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SOUTHERN CALIFORNIA RAPID TRANSIT DISTRICT

Minutes of Special Meeting of the
Board of Directors of the District

August 19, 1975

Upon notice duly given, the Directors of the Southern California Rapid Transit District met at a special meeting in Room 350, City Hall, Los Angeles, California, at 2:00 p.m., August 19, 1975, for the purpose of discussing plans regarding the rapid transit starter line with representatives of the City and County of Los Angeles and the State of California.

Directors George W. Brewster, Victor M. Carter, Byron E. Cook, A. J. Eyraud, Jr., Donald H. Gibbs, Adelina Gregory, Thomas G. Neusom, Jay B. Price, George Takei and Baxter Ward were present. Director Pete Schabarum was absent from the meeting.

Also present were Los Angeles County Supervisors Ed Edelman, Kenneth Hahn and James Hayes, with Baxter Ward attending as both a member of the Board of Supervisors and the Board of Directors of SCR TD, and Los Angeles City Councilmen Ernani Bernardi, Marvin Braude, David Cunningham, Robert Farrell, John S. Gibson, Jr., Donald Lorenzen, Robert M. Wilkinson, Zev Yaroslavky, and Mayor Tom Bradley, together with staff representatives of the City and County of Los Angeles.

Representing the State of California was Donald Burns, Secretary of the Business and Transportation Agency, who chaired the meeting.

SCR TD staff members present were General Manager Jack R. Gilstrap; Manager of Rapid Transit Department Richard Gallagher; Governmental Affairs Representative Ralph de la Cruz; Community Representative Sam Olivito; Consultant Fred Burke; News Bureau Representative Mike Barnes; Secretary Richard K. Kissick; representatives of the Southern California Association of Governments and the public.

Mayor Bradley opened the meeting stating he appreciated the attendance of everyone present, especially since the meeting was called on such short notice, that the meeting was necessary due to the need to arrive at a corridor decision on a rapid transit starter line as rapidly as possible, and introduced California Secretary of Business and Transportation Donald Burns to chair the meeting.

Mr. Burns stated he was pleased to be in attendance due to the importance of transportation and making it possible for him to share in the important project and decisions that need to be made. He said that the State Transportation Board would meet tomorrow and that he would request allocation of \$550,000 in planning funds for immediate use so that technical and system design studies could proceed. He then stated he would call on three groups of technical experts to make approximately 10-minute presentations each followed by a question and

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answer period, and introduced Mr. Bill Ackerman and Mr. Ray Remy of the Southern California Association of Government of Governments.

Mr. Ackerman described, using a series of drawings and charts, the two principal alternatives under consideration. Alternative No. 1 (the County plan) would commence in Canoga Park and operate along the Burbank branch of the railroad through Burbank and Glendale, thence into the Los Angeles CBD to the Coliseum and Vermont Avenue to the I-105 Freeway, thence easterly to Willowbrook line of the Southern Pacific Railroad and south to Long Beach, a distance of 53 miles, with two miles aerial, eight miles subway and 29 stations, with the majority at grade. There would be 18 park-ride lots, 47 overpasses and 67 crossings at grade, and a maximum speed of 75 miles per hour.

Alternative No. 5, the City's Wilshire alternative, would start in North Hollywood, through Hollywood, Wilshire to the Los Angeles CBD, thence to the Coliseum to Vermont and down to Gage and to a terminus in the vicinity of Imperial Highway and Interstate I-105. There would be two miles aerial, eleven miles subway and four miles at grade, with 21 stations, six of which would be aerial, eleven grade crossings, and a maximum speed of 75 MPH.

The estimated cost of Alternative No. 1 is in the area of \$1.1 to \$1.4 billion, and Alternative No. 5 in the area of \$1.3 to \$1.6 billion, plus vehicle costs.

Supervisor Ward inquired as to how much money is available for the project and was told \$900 million to \$1 billion. He then stated that UMTA had indicated to him that we should plan big, that the County proposal would cost from \$900 million to \$1 billion, including Long Beach; whereas it would be necessary to cut down on the City proposal from \$1.3 to \$1.6 billion down to \$1 billion, which could only build a 16-mile line under the City proposal. He further stated that figures furnished by SCAG on park-ride estimates were wrong and misleading, and that investment of over \$1 billion in Proposition 5 monies could not be justified for a 24 or 16-mile line.

Mr. Ward then made a short presentation of the County 53-mile proposal costing an estimated \$1 billion, and also described alternates, including a line to Los Angeles International Airport.

The City proposal was then presented by Robert Russell, the acting chairman of the Mayor's Rapid Transit Ad Hoc Committee. He said the committee had looked at eleven different alternates, including patronage, regional goals, etc., and had concluded there were two principal viable alternates which had been described by Mr. Ackerman of SCAG. He felt that each alternate could be built for about \$1 billion, and patronage on the 24-mile City line would have 25 to 50% more patronage than the County line; that the City's proposal is entirely grade separated and a high quality line, whereas the County plan is a low quality line at grade levels, with manual operation of vehicles and not

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comparable as far as service is concerned. He further stated the City had not made any decision on type of equipment, whether third rail or not, etc. He said the City feels it important to build a high quality system first and then expand on that system; that the highest travel demand includes the Wilshire corridor, and the next highest is the north-south corridor across the Santa Monica mountains from the Valley to the Wilshire corridor, Century City, etc.

Mr. Russell concluded his presentation with a statement that the City corridor has a density of 21,000 employment per mile with the County plan about 11,000, so the City line would serve almost twice as many as the County proposal; that the City line also connects with the El Monte Busway, and felt that the City line would be the best cost effective line.

Mr. Burns then called on Mayor Bradley for comments, and the Mayor stated that everyone had been working a long time to get to where we were today and that the next step is most important; that the UMTA director had indicated to him that we should do three things: 1) move with speed but with a system that is cost effective; 2) we should proceed with what best serves the community and not necessarily limit the cost to \$1 billion, since UMTA expects more appropriations from Congress for more funds, and 3) we need to have our technical people make the plans and not the policy boards, and UMTA will help evaluate the program.

The Mayor asked everyone not to limit the system to \$1 billion but request the best system no matter what the cost. He felt the City would be willing to put up \$100 to \$120 million more to help fund an expanded system, and felt we would better serve the most people by adopting a joint City-County plan, and that he was prepared to ask the City Council for authority to enter into a joint powers agreement with the County. He concluded his statement by repeating we should let the technical people evaluate the alternatives and come back with recommendations, and felt there was no deadline for now or next month but take the time to make the right decision.

Councilman Braude felt that SCAG should have the responsibility of making the recommendations, as to what is the best system, the cost effectiveness, which will serve the most people, and asked Mr. Ackerman if SCAG had the capability of making such recommendations. Mr. Ackerman stated that by working with RTD they could do the work but would need time. Mr. Braude felt that no decision could be made until SCAG came up with recommendations.

Councilman Wilkinson indicated the various steps the City had taken in the City's review, including using the freeways, railroad rights of way and the river beds. He felt the City had not really looked into the costs which would be incurred by grade separations; also, that litigation would be incurred in connection with using railroad rights of way, and felt the City had better facilities for furnishing the recommendations

than SCAG or the State. He felt the system should be all subway or all surface in order for all people to be treated alike.

Councilman Lorenzen felt that only 6% of the people in the San Fernando Valley come into downtown and asked Mr. Burns if the State would oversee the project, to which Mr. Burns replied that his role today was more as an observer but the State could provide technical assistance and would also supply some funding; that the State does have a large engineering staff and will provide whatever assistance they can, and that the State will wait for final recommendations and study them.

Mr. Lorenzen felt the important thing is to get a starter line going no matter what mode is selected.

Supervisor Hayes felt that no system would pay its own way and that he was concerned on the differences in consensus between the City and the County; that the County proposal was not infallible but if we go with the City's proposal that many cities, especially Long Beach, will drop out of the funding, and that we need a starter line that will serve a wide need and there may be a way to compromise; however, whatever is built will require a large subsidy.

President Cook felt that Mr. Ward had stated the County's position very well; that the problem of transit has been studied to death, including SCAG, and felt the RTD Board should make a decision at an early date; that additional consultant studies will not add to any information that we

don't already have; that the County plan would be funded by the County and Long Beach, and Glendale and Burbank have committed their Proposition 5 funds for the County line. The use of present right of ways would be less costly, and he realized that Wilshire Boulevard has a high density use but Wilshire already has the best bus service in the District. The County plan does not foreclose meeting the Orange County line and others, but there is funding at present for the County plan.

Councilman Cunningham felt the starter line should serve the maximum number of people and that no matter what or where it is built Los Angeles fits in the middle. He was hopeful that a compromise would be worked out and felt the City and the County were not far apart.

Supervisor Hahn stated it was a good thing for members of the Board of Supervisors, the City Council, the Mayor and the RTD Board to meet together, and felt there should be no problems as to where any starter line should start and we should keep moving.

Mayor Bradley stated the purpose of the meeting was not to make a decision but thought the meeting would be a starting point for technical information and was convinced that a starter line could go from Canoga Park into Wilshire through the CBD and down to Long Beach, and the technicians should indicate which is the best proposal, following which a decision should be made.

Councilman Bernardi felt the system would not be funded as indicated by everyone concerned, that the Washington D. C. system would be out of money next October and they were receiving 75% funding instead of 80%, and asked the RTD Board if they had anything to say.

President Cook stated that as far as he was concerned he was ready for the RTD Board to vote tomorrow.

Mr. Bernardi was in favor of a free fare system and not rapid transit, and questioned where the money was going to come from to operate the system once it was built.

General Manager Gilstrap stated that the rapid transit system would have to be funded similar to the bus system and that the federal government is today providing an estimated \$25 to \$30 million per year in operating assistance.

Supervisor Edelman felt the meeting had been useful in an attempt to work out the problems and will benefit the whole area.

Councilman Farrell felt that a compromise would be necessary even though it is a complex situation, but that we needed Long Beach funding.

Supervisor Ward said that he could not accept the suggestion of Mr. Braude that SCAG could be used for making the recommendations-- that we need to come down to how much money is available--but no matter what, we need a plan that can be sent to Washington. The County

plan utilizes much right of way and we should start with what we can afford to build.

Mr. Burns again thanked everyone present for their attendance and stated that the staffs should get together in future meetings and that his door was always open at all times to assist in any way possible.

The meeting was adjourned at 3:57 p. m.



Secretary