 1

Left Turn Prohibition Results:
7th Street Between Figueroa Street and Los Angeles Street (3,630 ft.)

Period of Day	Direction	Time Trials Before "No Left Turn" September 1980		Time Trials After "No Left Turn" April 1981	
		Time, sec	Speed, mi/hr	Time, sec	Speed, mi/hr
AM Peak	EB	186.5	13.3	186.4	13.3
	WB	218.3	11.3	163.1	15.2
Mid-day	EB	293.7	8.4	305.9	8.1
	WB	309.1	8.0	278.8	8.9
PM Peak	EB	309.7	8.0	234.6	10.5
	WB	339.8	7.3	272.8	9.1
Average	Both	276.2	9.0	240.3	10.3

Overall Reduction in Time = 13.0%
Overall Increase in Speed = 15.0%

Source: Los Angeles Department of Transportation

REFERENCES

02031

(1) Jovanis, Paul P. and Adolf D. May, "Alternative Objectives in Arterial Traffic Management," Transportation Research Record #682 - Urban System Operation and Freeways, Transportation Research Board, National Academy of Sciences, Washington, D.C., 1978, pp. 1-7.

(2) National Research Council, Highway Capacity Manual, Highway Research Board Special Report 87, Washington, D.C., 1965, pp. 320.