METRO RAIL PROJECT : SOUTHERN CALIFORNIA RAPID TRANSIT DISTRICT

BACKGROUND INFORMATION

FOR THE METRO RAIL PROJECT "SCOPING" MEETING

CONTENTS

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PURPOSE OF THIS DOCUMENT

This document is designed to provide background information for participants in the November, 1981, environmental impact "scoping" meeting for the Los Angeles Metro Rail Project. The discussion herein of the proposed Project is very brief. For those interested, additional descriptive and analytical background information can be found in the Final EIS/EIR/Alternatives Analysis of May, 1980. This document and its appendices which resulted in the proposed Project now undergoing Preliminary Enginering should be available at numerous regional libraries in the central Los Angeles area, as well as through RTD's own reference library (call 972-6467 for an appointment).

In addition to this AA/EIS/EIR there has also been published a notice and invitation to the scoping meetings (with a mail-in participant response form) and a summary of the draft overall work program for the planning and environmental impact assessment work.

The Meetings are being held as per following schedule:

DATE	TIME	LOCATION
November 2, 1981 (Monday)	2:30-4:30 p.m. 6:30-8:30 p.m.	Lafayette Room, Sheraton Town House 2961 Wilshire Blvd. Los Angeles
November 3, 1981 (Tuesday)	6:30-8:30 p.m.	Directors' Room Hollywood Holiday Inn 1755 N Highland Avenue Los Angeles

WHAT IS "SCOPING"?

"Scoping" is a relatively new element of the environmental assessment and review process. Required by both Federal and State law, the "scoping" process is designed to identify significant issues and design alternatives before considerable time and effort has been spent drafting an impact document. It helps to determine how a particular EIS and/or EIR should be prepared and what it should encompass.

The purpose of RTD's "scoping" on the Metro Rail Project is just that: to identify issues of concern such as station location and design options, traffic impact, community development etc., and to develop

consensus among concerned agencies and organizations as to what will be analyzed in this "Second Tier" (design specific) EIS/EIR. It is important to note that raising issues early on will insure their adequate consideration. The objective at this time is simply to develop the most coherent, balanced framework for identifying and analyzing alternative design impacts, and for formulating mitigation measures.

It should also be understood that the "scoping" process is based upon reciprocity. It obligates the District to solicit and fully consider the range of concerns expressed in the preparation on an EIR or EIS. Concerned agencies and organizations are similarly obligated to come forth early in the process and fully disclose and describe their concerns.

The "scoping" process is fairly new but the hope is to make it an effective part of the assessment process. The "scoping" meeting is envisioned as the first of a series of meetings building up to a Second Tier Draft EIS/EIR. Persons or organizations interested in subsequent meetings should notify SCRTD Metro Rail staff and identify their area of concern.

BACKGROUND OF THE METRO RAIL PROJECT

The Southern California Rapid Transit District has recently begun Preliminary Engineering on the Metro Rail Project, an 18.6 mile rapid transit line. As part of the Preliminary Engineering for this project, we are also preparing a Second Tier Environmental Impact Assessment (EIS/EIR).

During the period from 1976 through 1980, the Rapid Transit District evaluated eleven major alternatives for system-level transit service in the area designated as the Regional Core. As part of those analyses, system-level environmental impact assessments (draft and final EIS/EIR's) were done on each alternative. These efforts constituted the "First Tier" assessment. At the system-wide level, however, detailed design issues could not be analyzed because preliminary engineering design had not been done.

This engineering work is now getting underway on the preferred alternative (identified as Alternative II in the completion of "First Tier" EIS/EIR). The "Second Tier" environmental impact assessment is to evaluate design data as it becomes available, promote the discussion of feasible station design and configuration alternatives, and to identify what mitigation measures should be programmed.

PROJECT GOALS AND OBJECTIVES

At the outset of the Alternatives Analysis, a thorough review of the adopted goals and objectives of all concerned local agencies was undertaken. These goals were used to guide the Alternatives Analysis process. For purposes of the design and development work to be done

under Preliminary Engineering, these goals have to be more precisely and clearly linked to rapid transit. A preliminary compilation consists of some fifteen statements, grouped under various headings. Under "transit", we list four goals.

> TRANSIT: Provide needed transit capacity in a cost-effective, reliable way
>
> TRANSIT: Arrest deterioration in the level of service, at least in terms of average transit travel speed, for the most transit users possible.
>
> TRANSIT: Reduce the vulnerability of transit services to inflation and volatile cost factors.
>
> TRANSIT: Serve a cross-section of transit patrons that complement each other and best demonstrate transit's utility to the region as a whole.

In addition, we have two broader statements on "transportation" ...

> TRANSPORTATION: Retard the growth of, if not reduce, general, long-term street congestion and disruption.
>
> TRANSPORTATION: Directly link benefits to adjacent land use with the transportation system to help amortize transportation cost

Four goals in "land use", a very important area for us ...

> LAND USE: Minimize the need for new transportation facilities that displace or disrupt healthy, viable commercial and residential land uses.
>
> LAND USE: Broaden the range of desirable mixes and densities of land use that are economically and environmentally viable.
>
> LAND USE: Mitigate or reduce the average cost, in time and money, or getting to and from major employment destinations.
>
> LAND USE: Mitigate or reduce the average cost in time and money, of getting to and from major urban social and cultural destinations.

...goals in "social welfare" ...

> SOCIAL WELFARE: Expand the mobility options for youth, the elderly and the handicapped

... in the "environment" ...

ENVIRONMENT: Reduce the dependency of urban transportation upon combustion processes that create toxic air pollutants and contribute to the buildup of carbon dioxide in earth's atmosphere.

ENVIRONMENT: Mitigate or reduce urban noise.

... and in "energy" ...

ENERGY: Reduce the consumption of transportation energy per passenger-mile travelled.

ENERGY: Reduce the dependency of urban transportation upon petroleum.

These are the sort of "design specific" interpretations of goals that we propose to apply to the design alternatives that will be developed over the next two years. We welcome comments on interpreting these goals and criteria.

PROJECT SCHEDULE

The "scoping" comment period will run for another three weeks after the scoping meetings. This should allow organizations that might happen to miss the scoping meeting to nontheless compose and transmit comments. Upon completion of the "scoping" process, the draft Overall Work Program for the Second Tier Environmental Impact Assessment will be revised and refined to reflect the comments we have received. With that, the Environmental Analysis will begin. In about 14-16 months a Draft EIS/EIR will be prepared and published. Between the close of "scoping" and the publication of the Draft EIS/EIR, several workshops will be organized to promote review and discussion of critical components of the EIS/EIR. Please indicate any interest your organization might have in such workshops on the survey form distributed with the notice of the scoping meeting.

The Preliminary Engineering Program itself is to take about two years. Once preliminary engineering is completed application will be made to the federal Urban Mass Transportation Administration (UMTA) for funding assistance in final design and engineering.

If these funds are granted, the Final Design phase would begin and proceed for about 18 months. During this period, the detailed construction programming and design would begin, and any required acquisition of the rights-of-way and relocation would be undertaken. Near the completion of final project design, actual construction of the 18.6 mile system and associated facilities would commence.

It is anticipated that facility construction and the acquisition of rolling stock will take five to seven years to complete. Thus, our projected goal for the start of operation is shortly after 1990.

PROJECT ADMINISTRATION

RTD has retained only limited permanent staff for the Metro Rail Project. The main fucntion of this staff will be to coordinate and supervise; most of the work itself will be performed by various teams of specialized consultants.

There are five "General Consultants" with major, overall responsibilities in civil/structural engineering, station design, subsystems, systems analysis and environmental impact assessment. Consulting services from five City of Los Angeles Departments will provide a substantial amount of technical information and analysis. Several specialized consultants will provide support for both the General Consultants and SCRTD. A summarized project organization chart and a preliminary listing of consultants is included in the exhibits in this document.

TUNNEL CONSTRUCTION

The actual methods of construction and the system's exact horizontal and vertical alignment will be determined by Preliminary Engineering. As initially proposed, the entire 18.6 mile length of the Metro Rail system would be in twin "deep bore" tunnels running generally from 40 to 200 feet beneath the surface. Excavation would be done by various types of tunneling machines which would operate beneath most utilities and known paleontological resources. Use of tunneling machinery can greatly reduce the surface disruption that would otherwise occur with more conventional methods. Station facilities, however, may be constructed by the cut-and-cover method which could mean some surface disruption at these locations, although certain techniques for such construction can minimize the disruption. To the extent possible, boring machinery and other construction equipment will use such station locations to gain access to the tunnels. It will probably be necessary, however, to penetrate the surface at a few other locations to provide for machinery access, removal of tunnel muck or spoil, and the construction of ventilation and electrical power facilities. The determination and nature of these locations are to be established during Preliminary Engineering.

STATION DESIGN

Each station will have its own distinct station concept and design. Actual configurations of each station will vary extensively. Final architectural design of the stations will not be undertaken until construction funding is secured. However, the basic design parameters such as size and space needs in station functions such as fare

collection, passenger circulation and, where possible, joint development plans,will be developed during Preliminary Engineering.

Generally speaking, each subway station facility would be expected to encompass four basic, functional elements:

- a train platform area
- a mezzanine or surface concourse
- accessways, escalators and elevators
- surface interface with feeder buses, parking needs, walk-in and auto drop-off access needs

The station platform area will typically be a rectangular box, often beneath a street right-of-way. The passenger platform will preferably be in the middle with the train guideways or tracks on each side. The typical dimensions for a platform area might be 450 to 600 feet long and about 50-60 feet wide.

Between the station platform box and the street level will normally be a mezzanine area, which houses fare vending machines, fare gates, and patron conveniences. Where space is available, a surface level concourse may be substituted for the mezzanine. The concourse or mezzanine area will be divided into paid and unpaid general circulation patron areas.

The primary form of access and egress will typically be escalator banks and stairs connecting together the train platform mezzanine areas, and the street level. Elevators will be provided for use by the handicapped and mobility impaired. Since stations will generally be located directly beneath the street, it may be necessary to locate escalators, stairs and elevators off to one side of the primary station space in order that they portal at acceptable locations. Portal structures might vary widely Where vertical circulation elements rise to an opening in a public plaza, portal structures would be minimal. On the other hand, a station mezzanine or concourse could be built into a joint development project which might directly link together station access with retail malls, office space, recreational facilities and other high traffic uses. Also very important in station design are provisions for feeder bus loading and alighting and auto drop-offs. Parking at stations will also be considered at some selected stations.

OTHER PHYSICAL FACILITIES, IMPACTS

In addition to stations, there will be the need to situate electrical substations, ventilation shafts and tunnel construction access points. The number and locational constraints of these facilities, together with their impacts, will be determined during Preliminary Engineering.

Finally, the removal, transportation and disposal of spoil (material excavated from tunnels and stations) will be evaluated for its impacts.

STATION AND ROUTE STUDY AREAS

With involvement and participation of the community, suggestions for alternative station locations and route variations will be examined. From suggestions received at the scoping meetings, and as other alternatives are suggested during Preliminary Engineering, these will be reviewed with the affected portions of the community.

Possible alternatives include variations in the alignment and stations in the Los Angeles CBD and in Hollywood, to improve service and reduce cost.

TRUNCATED SYSTEM, NO-SYSTEM ALTERNATIVES

Two alternatives to the proposed Metro Rail Project will be analyzed. The first system alternative would terminate the line at Wilshire and Fairfax, with a total length from Union Station of about eight miles. This will be done to determine the feasibility of a minimum "operable segment".

The second is a "Null" or "Do-Nothing" system alternative. The impact analysis process will assess conditions that could occur if the Metro Rail Project is not implemented.

STATION AREA PLANS, NO-PLAN CONDITION

THE RTD has contracted with the Los Angeles City Planning Department to prepare land-use specific plan ordinances for the areas surrounding each station. These plans are to play a vital role in controlling and shaping the effects of rapid transit for the benefit of local communities and for the region. Because the environmental impacts of these plans must themselves be assessed prior to adoption of the plan, it will also be necessary to consider the conditions that would occur if these plans were not adopted.

METRO RAIL PROJECT STATIONS

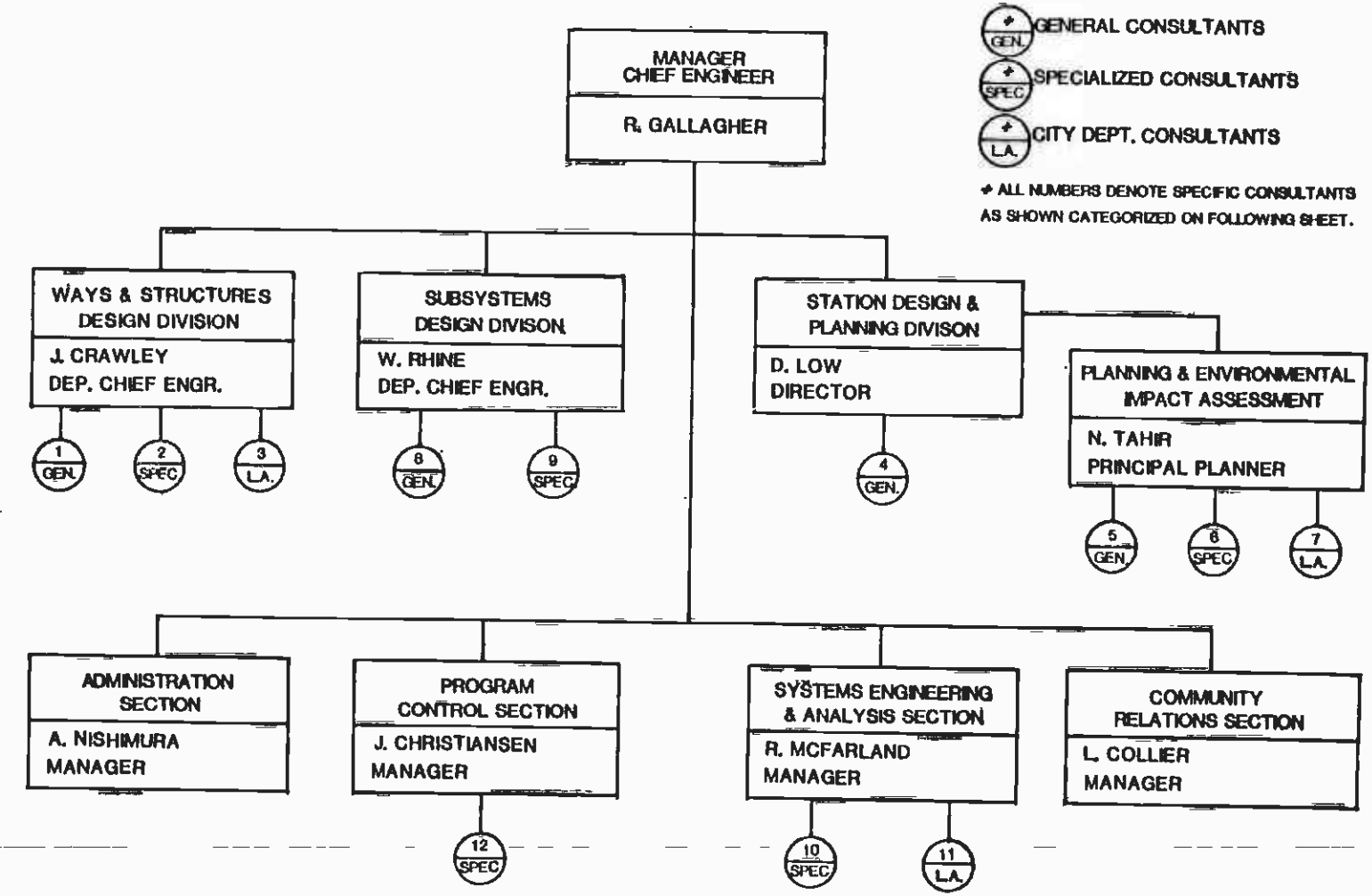
Approximate STATION LOCATION (route/cross street)	Current Estimate of UTILIZATION (No. of average daily boarding in 1995)	VALUE CAPTURE/ JOINT DEVEL. POTENTIAL	CHARACTERISTICS
1. Chandler/ Lankershim	28,800	High (publically assisted redevelopment)	Terminal for initial system major park-ride facility; CRA redevelopment project area.
2. Vineland/ Ventura Blvd. (Studio City)	25,900	Medium	Major park-ride facility; Universal Studios could add 2,000 to 7,500 daily boardings to station average. Desirable to site station nearer studio but right-of-way and alignment limitations appear to require westerly site.
3. Highland/ Odin (Hollywood Bowl)	2,700	Low	Major existing parking facilities; major engineering, cost constraints. Very low average utalization; concerts could add 575 to 3,100 daily boardings to station daily boardings.
4. Hollywood/ Cahuenga	41,500	High (publically assisted redevelopment)	Sited to be part of major joint development proposal. Desirable for station to connect with both Hollywood and Sunset. Part of revitilization project area. Curves on either side of station impose severe constraints. Far easterly location adds to travel time for through trips and to construction costs.

Approximate STATION LOCATION (route/cross street)	Current Estimate of UTILIZATION (No. of average daily boarding in 1995)	VALUE CAPTURE/ JOINT DEVEL. POTENTIAL	CHARACTERISTICS
5. Fairfax/ Santa Monica Blvd.	24,800	Moderate	May need to be studied in aerial configuration as an alternative to subway.
6. Fairfax/ Beverly	15,150	Moderate to high	Near to or part of a prospective revitalization project area. Farmers Market and CBS Television City visitors could add between 900 and 1,525 daily boardings.
7. Wilshire/ Fairfax	59,750	High	Many engineering issues involved in providing for future extensions, large volume of transferring patrons.
8. Wilshire/ La Brea	20,550	Low to Moderate	
9. Wilshire/ Western	37,200	High	
10. Wilshire/ Normandie	32,700	High	
11. Wilshire/ Vermont	62,500	High	
12. Wilshire/ Alvarado	37,450	Moderate	
13. Seventh/ Flower	52,600	High	

Approximate STATION LOCATION (route/cross street)	Current Estimate of UTILIZATION (No. of average daily boarding in 1995)	VALUE CAPTURE/ JOINT DEVEL. POTENTIAL	CHARACTERISTICS
14. Broadway/ Fifth	71,800	Moderate to High	Busiest station in the system. Might be a connection station with a future South-Central line extension.
15. Broadway/ First (Civic Center)	24,500	Low to Moderate	
16 Macy/Vignes (Union Station)	*	Low to Moderate	To be coordinated with busway, Amtrak improvements.

*Currently under analysis

SCRTD METRO RAIL PROJECT
STAFF ORGANIZATION



PROVISIONAL LIST OF METRO RAIL

CONSULTANTS

CHART NUMBER	SUPERVISING DIVISION TASK AREA & CONSULTANT
	Ways And Structures Division
1.	General Consultant for Ways and Structures: Daniel, Mann Johnson and Mendenhall/Parsons, Brinkerhoff, Quade and Douglas (DMJM/PBQ&D)
2.	Geological Survey and Analysis, Seismic Engineering: Converse, Ward, Davis, Dixon (CWPP)
2.	Seismology: Lindvall, Richter
2.	Mapping: Teledyne Geotronics
2.	Noise and Vibration: Wilson Ihrig and Associates
2.	Corrosion Control: - to be selected -
3.	Utility and Public Works Relocation: City of Los Angeles, Department of Engineering
	Station Architecture And Planning Division
4.	General Architectural Consultant: Harry Weese and Associates
5.	General Environmental Impact Consultant: Sedway/Cooke and Associated Consultants
6.	Patronage Analysis and Forecasting: Barton-Aschman and Associates
7.	Traffic Circulation and Parking: City of Los Angeles, Department of Transportation
7.	Land Use and Community Planning: City of Los Angeles, Department of City Planning
	Subsytem Division
8.	General Subsystems Consultant: Kaiser Engineers
9.	Vehicle Design Consultant: - to be selected -
	Systems Analysis Section
10.	Systems Analysis Consultant: Booz-Allen Hamilton
11.	Fire Prevention, Suppression: City of Los Angeles ,Fire Department
11.	Security Services: City of Los Angeles, Police Department
	Project Control Section
12.	Project Control Support Consultant: Tad-Log/AN

(SEE ORGANIZATION CHART FOR KEY TO NUMBERS)