

**REGIONAL CORE RAPID TRANSIT PROJECT**

**PREFERRED  
ALTERNATIVE  
REPORT**

**SOUTHERN CALIFORNIA RAPID TRANSIT DISTRICT**

**september, 1979**

# The Preferred Alternative Report

## Table of Contents

- I. Need for Project
- II. Background
- III. The Alternatives
- IV. The Analysis Results
- V. Summary of Public Hearings
- VI. Summary of Issues and Responses
- VII. The Preferred Alternative
- VIII. Rationale for the Preferred Alternative
- IX. Project Funding and Implementation

### Attachment:

- A. District Board Resolution re Preferred Alternative

## I. Need for the Project

The Los Angeles Regional Core is a 55 square mile triangular area bordered by the Santa Monica Freeway on the south, Robertson Boulevard on the west, Burbank Boulevard on the north, and the Hollywood Freeway on the east. It is the shaded portion shown in Figure 1.

Within its boundaries are the Central Business District, the Wilshire District, the Hollywood District, and the Universal City and North Hollywood Districts in the San Fernando Valley.

Within the region 600,000 people live and another 540,000 are employed - 21% of the City's population and 43% of its jobs - making it the area of highest urban density and activity in the entire metropolitan region.

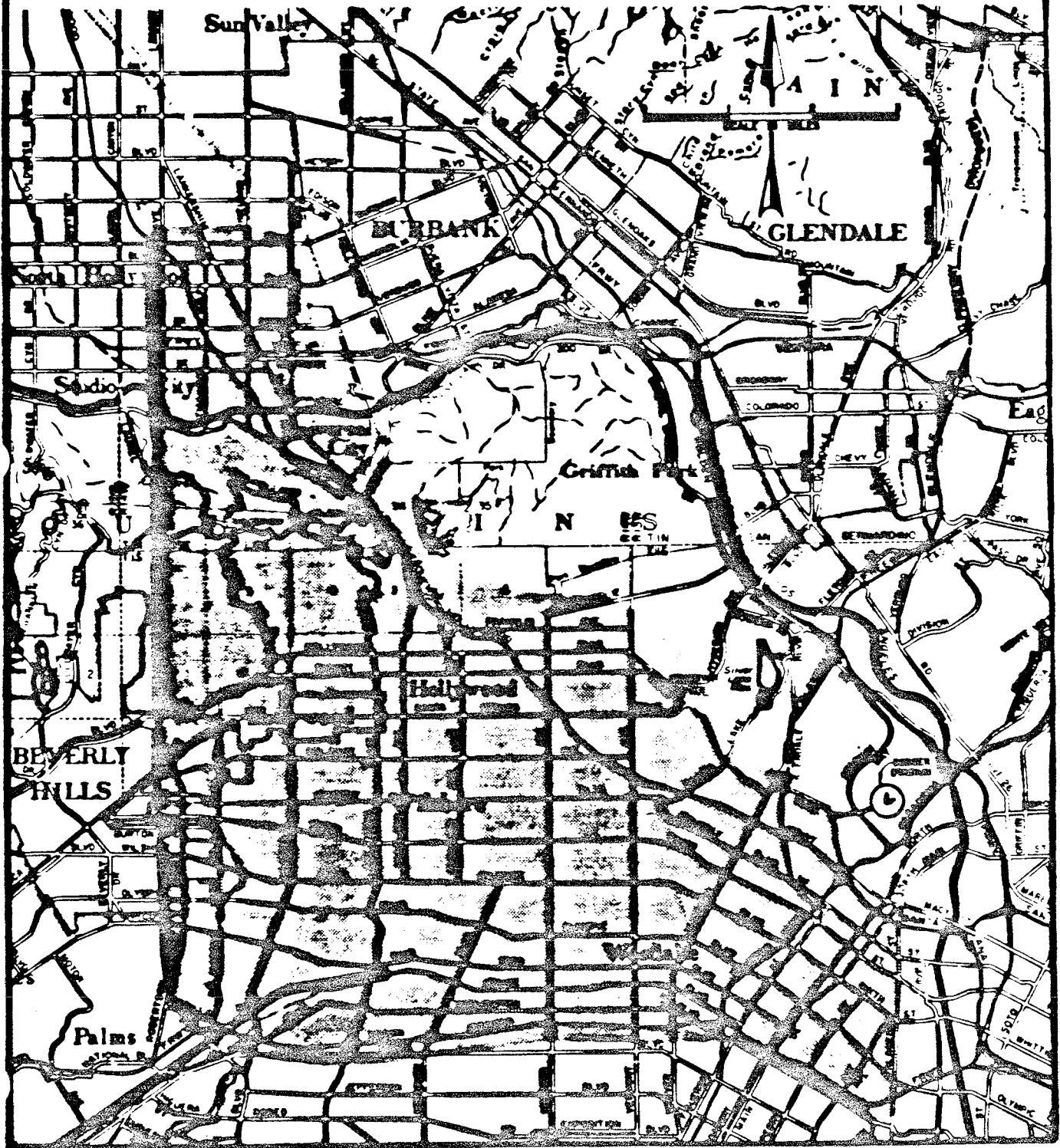
This dense, heavily trafficked area is not served directly by freeways and the freeways that skirt this area are loaded to capacity and experience severe congestion during peak commuter periods. Moreover, no new freeways are planned. In fact, two proposed freeways, the Laurel Canyon Freeway and the Beverly Hills Freeway were both deleted from the State's highway plan because of public demand.

Therefore, it is the surface arterial streets on which the vehicular movement must depend. These streets are not only at capacity but have already reached an overload situation, despite various traffic control measures. In addition, many of these grid system streets are discontinuous in that they have offsets or merge into other streets, which results in further concentration of vehicular movement on only a few of the arterial streets. Wilshire Boulevard with its heavy traffic is the prime example.

The Santa Monica Mountains further restrict the number of streets and freeways which must be used by the large volume of vehicular traffic now moving to and from the San Fernando Valley and destinations south of the mountains in the study area.

These arterial streets in the Regional Core and the freeways bordering this area are also utilized by an extensive network of bus lines operating along, within and through the Regional Core. These bus lines now serve approximately 403,000 linked passenger trips daily (linked trips exclude trips made for transferring), about 50% of SCRTD's total daily ridership. In fact, fifteen of the twenty heaviest travelled SCRTD bus lines operate within and through this area, and Line 83 on Wilshire Boulevard with over 56,000 daily boardings is the highest ridership line in the SCRTD Bus System. Line 83, along

Figure 1  
REGIONAL CORE OF LOS ANGELES





with three other lines on closely paralleling streets (Olympic, Third and Beverly) carry a daily total of 170,000 - more than the present total ridership on the BART system.

Of course, these buses which are scheduled on headways of 2-1/2 minutes in peak periods become a part of, and are affected by, the area's congestion which results in frequent breakdown of scheduled operations and a limiting of the capacity and inconvenience to passengers. Increasingly we find loaded buses having to bypass persons at bus stops.

It was these serious problems that resulted in the designation of the regional core as the portion of the urbanized area most in need of transit improvement.

## II. Background

The second largest urbanized area in the country, Metropolitan Los Angeles with its 8.5 million people presents unique problems in transportation service. In addition to having to provide service over a 2,200 square mile region, the SCRTD must also cope with the classic problem of congestion within its central core areas.

The SCRTD and its predecessor operating agencies have attempted to deal with these problems, but even with a present fleet of over 2,500 buses, it has found it very difficult to meet the ever increasing transportation needs of the public, much less to help in solving the problems of air pollution, congestion and diminishing energy resources.

In the 1950's, the operators began a series of studies to look at any and all possible ways to expand and/or to improve the transit situation. The solutions ranged from expansion and improvement of the existing bus fleet to extensive regional rail networks.

These efforts resulted in the construction of the highly successful LA-El Monte busway, a brief experiment with the Santa Monica Diamond Lanes, and the special Mini bus service and the Spring Street Reverse Flow Bus Lane in downtown Los Angeles. While these projects helped the situation, it is evident that much more is needed.

This is what the area decision-makers had in mind when they proposed the 4-Element Regional Transportation Development Program to the Federal Urban Mass Transportation Administration in 1976. In his letter of December, 1976, the then Secretary of Transportation authorized funding to proceed with the work on this program.

Element I of the program consists of Transportation Systems Management (TSM), which includes low capital intensive actions to improve the existing bus operations.

Element II is the Caltrans Freeway Transit Program, consisting of plans to build a network of additional freeway lanes for the exclusive use of carpools and buses within or over already existing freeways.

Element III is the Downtown People Mover Project being developed by the City of Los Angeles.

Element IV, the subject of this report, consists of evaluating alternative rapid transit solutions for the central area of Los Angeles, termed the "Regional Core."

Eleven alternatives were developed and approved by all agencies involved. They are shown and described in the next section.



### III. The Alternatives

Eleven alternatives were evaluated, consisting of five Rail/Bus, five All-Bus and one "Do-Nothing" or Null alternative. These are shown in attached figures and listed as follows:

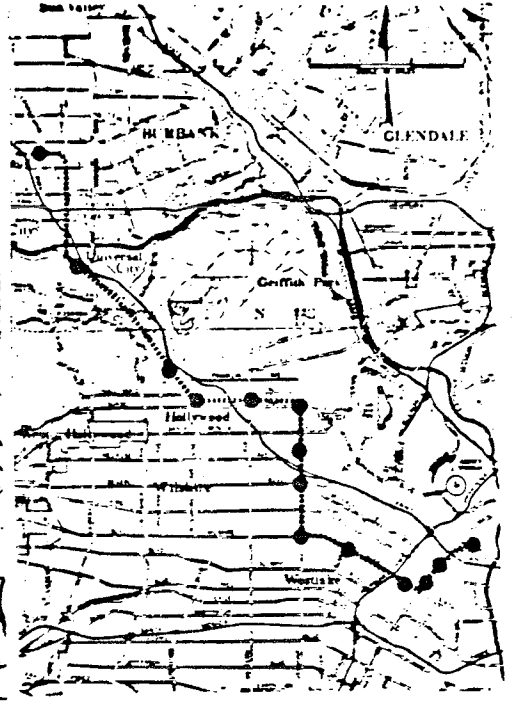
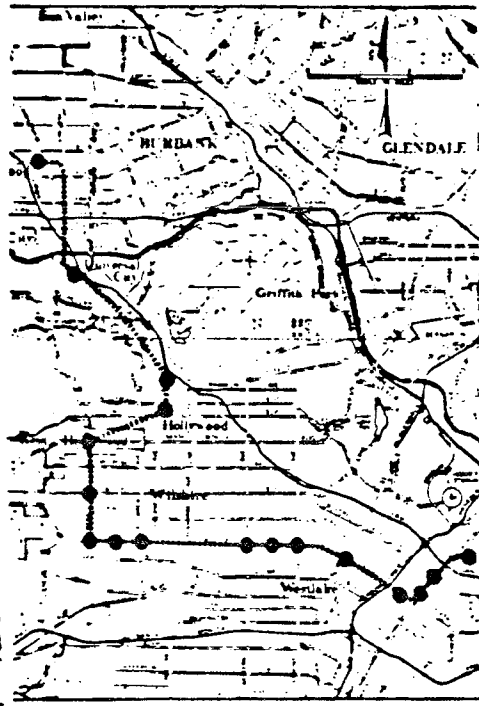
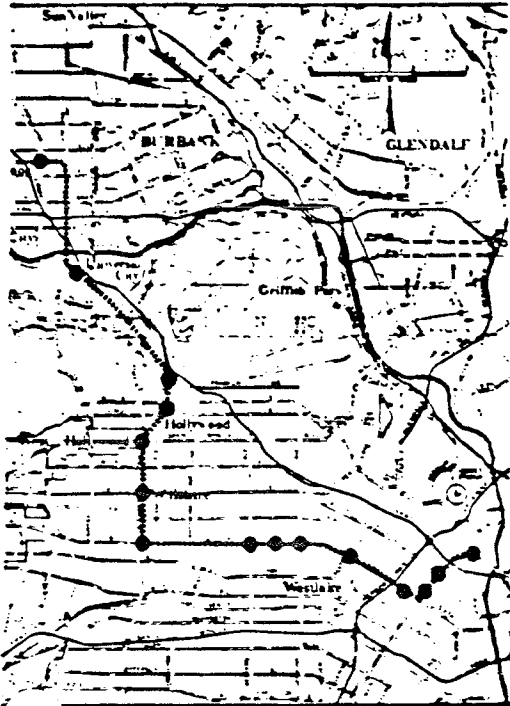
- I An 16-mile LA CBD-Wilshire-La Brea-Hollywood-North Hollywood Rail Rapid Transit/Bus System
- II A 18-mile LA CBD-Wilshire-Fairfax-Hollywood-North Hollywood Rail Rapid Transit/Bus System
- III A 15-mile LA CBD-Wilshire-Vermont-Hollywood-North Hollywood Rail Rapid Transit/Bus System
- IV An 11-mile LA CBD-Wilshire-La Brea or Fairfax-Hollywood to Hollywood Bowl Rail Rapid Transit/Bus System
- V An 8-mile LA CBD-Wilshire to Fairfax Rail Rapid Transit/Bus System
- VI A 16-mile CBD-Wilshire-La Brea-Hollywood to North Hollywood Aerial Busway/Bus System (same route as Alternative I)
- VII An 11-mile CBD-Wilshire-La Brea to Hollywood Bowl Exclusive Median Lanes/Bus System
- VIII An 8-mile CBD-Eighth-Olympic to Fairfax Reversible Exclusive Median Bus Lane/Bus System
- IX An 11-mile CBD-Wilshire-La Brea to Hollywood Bowl Exclusive Curb Bus Lane/Bus System
- X Transportation Systems Management (TSM) Bus System
- XI "Null" or No Change from existing service levels.

The Rail/Bus Alternatives

Alternative I

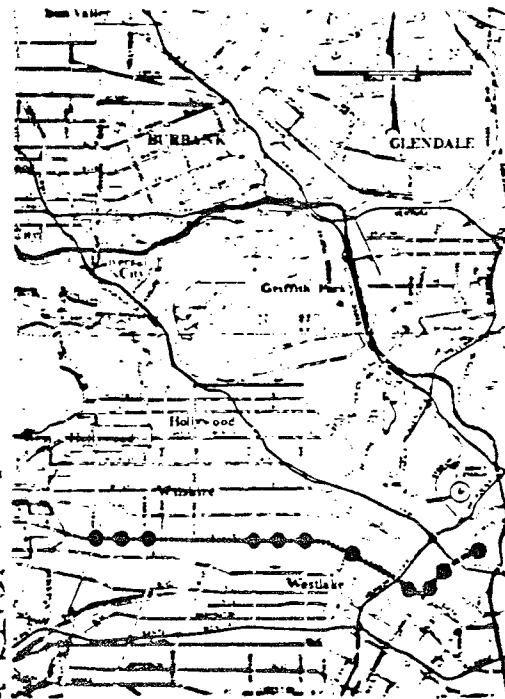
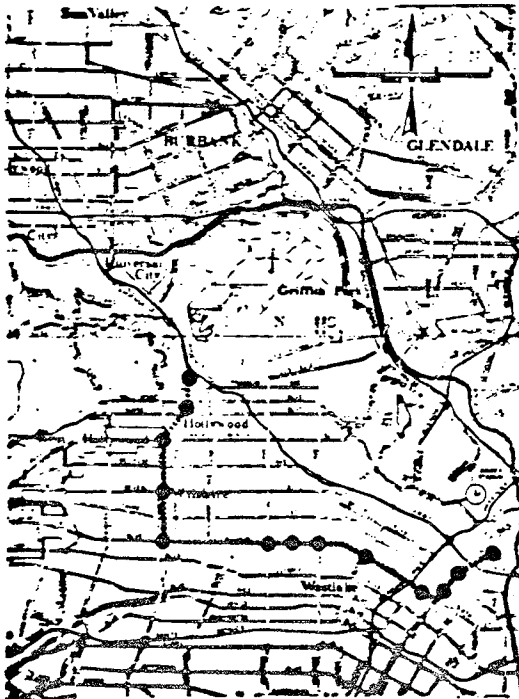
Alternative II

Alternative III



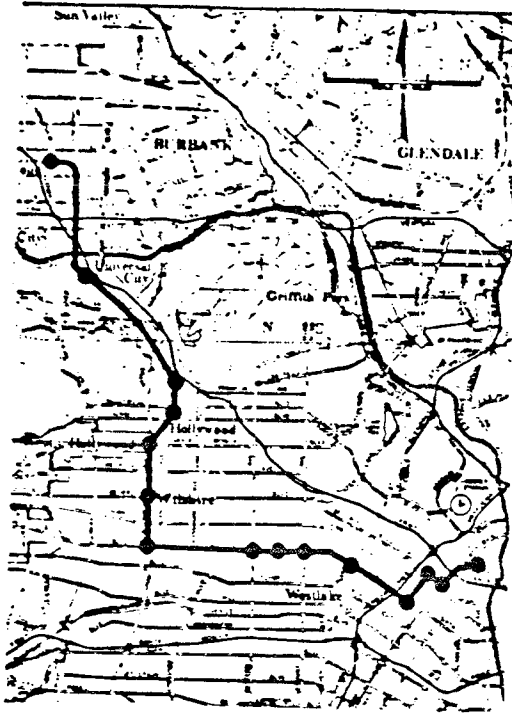
Alternative IV

Alternative V

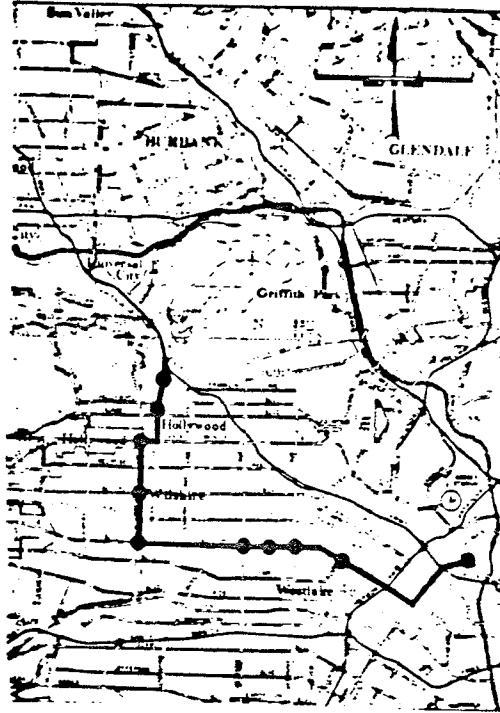


# The All Bus Alternatives

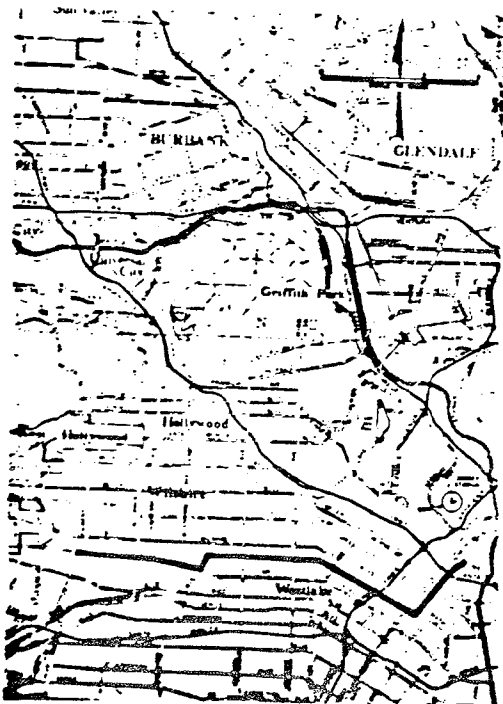
## Alternative VI



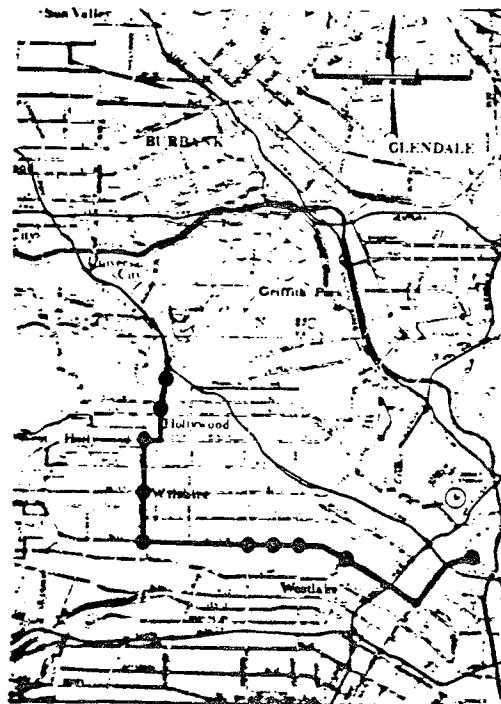
## Alternative VII



## Alternative VIII



## Alternative IX



Note: Alternatives X and XI are not shown.

#### IV. Results of the Alternatives Analysis

The results of the technical analysis show that, in view of the current situation in the regional core, the "Null" or "Do Nothing" alternative would not only result in further deterioration but could result in the decline of the area as a whole. It is obvious that some type of improvement is necessary.

Although the bus alternatives provide some improvement, they do not satisfy the projected needs of the future. Generally, the surface bus alternatives (Alternatives VII through X) would serve 25% more riders. They would cost less initially, but would require ever increasing amounts of operating subsidies.

The bus alternatives are not expected to improve the congestion situation. In fact, by taking away existing traffic lanes for exclusive bus service, they would add to the congestion, the noise, and the air pollution in the area.

Finally, the bus alternatives would not have the capacity to handle unexpected increases in ridership during energy shortages, which are real possibilities, as recent experience has shown.

The aerial bus guideway, which is different from the surface bus alternatives, presents the most severe environmental and operational problems. Besides being capital intensive, it would also increase total operating costs, and with many practical "unknowns", could only be considered an experimental project at best.

While they are the most capital intensive, the Rail/Bus alternatives do provide the most reduction in net operating subsidies and are therefore also the most cost-effective.

The Rail/Bus alternatives would experience the highest increases in ridership. Compared to the present, these increases would range from 42% for Alternative V to 59% for Alternative II. In addition, these alternatives will have the capability of handling many more riders by simply adding more trains and shortening headways.

The Rail/Bus alternatives would cause the most reduction in auto trips, auto vehicle miles travelled, and thereby create the most improvements in traffic congestion, air quality, and energy use.

By using an underground right of way and reducing transit traffic on the surface, they would also result in other environmental improvements such as less noise and less adverse visual impacts.

The Rail/Bus alternatives therefore provide the most promising options not only to satisfy the present and future transportation needs but also to alleviate other problems.

In Figure 2 the summarized results of the Technical and Environmental Analysis show how the eleven alternatives compare. These results may be reviewed in detail in the Draft AA/EIS/EIR Report, dated May 18, 1979.

Figure 2

Summary Results of the Draft AA/EIS/EIR

Alternatives	I	II	III	IV	V	VI	VII	VIII	IX	X	XI
1. Patronage 1990 Daily Boardings on Rail or Express Bus (1,000's)	260	275	230	220	180	260	56	19	37	13	10
1990 Total Person Trips, including Background Bus System (1000's)	625	642	618	585	574	625	515	507	511	505	403
2. Capital Costs Rail only in subway in Millions of '77\$	1,035	1,120	923	849	659	-	-	-	-	-	-
Bus only in Millions of '77\$	404	408	432	393	434	1,450	474	461	490	476	369
3. Operating Costs (Millions of 1977 dollars)											
Rail Only	21.5	23.0	19.5	14.5	12.0	-	-	-	-	-	-
Total (Rail & Bus)	98.7	99.8	100.1	91.4	96.3	110.5	102.7	99.9	100.7	97.7	79.1
4. Operating Costs (in cents)											
Per Passenger	51	50	52	50	54	57	64	64	63	63	63
Per Passenger Mile	12	10	11	11	12	12	16	15	15	15	15
5. Total (Cap. + Oper.) in cents System Annualized Costs per pass. mile discounted at 7%	18	18	18	17	18	18	18	18	18	18	18
6. Operating Subsidy in 1990 Dollars	4.6	0.8	12.4	2.4	19.9	36.7	61.7	58.2	57.7	53.6	45.1
7. Reductions in Auto Trips (1,000's)	88.6	100.0	83.7	62.4	54.9	88.6	11.2	8.7	9.0	8.5	-

**Figure 2 (continued)**

Alternatives	I	II	III	IV	V	VI	VII	VIII	IX	X	XI
<b>8. Reduction in Auto UMT (1,000's)</b>	629	710	594	443	390	629	80	62	64	61	-
<b>9. Air Quality Reductions (tons/day) in 1990 compared to Null</b>											
Pollutants (RHC)	.35	.40	.33	.25	.22	.35	.04	.03	.04	.03	-
(NOx)	.53	.60	.50	.37	.33	.53	.07	.05	.05	.05	-
(CO)	3.01	3.40	2.85	2.12	1.87	3.01	0.38	0.30	0.31	0.29	-
<b>10. Annual Energy Requirements in 1990 compared to Null in EBO's</b>											
	-28,520	-36,890	-30,380	-44,640	-38,440	-1,550	+32,550	+35,650	+37,820	+27,590	-
<b>11. Estimated Joint Development Potential in Millions of Dollars</b>	478	579	400	400	462	-	-	-	-	-	-
<b>12. Total Daily Travel Time Saving in 1990, in minutes, compared to Null (1000's)</b>	1,882	2,072	1,742	1,351	1,152	1,882	92	141	46	180	-
<b>13. Percent Increase in Traffic flow 1970 to 1990 in Regional Core</b>	12	12	13	13	14	12	15	15	16	16	16

V.

SUMMARY OF PUBLIC HEARINGS

On July 9, 10, and 11, 1979, the SCRTD Board of Directors conducted six sessions of public hearings to receive comments on the SCRTD/UMTA Draft Alternatives Analysis and Environmental Impact Statement/Report on Transit System Improvements in the Los Angeles Regional Core. These public hearings concluded a two-year Community Participation program designed to provide interested persons and organizations information on the "hows" and "whys" of this Alternatives Analysis Report.

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

1. Selection of four different hearing locations, which were distributed over the study area. Each location had good parking facilities; was on one or more bus lines; and was within walking distance for many interested and potentially affected citizens.
2. Notices of the meetings were given in local and regional newspapers, on three radio stations, several television stations and "handout brochures" available on all bus lines that traversed the Regional Core Study area.
3. The scheduled times for the hearings were evenly divided between afternoon and evening to provide the maximum opportunity to attend.
4. Four weeks prior to the public hearings a direct mailing of 700 was made to citizens, organizations, associations and elected officials. This direct mailing included a copy of the Executive Summary Report on the Alternatives Analysis, along with a letter from the President of the SCRTD Board of Directors, a notice from UMTA and a Notice of Public Hearings.
5. To facilitate citizen participation, the SCRTD accepted requests for scheduled time-slot appearances at the hearings. These basically included elected officials and some business executives. Nevertheless, the majority of speakers were given approximate times to speak as they signed in at the hearing.



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

The hearings ran a cumulative total of thirteen hours. Each session was opened, using the same format of giving the purpose of the hearings a summary of the work done and a report on the publication of the Notice of Intent to hold the hearings. All sessions ran continuously, averaging about one speaker every five minutes. In all, 145 persons gave verbal testimony.

The total attendance of 404 people at the hearings reflected both community interest in rapid transit development in Los Angeles and the good communication that has taken place between the SCRTD and the community, relative to such development. The cross-section of the Los Angeles Community represented at the hearings was very comprehensive. The elected officials, private citizens and organizations that testified represented over 3 million people in Los Angeles City and County.

From all comments received, certain conclusions can be drawn relative to what type of transit system improvement the people want in the Regional Core and why they want it:

1. The cost of maintaining and operating an automobile is rapidly becoming an increasingly serious problem to many residents of Los Angeles.
2. The present bus transportation system in the Regional Core is rapidly approaching its capacity and more and better service is needed.
3. Los Angeles is in need of, and the people want to commence the development of a rail rapid transit system that will (a) provide Los Angeles with a comprehensive multi-modal system of transportation; (b) provide a viable alternative means of transportation to the exclusive use of the automobile.
4. The people recognize that rail development must begin somewhere and therefore are supportive of rail rapid transit development in the Regional Core even though, in many cases, a rail line there may not serve them. Furthermore, they want this development to begin as soon as possible and not years from now.
5. The comment period on the Draft Report closed as of August 12, 1979.

A total of 123 oral statements made at the public hearings have been tabulated. Sixteen additional persons

spoke at the hearings, but did not express a preference among the alternatives. Of the 123 oral statements, 65.0% supported Alternative II (Fairfax); 22.0% supported rail in concept and 8.1% were in favor of Alternative III (Vermont).

Of the 63 substantive letters and written statements received prior to August 13, 47.6% expressed support for Alternative II. About 30.1% expressed support for the concept of rail rapid transit although they did not specify a route alternative. Some 17.5% expressed a preference for Alternative III. But, it is important to keep in mind that these percentages do not include 744 form letters in support of Alternative III which were delivered in a package on August 13 with a letter of transmittal from the Hollywood Chamber of Commerce.

However, the number of people in favor of Alternative II, as represented by the Mayor and City Council and the official spokespersons for the many community organizations, far exceeds the number who testified or wrote in in favor of Alternative III.

## VI. The Community Issues and Responses

Fourteen major issues were identified by the community as a result of the public hearings. These issues and staff responses are briefly summarized as follows:

### 1. Hollywood-Vermont Alternative

The Hollywood Chamber of Commerce states that our patronage data did not adequately reflect the evening entertainment patronage which might be expected and because of this and the presence of the Hospital complexes at Vermont & Sunset and the Los Angeles City College on Vermont, they feel the Vermont Alternative (III) would best serve the needs of the Hollywood community.

Response: The claim of the inadequacy of the patronage data was investigated several months ago. A reply was sent to them last January explaining why their claim was not substantiated. The Fairfax Alignment would result in service to many key activity centers such as CBS Television City, the Farmers Market, the County Art Museum, the Page Museum, and many large churches and very sizeable retail and job markets along Wilshire westerly of Vermont.

### 2. Hollywood-Cahuenga Station

The Hollywood Revitalization Committee suggests that if Alternatives I or II are selected, the Hollywood Boulevard-Las Palmas Station should be relocated about one-half mile to the east on Cahuenga Boulevard.

Response:

Moving the station may cost an additional \$25 million (for 2,900' additional feet of subway). But, from the testimony given, it appears that the shift would better fit their development plans. Well over half of the rapid transit patrons would still have to use the excellent bus service on Hollywood and Sunset Boulevards to reach the station--no matter where the line crosses the Boulevard.

### 3. Hollywood Bowl

The letter from the City Council of the City of Los Angeles suggested that the proposed station at the Hollywood Bowl be eliminated. Representatives of the Hollywood Bowl, the Philharmonic Association and the Coalition for Rapid Transit strongly urged that it not be eliminated as the Bowl is a treasured cultural facility which is attended by tourists and persons and youngsters from all parts of Los Angeles.

Response:

A station at the Hollywood Bowl would be comparatively lightly used and could cost as much as \$35 million in escalated dollars. There is already excellent bus service into the Bowl from many points, subsidized by the Bowl. Only a small percentage of Hollywood Bowl patrons would be using the 18-mile transit line. However, possibly it could be considered a "special purpose" station to operate in conjunction with Bowl events, provided the station operation and maintenance costs would be paid by others and it is environmentally and operationally feasible.

4. Extensions

Several extensions of the original 18-mile starter line were suggested. They are:

South Central Los Angeles  
San Fernando Valley  
West Los Angeles  
San Gabriel Valley.

Response: Extensions will follow as demand is generated and funding becomes available. This is the history of every rapid transit system in the world.

5. CBD Loop

The Coalition for Rapid Transit, NAACP and Sierra Club proposed that a rail subway loop be constructed in the Central Business District in downtown Los Angeles. Also, they suggest Spring Street be used instead of Broadway.

Response:

Studies to date have not shown Spring Street to be a better choice and the City of Los Angeles Technical staff agrees, and a loop is not considered to be the proper ultimate solution for the CBD. Nearly all points of the CBD, except the upper part of Bunker Hill, are within reasonable walking distance of one of the proposed stations. Moving it to Spring Street would make it too far east of Broadway, the hub of the CBD.

6. Advance the Construction Schedule

The Coalition for Rapid Transit proposed that the time for design and construction of the 18-mile starter line be cut in half.

Response:

The existing EIR requirements and other institutional requirements will not allow for such advancing of the schedule. If they were all relaxed, perhaps two years could be saved.

7. Bicycles

One individual recommended designing the facility to accommodate bicycles in the stations and on the cars.

Response:

This aspect will be investigated during preliminary engineering.

8. Full Access to the Handicapped

The system as designed should provide for full access for the handicapped.

Response:

It will be so designed.

9. Joint Development/Value Capture

The properties adjacent to the stations should help pay for part of the costs.

Response:

This matter will be carefully studied in preliminary engineering in an effort to develop some revenue from the benefiting areas around the station.

10. Feeder Bus Systems

Many persons have commented that a rapid transit system can only be successful if it has a well thought out feeder bus system serving it.

Response:

We agree, and we have included that in our estimates of operating costs.

11. Earthquake

Several persons expressed concern for how safe the system will be in the event of an earthquake.

Response:

Our seismic consultants inform us that a subway is one of the safest places to be in an earthquake.

12. Crenshaw Station/Witmer Street

Add more stations at Crenshaw Boulevard and Witmer Street along Wilshire Boulevard.

Response:

Regarding Witmer, to serve a station there would require two sharp, reversing curves which would adversely affect operation.

A station at Wilshire/Crenshaw would provide accessibility to the areas served by Crenshaw Boulevard, south of Wilshire. This area has a high transit dependent minority population. Bus Line 85 serving this area carries about 27,000 boardings, one of the heavier lines in the SCRTD bus system.

A station here would be within the Wilshire "Park Mile" area, identified by the City of Los Angeles for low density development and the community may request that the station be planned in such a way as not to encourage surrounding commercial development.

13. Beverly/Fairfax Station

A suggestion has been made to move the Beverly/Fairfax Station somewhat to the south between Beverly Boulevard and Third Street so as to minimize the community disruption that may be caused in this very sensitive area.

Response:

This would result in excessively sharp, reversing curves on the line which would adversely affect operation. Beverly Boulevard bus interfaces in far better than Third.

14. Western Avenue

Comment: "Why not locate the north/south leg of the starter line through Hollywood on Western Avenue".

Response:

Western Avenue is far less suitable than any of the three being studied. No major facilities are located on Western. It has good bus service which would connect at Wilshire.

## VII The Preferred Alternative

The Board of Directors of the Southern California Rapid Transit District has reviewed the report, examined the public hearing transcripts, studied the issues, considered the staff responses and has designated its preferred alternative from the eleven evaluated as being Alternative II, as detailed in the Draft AA/EIS/EIR Report, and with two modifications: (1) shift Hollywood Station to Cahuenga, and (2) delete the Hauser Station. This modified Alternative II is shown in Figure 3 and is described as follows:

1. Corridor: Downtown Los Angeles-Wilshire-Hollywood-North Hollywood.
2. Technology: Fixed rail rapid transit.
3. Length: 18.6 miles (From Union Station to Lankershim and Chandler).
4. Horizontal Alignment: Union Station-Broadway-7th Street-Wilshire Boulevard-Fairfax Avenue-Hollywood-Cahuenga Pass-Vineland Avenue-Chandler & Lankershim.
5. Vertical Alignment: 40-200 feet underground. The intention is to use a "dipped" profile between stations to save propulsion energy and minimize braking heat - geologic, construction and operational conditions permitting.
6. Grade Separation: Totally grade separated.
7. Station Locations (Starting with downtown Los Angeles):

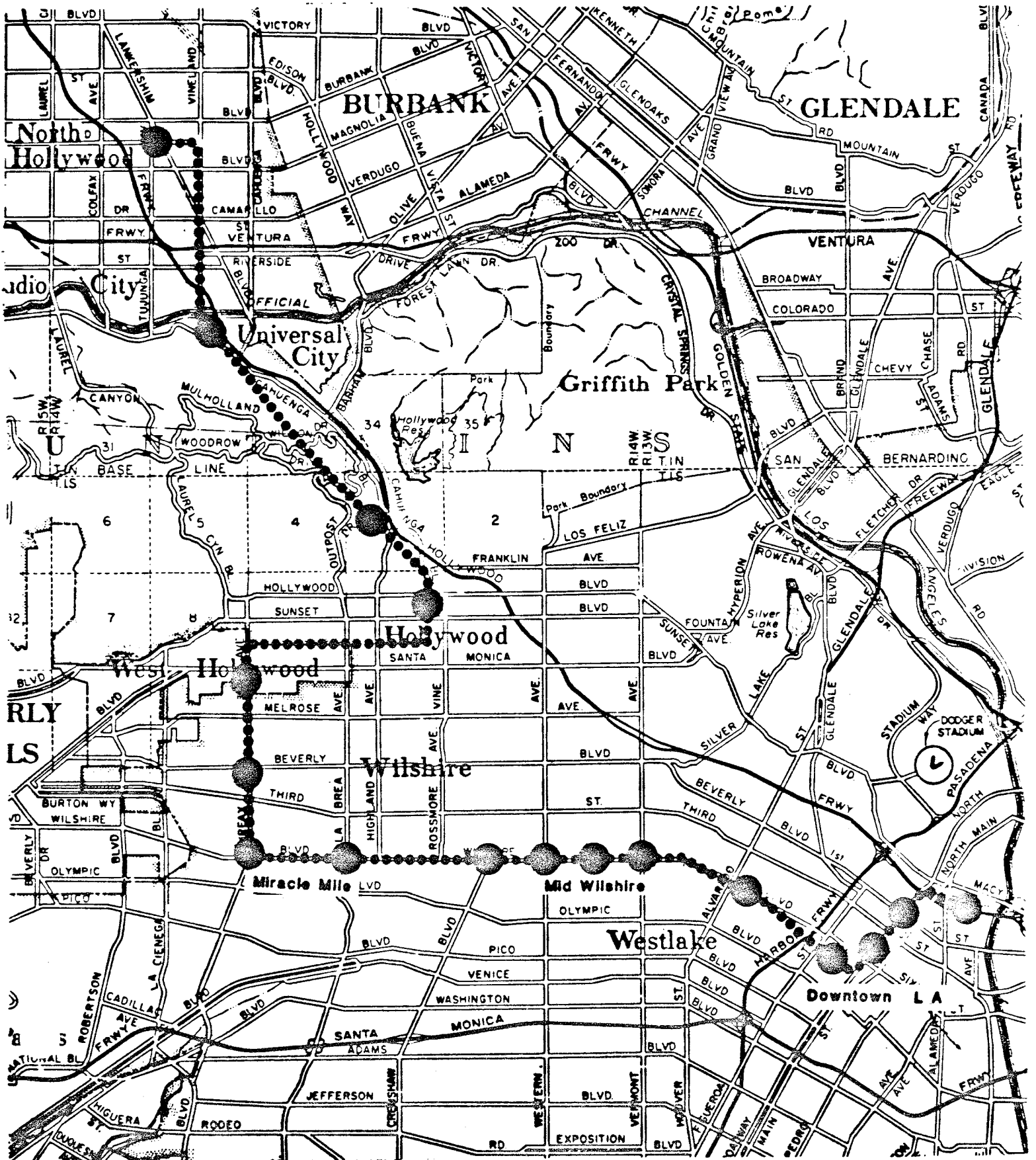
Union Station  
Civic Center  
5th/Broadway  
7th/Flower  
Wilshire/Alvarado  
Wilshire/Vermont  
Wilshire/Normandie  
Wilshire/Western  
Wilshire/Crenshaw  
Wilshire/La Brea  
Wilshire/Fairfax  
Fairfax/Beverly  
Fairfax/Santa Monica  
Hollywood/Cahuenga  
Hollywood Bowl  
Universal City  
Lankershim/Chandler

8. Yards and Shops: Located on District's presently owned "Macy Yard" - a former bus yard and shop, with some additional adjacent right of way now used for auto wrecking yards.
9. Estimated Cost:  
(in 1977 dollars) \$1.12 billion.



FIGURE III

SCRTD BOARD PREFERRED ALTERNATIVE  
MODIFIED ALTERNATIVE II



## VIII Rationale for the Preferred Alternative

Alternative II is selected by the SCRTD Board because the results of the Draft AA/EIS/EIR show that it is the most cost-effective and the most environmentally superior alternative. Also, the results of the public hearings show that it has the strongest support of the general public, elected officials, community groups, and private as well as government organizations.

These advantages of Alternative II are discussed in further detail on the following pages.

### 1. Highest Patronage

Alternative II represents the highest increase in ridership of any of the alternatives. In 1990 it is projected that the rail line will carry 275,000 daily boarding passengers. The rail line combined with the bus system in the regional core is estimated to carry 642,000 daily linked passengers (linked passengers exclude trips made for transferring). This is a 59% increase over the present daily linked trips volume of 403,000 in the regional core.

These patronage projections do not include any considerations for unusual increases in ridership such as those seen recently due to the gas crisis. However, it is pointed out that the rail line, under such circumstances, has the capacity to handle many more passengers by simply adding more trains and shortening headways.

### 2. Highest Operating Efficiency

Alternative II has the lowest operating cost per passenger. Its estimated cost of 50¢ per passenger is 20% lower than the present cost/passenger for bus service in the regional core. Since Alternative II also carries the largest number of people, it also generates the highest revenue. This maximum revenue, combined with the highest operating efficiency, results in the lowest operating subsidy requirements.

It is estimated that in 1990, Alternative II would require \$44 million less in operating subsidies than would the "Null" alternative. Savings in operating subsidies over the TSM-all-bus alternative would be over \$52 million per year.

### 3. Most Reduction of Vehicular Traffic and Auto Dependency

Alternative II would realize the greatest reduction in daily auto trips and in daily vehicular traffic movement. If no improvements are made in the regional core (Alt. XI),

there will be a 16% increase in traffic by 1990. Construction of Alt. II would mean only a 12% increase. This 4% savings results from the diversion of auto trips to transit, and means a savings of 100,000 auto trips and 710,000 daily vehicle miles travelled, which also means the most reduction in traffic congestion.

It is also noted that those who forego their cars in favor of transit would find commuting quicker, safer, more comfortable, more reliable and cheaper. In addition to gas, oil, maintenance, and insurance costs, they would save increasingly high parking fees.

#### 4. Most Travel Time Savings

The rail rapid transit line in Alt. II would operate safe, comfortable and fast service every 3.5 minutes at a top speed of 70 mph, and an average speed (including station stops) of 35 - 40 mph. Currently, buses operating in the regional core average 10 - 12 mph. Even All-Bus Alt. VII, with express service on two exclusive median lanes, could only be expected to operate with average speeds up to 18 - 20 mph.

For example, for a trip from Lankershim and Chandler in North Hollywood to Fifth and Broadway in the LA CBD, Alt. II saves approximately 20 minutes over the present transit travel time.

Also, shifting transit traffic from the surface streets to the subway will improve traffic flow and travel time for other vehicles using these streets.

#### 5. Most Economic Benefits

During its construction period Alt. II is expected to generate over 20,000 to 30,000 man years of employment. In addition, the multiplier effect would create still more jobs in the manufacturing and service industries. This can be expected to reduce unemployment payments and at the same time generate more sales tax and income tax revenues.

Revenues can also be generated by joint development. By becoming focal points for the flow of large volumes of people and by providing easy accessibility, transit stations can generate commercial activity. Areas around some stations will, therefore, have considerable joint development potential.

The preliminary economic analysis has shown that station areas around Alt. II have the potential to generate up to \$580 million in joint development investment. Revenues from these developments could be used to offset the

operating deficits of the system or to provide part of the local share for further rail extensions.

Economic benefits are also derived by the tendency of rapid transit to re-vitalize community areas. Alt. II would help to re-vitalize three specific areas officially designated Redevelopment Areas by the City of Los Angeles. These are in Downtown Los Angeles, the Hollywood, and North Hollywood Redevelopment Districts.

Since Alt. II provides the most economic benefits and the highest reduction in net operating subsidy, it is the best project in which to invest capital.

Although Alt. II is the most capital intensive, its benefits in the long run will outweigh the initial expenditure, and it is therefore the most cost-effective alternative.

6. Strongest Support of LA City's Land Use Goals and Objectives

The City of Los Angeles Centers Concept Plan officially adopted in April, 1974, calls for high urban activity "centers" connected by mass rapid transit. Alt. II would best support this plan and would connect the most centers (nine) within the regional core. Alt. II also supports other SCAG, LA County and State land use goals and objectives. Among these are the goals of preserving open spaces, the containment of urban sprawl and maximizing the use of existing land resources.

7. Most Feasible as a Starter Line

Alt. II is the essential "basic building block" from which to gradually expand into a regional rail rapid transit network.

In the future, the Lankershim/Chandler to Fairfax/Wilshire leg of Alt. II can, if extended to the south, provide a rail connection to Los Angeles International Airport (LAX) from the San Fernando Valley.

An over-under grade separated "cross" station and track arrangement could extend the Wilshire Line from Wilshire/Fairfax west to the UCLA/Westwood area. This could then provide two separate lines, running on separate tracks, thereby insuring maximum capacity on each line.

8. Most Accessibility

Of all the five Rail/Bus Alternatives, Alt. II provides accessibility to the most activity centers in the regional core. It would serve downtown destinations of Union Station, the LA Civic Center, the businesses along Broadway and the

west side Financial District. Moving west, the rail alignment would serve Mid-Wilshire and the Wilshire Miracle Mile with their numerous businesses. It would also serve special activity centers such as the LA County Museum, the Page Museum, Farmers Market, CBS Television City and the high density elderly transit dependent population along Fairfax.

Alt. II would provide service to the tourist and entertainment industry activity centers in Hollywood, and serve the Universal City areas. The North Hollywood portion of the line would provide an essential link between the San Fernando Valley and the rest of the city.

Alt. II also provides the most accessibility to numerous other activity centers within the regional core, such as schools, churches and hospitals.

#### 9. Maximum Air Quality Improvements

Of all the Alternatives, Alt. II provides the maximum improvement in air quality in the regional core. Although an 18-mile rail line cannot be expected to solve the considerable air quality problems in the Los Angeles Basin, the maximum reductions in auto trips by Alt. II provide a 1.5% reduction in total pollutants. Even though this is a small reduction on the regional scale, it can be considered a significant improvement in air quality in the Regional Core.

#### 10. Largest Energy Savings

The most reductions in auto trips for Alt. II also result in the largest savings in energy in terms of equivalent barrels of oil consumed.

While Alt. II would save the maximum annual EBO's over the Null Alternative (36,900 EBO's), the Bus Alternatives would result in an increase in energy use.

#### 11. Strongest Public Support

As explained in the Public Hearings Section, Alt. II has the strongest support of the general public and local and governmental officials.

Alt. II is strongly supported by the Los Angeles Mayor and by unanimous resolution by the Los Angeles City Council. It is supported by the Southern California Association of Governments, the Los Angeles County Transportation Commission and the California Department of Transportation.

Alt. II is also a part of the officially adopted Regional Transportation Plan of LA County.

This Alternative also has the strong support of the NAACP, the League of Women Voters and the Sierra Club. The attached list shows all the individuals, community groups, corporations and government agencies that support Alt. II.

## Oral Testimony Supporting Alt. II

1. Mayor Tom Bradley
2. Citizens for Rail California - George Falcon - 400 members
3. Coalition for Rapid Transit - Abe Falick
4. Attorney Byron Cook
5. Congressman Barry Goldwater, Jr.
6. Los Angeles Urban League - John Mack
7. Dr. Alice Thurston - President of Los Angeles Valley College
8. MCA/Universal - Larry Spungin
9. North Hollywood Chamber - Richard Luehrs
10. Councilwoman Joy Picus
11. Councilwoman Pat Russell - L. A. City Council
12. Valley Wide Streets, Highway & Transportation Committee -  
Roger Stanard
13. West L.A. County Resource Conservation District - Glenn Bailey
14. James B. McKenna - AM-CAL Realty, Inc.
15. Kurt Colicchio - Student
16. Patrick Moser - L. A. County Democratic Central Committee
17. Dorothy Dowing
18. David Dowing - L. A. City & County Area Agency on Aging  
Committee
19. Richard Cowsill - L. A. Valley College Student Body  
President - 26,000 students
20. Bill Steward - Mayor's San Fernando Valley Advisory Committee
21. Guy McCreary
22. Phyllis Roberts - President, North Hollywood Chamber of  
Commerce
23. North Hollywood Project Area Committee - Bruce Miller
24. United Chambers of San Fernando Valley - Frank Pine -  
Representing 24 Chambers of Commerce
25. Sheldon Walter
26. Dwight Winegar - Student
27. Winnetka Chamber of Commerce - Gordon Cling
28. Barry Ader
29. Lazear Israel
30. L. A. County Museum of Arts - Mrs. Daniel Frost -  
100,000 people
31. L. A. County Transportation Commission Chairman - Edmund Russ
32. Bo Young - Representing L. A. City Councilwoman - Peggy  
Stevenson
33. American Institute of Architects - Richard Thompson
34. American Association of University Women - Evelyn Ghormley
35. California Federal Savings & Loan - Jim Butler
36. Carthay Circle Homeowners Association - Louis Korn
37. Century City Chamber of Commerce - Warren Martin
38. Ecology Center of Southern California - Nancy Pearlman
39. Future of Los Angeles - John Touchet
40. Bob Geoghegan - Representing Supervisor Edmund Edelman
41. Jewish Legal Services - Sandra Spitzer
42. May Company Department Stores - Phil Schmidt
43. National Council of Jewish Women - Karen Labinger - 4000
44. Al Nyberg - UCLA
45. West Hollywood Advisory Council - Elliot Harmer
46. West Hollywood Citizens Advisory Committee - Bud Siegal

47. West Hollywood Citizens Advisory Sub-Committee -  
Girard Spencer
48. Air Resources Board - Lawrence S. Caretto
49. Bullock's Department Stores - Frank Rice
50. Don Muchmore - California Federal Savings & Loan
51. Carpenter's Union - Tom Benson - 3000
52. Countywide Citizen's Planning Council, Transportation  
Committee - Meda Rosado
53. Coast Federal Savings - David Blaney
54. Computer Learning Center - Lloyd DesMarais
55. Craft & Folk Art Museum - Patrick Ela
56. East Los Angeles Area Aging Advisory Council - Joe Vazuez
57. East Los Angeles Interagency Coalition - Tomas Pompa
58. Los Angeles Area Chamber of Commerce - Jim Gordon -  
2800 member firms
59. L. A. County Federation of Labor, AFL/CIO - Bill Robertson
60. Los Angeles Grand Jury - Marvey Chapman
61. L. A. County Medical Association - Dr. Stanley Rokaw
62. Park La Brea Associates - Glen Bennett - 14,000 people
63. SCAG - Councilman Robert Farrell
64. Fred Terrell - Representing L. A. City Council President -  
John Ferraro
65. Whittier Boulevard Merchants' Association - David Gonzales
66. Wilshire Chamber of Commerce - John McKay
67. Wilshire Temple - Rabbi Wolf - 7000 members
68. Richard Workman
69. American Lung Association - Honora Wilson
70. American Planning Association - Ken Gregory - 900 members
71. American Society of Civil Engineers - Jack Hallen
72. California Department of Transportation - Robert Dattel
73. L. A. City Planning Department - Arch D. Crouch
74. L. A. County Planning Department - Norm Murdoch
75. Los Angeles NAACP - Dave Waters
76. Jim McDermott, Representing Assemblyman Michael Roos
77. Sierra Club - Stan Hart
78. Sutro Company - Evelyn Kieffer
79. Rex Link - Wilshire Chamber of Commerce
80. Los Angeles County League of Women Voters - Gloria Schmidt



Written Letters Supporting Alt. II

1. Dorothy Beffman
2. Congressman Anthony Beilenson
3. KNBC
4. Alden Nash
5. Valley Wide Committee on Streets, Highways & Transportation
6. Sheldon Walter
7. Larry Wartel
8. Donald & Roberta Whitney
9. Trinity Community Presbyterian Church
10. Taft High School Community Advisory Council
11. Wilshire Chamber of Commerce
12. L. A. City Board of Transportation Commissioners
13. Building Industries Association of Southern California, Inc.
14. Arturo Stephens
15. United Chambers of Commerce of the San Fernando Valley, Inc.
16. Alice E. McLaury
17. SCAG Metropolitan Clearing House
18. Institute of Electrical & Electronics Engineers
19. Power Engineering Society
20. Joint Council of Teamsters No. 42
21. T. A. Nelson - Professional Engineer
22. Silverman, Katz, Fram & Company
23. Beverly Hills Chamber of Commerce
24. Office of the Chancellor - UCLA
25. San Fernando Chamber of Commerce
26. Santa Monica Area Chamber of Commerce
27. Tishman Construction Corporation
28. L. A. County Federation of Labor
29. Tract No. 7260 Homeowners Association, Inc.
30. Holmby-Westwood Property Owners Association, Inc.

## **IX. Project Funding and Implementation**

As set forth in our Draft AA/EIS/EIR, the estimated cost of the recommended Alternative II as modified will be approximately \$1.2 billion in 1977 dollars. Escalated through construction at 8% compounded annually, the total fund requirement will be approximately \$2.0 billion over 8 to 9 years. Assuming 80% or \$1.6 billion to be provided by the Federal government in accordance with its policy, the local 20% share will be \$400 million. Our cash requirements for the first two years will be relatively small - probably on the order of approximately \$10-\$15 million in FY '80 and \$20 to \$35 million in FY '81. Much will depend upon the rapidity with which the institutional processes can be completed and upon the degree of preliminary engineering design refinement which is acceptable to both UMTA and the District.

The local funding for this project has already been agreed to by the agencies which control these funds. A strong majority of the people in Los Angeles County voted in June of 1974 to use up to 25% of the gasoline tax funds accruing in Los Angeles County for fixed guideway rapid transit. The State of California, through the governor's office, has given its strong support to the proposed project, and the Los Angeles County Transportation Commission has likewise indicated that it will support the use of the full 25% of the State's share of these gas tax funds for the recommended alternative. This will be sufficient to provide three quarters (or 15%) of the required local 20% share of the project cost. Further, the Commission voted 9 to 2 to allocate \$100 million of the "spillover" funds due the area, as a result of the passage of AB 620 and its approval by the governor, to cover the remaining 5% of the local share.

The District will proceed with the design of the project relying primarily on private engineering firms to furnish the necessary manpower. However, the declared policy of the District Board of Directors, by Board Resolution R-77-102 of March 3, 1977, is as follows:

"The District cannot delegate its ultimate liability and responsibility for the results of its rapid transit program. Therefore, it is the District's policy to carry out its engineering responsibilities by making maximum use of outside engineering services insofar as is practical and feasible, but always under the control of the District's Board through the Rapid Transit Department engineering staff."

SCRTD BOARD RESOLUTION  
Relative to the  
Preferred Alternative  
from the  
Regional Core Rapid Transit  
Draft Alternatives Analysis/Environmental Impact Statement/Report

- Whereas: In 1977 the Southern California Rapid Transit District, in cooperation with the Urban Mass Transportation Administration, began a combined Alternatives Analysis and Environmental Impact Study (AA/EIS/EIR), for Rapid Transit Improvements in the Los Angeles Regional Core, as part of the Four Element Regional Transportation Program; and
- Whereas: The results of this work, presented in the Draft AA/EIS/EIR, dated May 18, 1979, have been carefully reviewed by the Board of Directors of SCRTD; and
- Whereas: In addition to the District's extensive continuous public participation program, the Board held six sessions of well advertised official public hearings on the afternoons and evenings of July 9, 10 and 11, 1979 in various locations in the Regional Core for the purpose of soliciting comments from individuals, community groups and agencies and further provided an additional period of 30 days thereafter for the receipt of written comments; and
- Whereas: The SCRTD Board has reviewed the transcripts of the public testimony, and has considered all the major issues and substantive comments made during this process by individuals and agencies and community groups, and has considered the responses to these issues and comments; and
- Whereas: Even though a station at the Hollywood Bowl would be comparatively lightly used, the Board concluded that a "special purpose" station should be provided at this location during the times of the events held at this facility, which is so important to the cultural life of the entire Los Angeles area, subject to the environmental, construction and system operation requirements, and further subject to the evaluation of alternate funding means for the operation and maintenance costs; and

**Whereas:** The Board concludes that a station at Wilshire and Hauser would be too close to the La Brea Station and further would likely have too much of an adverse environmental impact from the archeological standpoint; and

**Whereas:** The Board has determined that in response to requests, the transportation needs of the community bordering Crenshaw Boulevard southerly of Wilshire warrant a station at Wilshire and Crenshaw; and

**Whereas:** A station at Wilshire and Witmer is not feasible due to track layout and train speed considerations, and

**Whereas:** The results of the Draft AA/EIS/EIR show that Alternative II serves the largest number of people and designated "centers" in the Los Angeles Adopted City Plan, results in the largest reductions in net operating deficits, provides the most environmental advantages, and is the most cost-effective; and

**Whereas:** The results of the public hearing process indicate that Alternative II has the support of the greatest number of persons and agencies; and

Now Therefore Be It Resolved

That the Board of Directors of the Southern California Rapid Transit District hereby select as its Preferred Alternative, Alternative II, as described in the Draft AA/EIS/EIR, with the following modifications:

1. Locate the Hollywood Station on Cahuenga Boulevard at Hollywood Boulevard instead of Las Palmas.
2. Eliminate the station on Wilshire Boulevard at Hauser.
3. Add a station at Wilshire Boulevard and Crenshaw.