



## APPENDIX E



## Public Notices



## Copy of Press Release



Los Angeles County  
Metropolitan Transportation Authority

**Metro**  
*America's Best*

**News**

September 25, 2007

Dave Sotero/Marc Littman  
Metro Media Relations  
213.922.3007/213.922.2700  
metro.net/press/pressroom  
mediarelations@metro.net  
FOR IMMEDIATE RELEASE

Public Comment Requested

**PUBLIC INVITED TO PARTICIPATE IN METRO WESTSIDE EXTENSION  
TRANSIT CORRIDOR STUDY MEETINGS IN OCTOBER**

The Los Angeles County Metropolitan Transportation Authority (Metro) will be conducting several meetings in October to obtain public comment on the agency's Westside Transit Corridor Study, which will analyze various transit alternatives and environmental impacts for the possible extension of the Metro Red Line or Metro Purple Line to West Los Angeles.

Agency consultants will evaluate potential environmental impacts for several transit modes, including Bus Rapid Transit on dedicated lanes, at-grade or aerial Light Rail Transit, subway or aerial heavy rail.

All meetings are from 6-8 p.m. and will be held at the following locations:

**Tuesday, October 9**

Emerson Middle School  
1650 Selby Avenue  
Los Angeles, CA 90024

**Thursday, October 11**

Pan Pacific Recreation Center  
7600 Beverly Boulevard  
Los Angeles, CA 90036

**Tuesday, October 16**

Wilshire United Methodist Church  
4350 Wilshire Boulevard  
Los Angeles, CA 90005

**Wednesday, October 17**

Beverly Hills Public Library  
Auditorium  
444 N. Rexford Drive  
Beverly Hills, CA 90210

**Thursday, October 18**

Santa Monica Public Library  
601 Santa Monica Boulevard  
Santa Monica, CA 90401

Metro's Alternatives Analysis Study is the first step in the environmental clearance process. The Metro Board of Directors will determine whether to move the project forward to subsequent environmental review stages based in part on the results of this study.

More...

## Westside Extension Transit Corridor Meetings in October

2 – 2 – 2 – 2

Possible destinations along the Westside Extension Transit Corridor include the Fairfax District, West Hollywood, Beverly Hills, Century City, Westwood/UCLA, West Los Angeles and Santa Monica.

The meetings will provide the public a first opportunity to learn about the several alternatives in detail and provide input. Metro will provide a review of the proposed project goals and objectives, present opportunities to speak with project representatives, display maps and photographs of various transit alternatives and allow the public's submission of written and verbal comments.

Those unable to attend the meetings can submit their comments by writing to Mr. David Mieger, AICP, Project Manager and Deputy Executive Officer, Los Angeles County Metropolitan Transportation Authority (Metro), Mail Stop: 99-22-5, One Gateway Plaza, Los Angeles, CA 90012. Comments may also be submitted through the "Contact Us" page of the project web site at [www.metro.net/westside](http://www.metro.net/westside), or by phone on the project information line at (213) 922-6934. Comments should be received no later than Thursday, Nov. 1, 2007.

For more information on these meetings or the study, visit the Metro Web site at [www.metro.net/westside](http://www.metro.net/westside).

**Editors Note:** Metro is the proper name in referring to the Metropolitan Transportation Authority of Los Angeles County. For the past three years Metro has been changing all its signage and other materials to reflect the name change. If you need a current Metro Logo, please call Metro Media Relations at (213) 922-2700.

Metro-176 (Westside)

###



## Copies of Local Newspaper Ads

# Reuniones Comunitarias sobre el Estudio de Ampliación de Tránsito en Westside

¿Cansado del tráfico y la congestión vial? Acompañenos y ayúdenos a encontrar mejoras potenciales.

**Jueves 11 de octubre, 2007**

**6:00 p.m. a 8:00 p.m.**

**Pan Pacific Recreation Center**

**7600 Beverly Boulevard, Los Angeles**

**Martes 16 de octubre, 2007**

**6:00 p.m. a 8:00 p.m.**

**Wilshire Methodist Church**

**4350 Wilshire Boulevard, Los Angeles**

Para enterarse de otras reuniones comunitarias y obtener más información sobre el estudio, por favor visite nuestro sitio Web [www.metro.net/westside](http://www.metro.net/westside), o comuníquese con la línea de información del proyecto al 213.922.6932.



**Metro**

## Westside Extension Transit Study Community Meetings

Tired of traffic and congestion? Join us to help identify potential improvements.

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**Wednesday, October 17, 2007**

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**Beverly Hills Public Library Auditorium**

**444 N. Rexford Drive, Beverly Hills**

To find out about other community meetings and for more information about the study, please visit us at [www.metro.net/westside](http://www.metro.net/westside), or contact the project information line at 213.922.6932



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**Metro**

Park La Brea/Beverly Press  
October 4, 2007



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The Lupus Nephritis Study

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**Metro**



Los Angeles  
October 11,

Appeared on  
October 5, 2

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- Approved for Vete

Korean Central Daily  
October 5, 2007

Korean Central Daily  
October 5, 2007

## Westside Extension Transit Study 커뮤니티 미팅

교통체증으로 견디기 힘드세요?

저희와 함께 해결 방법을 찾으세요.

목요일, 2007년 10월 11일

오후 6시 ~ 8시

Pan Pacific Recreation Center  
7600 Beverly Boulevard, Los Angeles

화요일, 2007년 10월 16일

오후 6시 ~ 8시

Wilshire United Methodist Church  
4350 Wilshire Boulevard, Los Angeles

다른 지역 커뮤니티 미팅과 더 자세한 내용은  
[www.metro.net/westside](http://www.metro.net/westside) 웹사이트를 방문하시거나,  
213.922.6932로 전화 문의하세요.



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Director

A specialized day school of The Help Group

Jewish Journal  
October 5, 2007

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does not lie in the cosmopolitan urban...  
big city, as you might expect, but in upsta...  
York. Or, more to the point, it lies in a...  
mind.

"My Promised Land, the one I ha...  
and looking for these p...  
one with no God, at le...  
new," Auslander writes...  
ke Moses, I would probab...  
ter."  
jects Orthodoxy not beca...  
in God, but because he

stand the God he believes in.

The conceit of the book, and the so...  
some of its most outrageous humor, is th...  
Lord is indeed a wrathful God, not only r...  
visit swift death, but also lingering torm...  
those who affront Him, either directly...  
rectly. The teachings of Auslander's rabbi...  
the documentary evidence of the ages...  
show Auslander that God "flew off the...  
handle with frightening regularity." Hen...  
lander's ongoing paranoid shtick — bot...  
funny and not a little bit scary — that he...  
punished in any number of ways for any n...  
of rebellious acts. He eats treif. He viola...  
Sabbath. He masturbates incessantly...  
smokes vast amounts of marijuana. A...  
writes this book, which is nothing less

*David Kaufmann teaches literature at  
George Mason University. This article  
originally appeared in The Forward  
([www.forward.com](http://www.forward.com)) and is reprinted with  
permission.*



CONNIE  
Ta

Moses, poor Moses, he is called by God to do His bidding. Not all His commands work out. Using this as a basis, R Harold S. Kushner has written *Overcoming Life's Disappointments: Learning From How To Cope With Frustrations* (Anchor Books \$11.95).

There are people in our life who do not seem to play a large part, such as his wife, Zipporah, who has saved his life. Kushner writes: "There is even a bizarre incident, which baffles the best of scholars, in which God threatens to kill Moses (was it a nightmare? A sudden illness attributed to God?) and Zipporah saves him (Exodus 4:24-26)".

Moses kills the Egyptian

taskmaster who is beating the Hebrew slave. And as a corollary to "Thou shalt not kill" is added in

Beverly Hills Courier  
October 5, 2007

Temple leader congregants would come for help in making a life decision and later would resent that they had revealed so much of themselves and their lives.

Throughout the book, and as he told me when we taped, the

marriage—that no marriage is perfect. He mentions Rabbi Perry Netter who wrote about his divorce after he married the other in the end, but we did talk about people live longer than in the past and there maybe another way with someone else: We must learn from Moses to face our past attitude and our future with a new attitude even as we recognize the things that never came true.

quoted to Rabbi Kushner the book is pertinent to college reunions where one looks back at the dreams of the graduate and the actuality of 25 years later where success is measured in financial worth and 50 year re-

(see 'MARTINSON,' page 16)

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Metro



Daniel Archuleta [daniela@smdp.com](mailto:daniela@smdp.com)

**UNITED THEY STAND:** Protesters gather at the corner of Fourth Street and Broadway to begin an emergency march to raise awareness regarding the city's plans to remove trees in the downtown area.

the community's interest to increase the awareness of what is going on down here.

"There are many people who really care about this."

The Santa Monica Police Department was out in force to help guide the protesters along their approved route. The crowd was relatively peaceful, with minor disruptions, namely some bus riders being blocked from the busy intersection. Buses were opening to pass by the throngs before officers stepped in, flagging down the buses along Fourth Street.

Otherwise, the crowd was courteous, earning more than a few honks in support by passing cars. Drivers and passengers alike were leaning out of their windows, hooting and hollering in support of the Treesavers.

Jerry Rubin, the leader of the Treesavers, was rallying the troops in his typically upbeat manner.

"It's a really good turnout," Rubin said just as the march was about to begin. "I know we're going to succeed. I hope it can be

**Jay P. Johnson,**  
One of the city's planning commissioners

**Santa Monica Daily Press**  
October 3, 2007

Santa Monica Daily Press  
October 3, 2007

streets. The Treesavers were the city's community planning commission discussion. The Planning Commission is scheduled to meet at City Hall at 7 p.m., during which the public will be invited to add their voice to the rancor erupting from the controversial decision to remove the aged trees.

The city could begin removing the trees along Second and Fourth streets as early as Monday. There is no word on the exact date. Critics of the project have ratcheted-up their efforts in recent weeks. The Treesavers' next meeting is scheduled for Oct. 10 at 7 p.m. at Santa Monica Place.

[daniela@smdp.com](mailto:daniela@smdp.com)

**WHAT DO YOU THINK?**  
■ Send letters to [editor@smdp.com](mailto:editor@smdp.com)

## Westside Extension Transit Study Community Meetings

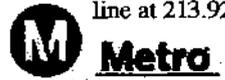
Tired of traffic and congestion? Join us to help identify of potential improvements.

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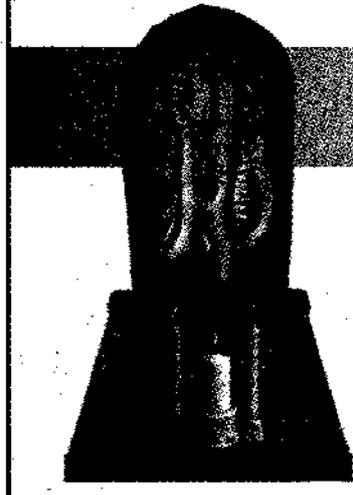
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## Copies of Newspaper Articles

## NYC Transit Expansion Could Be Model for L.A.

Roger Rudick  
 July 12, 2007

◀ Listen

*L.A.'s Metropolitan Transportation Authority's approved a new study of a Wilshire Boulevard subway extension. If built, the project will cost at least \$4 billion. Washington will pick up much of that tab. But first Los Angeles will have to compete for funds with massive transit projects under construction in other parts of the country... including a long-delayed new rail line in New York City. KPCC's Roger Rudick has the story.*

[Sound of a passing subway]

**Roger Rudick:** Fluorescent lights illuminate cubicles on a fifth-floor office in Long Island City, a warehouse district in Queens. An elevated train rumbles by the windows.

On the other side of the tracks there's a bull dozer, a bright red truck with the word "explosives" written on it, and an imperfect circle of curved, bus-sized pieces of steel surrounding a big hole. A really, really big hole.

**Dilip Patel:** These are the parts of the boring machine, right now we are in the process of getting delivery of all the parts.

**Rudick:** Once they're all in place, Dilip Patel will make sure those parts do their job. He's manager for the Eastside Access Project... the biggest transit construction project in the country. It'll require moving the tunnel boring machine below pavement level, Patel said.

**Patel:** And once we lower that, we're going to drag it into the existing tunnel.

**Rudick:** Once it's assembled in its underground lair, the giant machine will munch at the rock under Queens and Manhattan. The work's part of a six-year, \$6 billion project to connect the Long Island Railroad to Grand Central Station on Manhattan's East Side.

That'll ease the daily commute for 270,000 railroad commuters who've had to make their way across town from crowded Pennsylvania Station on the West Side. Mysore Nagaraja of the New York transit authority said the project will do more than provide a much-needed new terminus for the Long Island Railroad.

**Mysore Nagaraja:** We are increasing the capacity of the railroad by 50%.

**Rudick:** That comes to 162,000 additional commuters; the rough equivalent, in L.A. terms, to adding six lanes to the 405.

New York is also working on a new North-South subway along Manhattan's Second Avenue, an extension of the number seven subway through Queens and a massive new train station at Ground Zero. New York transit's Mysore Nagaraja adds up the cost:

**Nagaraja:** \$14 billion to be spent over the next five to six years.

**Rudick:** For comparison, Los Angeles is working on about \$2 billion in new transit projects. But if Mayor Antonio Villaraigosa gets his proposed subway to the sea under Wilshire Boulevard, L.A.'s transit construction could start to rival New York's.

To avert the kind of problems L.A. experienced when a sinkhole slowed the Hollywood Boulevard subway project a dozen years ago, Mysore Nagaraja suggested that L.A. borrow from his agency's example:

**Nagaraja:** Los Angeles depended heavily on the contractor to know what he is doing. And we don't do that. We tell the contractor what he has to do. And we monitor him. And we manage him. That's very important.

[Sound of construction drills]

**Rudick:** Among the New York transit projects, Eastside Access is farthest along. When the tunnel boring machine is assembled, it'll eat into the earth at a rate of 50 feet a day.

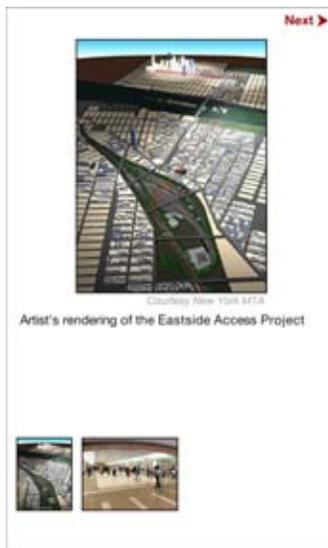
But that starting hole in Queens still isn't quite wide enough. Crews will handle that the old-fashioned way: with hand-held drills and, well, remember that bright red truck full of explosives? Julio Valez is one of the project managers.

**Julio Valez:** Yeah. I mean, right now, we've got a very controlled blasting technique that we have to follow. We're coming to within ten feet of existing subway systems and it requires very small charge, detailed controlled blasting patterns.

**Rudick:** Does that keep you up at night sometimes, when you're doing some of these key blastings? Because the consequences –

**Valez:** Yeah, it does. It's always a struggle to make sure that everything goes as per plan. So far things are going pretty good.

**Rudick:** The first Long Island Railroad trains are scheduled to roll into Grand Central Station in about six years. The machines that built those tunnels might just be in Los Angeles by then, munching the earth under Wilshire Boulevard.



### Web Resources

- [New York MTA's page on the Eastside Access Project](#)
- [L.A. County Metropolitan Transportation Authority](#)



The Web Site of The Sacramento Bee

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State News: [AP State News](#) | [Bee State News](#) *More in this section*

# Los Angeles subway route through Hollywood considered

The Associated Press

Last Updated 9:51 am PDT Saturday, November 3, 2007

LOS ANGELES -- Los Angeles' long-talked-about subway to the sea may end up getting there by way of Hollywood.

County transit officials, who have pushed plans for decades to put a subway line underneath busy Wilshire Boulevard, are now considering moving it farther north. That would send it through Hollywood, West Hollywood and Beverly Hills on its way to the Pacific Ocean.

Going that route would avoid opposition from the tony Hancock Park neighborhood. At the same time, it would accommodate the large number of young apartment dwellers in the Hollywood area who say they would welcome subway access that connects Santa Monica and Hollywood to existing lines that link downtown and the San Fernando Valley.

Even if all concerned eventually agree on a route, however, there is still the question of where the \$6 billion needed to build the subway line will come from.

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Today is Thursday, September 13, 2007

Originally published Thursday, September 13, 2007

Updated Thursday, September 13, 2007

Bill advances `subway to the sea'

The measure does not include any money for the proposed subway project, which would extend the Red Line subway to Santa Monica. But it does remove the prohibition against using federal funds.

By Lisa Friedman  
Staff Writer

Congress voted Wednesday to repeal a 20-year-old prohibition against using federal money to tunnel under the Wilshire Corridor, removing another hurdle from Los Angeles' proposed "subway to the sea."

The repeal was part of a \$106 billion transportation bill that includes \$70 million for the Los Angeles Metro Gold Line Eastside Rail extension, and \$1 million for rail improvements as part of the Alameda Corridor East project.

Sen. Dianne Feinstein, who with Sen. Barbara Boxer inserted the tunnel language, said the bill's 88-7 vote brings the 13.2-mile Red Line expansion closer to reality. Los Angeles Mayor Antonio Villaraigosa and the Metropolitan Transportation Authority support building the estimated \$4 billion extension.

"It's time to give the commuters of Los Angeles relief from the severe gridlock they face every day," Feinstein said.

The bill does not include any money for the proposed subway project, which would extend the Red Line subway to Santa Monica. But it does remove its biggest roadblock - a restriction against federal funds placed into 1986 legislation.

Rep. Henry Waxman, who inserted the original prohibition after an explosion and fire at a department store, said last year that new research had convinced him that tunnel construction could proceed safely. Waxman earlier this year delivered a similar repeal in the House's transportation bill.

The bill still has a long way to go. President Bush has threatened to veto it, saying it exceeds his budget limit.

[lisa.friedman@langnews.com](mailto:lisa.friedman@langnews.com)

#### USER COMMENTS (1 of 1 total)

##### *"Possible misquote?"*

*I think what President Bush \*meant\* to say was that he "threatened to veto it, saying it would reduce our dependence on his oil buddies."*  
- Charlie G.

*posted: Thursday, September 13rd at 10:01 AM*

.submission { display: none; }

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2. No personal attacks or racial slurs
3. Stay on topic

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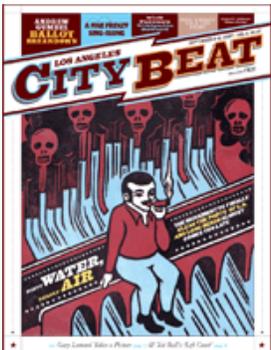
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The day Antonio couldn't find a friend

**FRONTLINES**

**Dedicating Line 720 to Henry Waxman**  
L.A. Sniper: The standing-room-only Wilshire bus is the subway foe's legacy

**FRONTLINES**

## Dedicating Line 720 to Henry Waxman

L.A. Sniper: The standing-room-only Wilshire bus is the subway foe's legacy

~ By ALAN MITTELSTAEDT ~

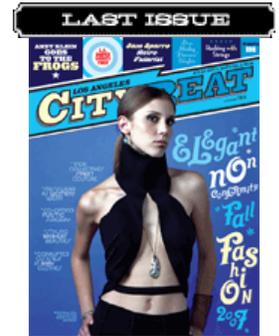


Photo by Alan Mittelstaedt

~ Someone, please, give the congressman some respect - or at least a seat ~

**I**t's impossible to ride Line 720, the most crowded bus in Los Angeles, without thinking about Henry Waxman. And they are not all joyous thoughts. Most of the time they come unexpectedly. Standing in the aisle with some 30 other passengers without a place to sit on the hyper-long so-called Rapid bus, we fantasize about calling Henry's driver on his cell phone for a Beltway traffic report and to tell him that his boss should really take public transportation if he's so worried about public health issues. Henry, of course, does not have a driver, though his handlers didn't call back Wednesday to say how the congressman gets to work or how often he takes the subway.

He should be on this bus as it hurtles more than 100 passengers down the packed boulevard during rush hour at speeds that can sometimes seem teeth-gnashing fast. Some peculiar law of physics must apply to these



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**AMERICAN BABYLON****Conny's Final Ballot**

L.A.'s elections chief is gone, but it's no loss for fans of democracy

**3RD DEGREE****Rev. Roy Bourgeois**

The peace crusader on why he wants to shut down the infamous School of the Americas

**EDITORIAL****Stall the Bandwagon****LETTERS****LEFT COAST**

Cartoon By Ted Rall

**TAKE MY PICTURE**

Photographs by Gary Leonard

**7 DAYS****Giving The Bird****L.A.&E****A Fine Debut**

Alison Sudol finds herself at the piano

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Truth only follows in latest Wikipedia skirmishings

**LIVE****Good Rockin' That Night**

Rockabilly legend Wanda Jackson has a party at the Knit

**FILM****From Macau to Yuma**

An eastern western and a western western both deliver the goods

**French Twist**

Melville's 'Le Doulos' is full of dual meanings

giant metal-and-glass boxes joined in the middle by accordion-style material that allows them to whip from lane to lane. In reality, this bus can't go 30 mph for more than a second in thick traffic.

If only Henry could get behind a plan to push the subway beyond Western Avenue. What if it went a couple more miles to La Brea? Or a bit further to Fairfax? Or just toss in a few billions more and go all the way to Santa Monica, the destination of 80 or so mostly immigrant families who boarded the bus on Labor Day at MacArthur Park.

"He's an idiot," declares 51-year-old Virginia Miller, an ecology teacher at El Camino College. "We need an expanded subway system if Los Angeles is going to be a world-class city."

Thirty-eight-year-old William Hernandez boards the bus in Koreatown on his way to his job as a food preparer at a West Side restaurant. "There should be a subway down Wilshire. It would be better because there are so many people."

So here's a proposal to consider until we get the leaders who will stay focused on the fight for a subway running the full length of Wilshire. Let's rename Line 720 the Henry Waxman Limited Vision Line.

H-Man, the next time you're in Los Angeles, we can do the formal dedication ceremony. We'll invite the mayor and fellow MTA board members. Maybe County Supervisor Zev Yaroslavsky could put his name in early for a line of his choice. But, Henry, at least Zev is talking about transportation ideas, though not too many people like his idea of making Olympic and Pico one-way thoroughfares to ease Westside congestion.

Renaming the bus line for Subway Enemy No. 1 would be a win-win for the congressman. The dude needs to emerge from all of his committee hearings and get some name recognition; months have gone since Valerie Plame dropped by and you got front-page play around the nation. Only two or three of the dozens of riders contacted over the past three days ever heard of you. I ended up informing them, including a few of your constituents in the 30th District, about your role in derailing the subway program after the 1985 methane explosion at a Fairfax-area Ross Dress for Less store. Seizing on the methane eruption, you got your colleagues in Congress to ban the use of federal dollars paying for any tunneling west of Fairfax; a ban tinged with your constituents' racism that, to your credit, you finally lifted this year. But aside from Virginia Miller, who, by the way, also called you a moron, few people showed much animosity toward you.

We could even make you the mascot and plaster posters of your face on the side of buses. Consider all of the positive publicity that will come your way every time the giant red bus lumbers down the boulevard? It will give new meaning to the phrase now used by your foes in Congress when they say, "Stop Henry" or "Catch Henry."

It may seem unfair to single you out, particularly since you play such a valuable role in Washington, D.C. exposing the bozos in the current administration. In fact, you were only one of the demons who did in the subway program more than two decades ago. The sloppy subway contractor, Tutor-Saliba-Perini, which made at least 2,000 feet of subway tunnel wall too thin, among other faults, turned off the public to the idea of expanding the system. This era of disillusionment

produced Yaroslavsky's voter-approved 1998 ban on using county money for

underground rail.

But there's a reason to draw attention to your role, Henry. You still could do so much more for L.A.'s transit programs. You could make it your

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~ MUSEUMS ~  
~ READINGS, ETC. ~  
~ GIVE IT UP! ~  
~ NOW PLAYING ~

**EAT**

**Jack Up the Jackfruit**  
Pure Luck is purely, but not always simply, vegan

legacy to take a leadership role and help our subway mayor come up with the billions needed to dig toward Santa Monica. Be persuasive and get the public to pitch in.

It's unclear whether Subway Enemy No. 1 wants his name to adorn the fleet of Line 720 buses that carry 50,000 passengers a day. We let his office staff know what we had in mind to boost the congressman's profile on transit issues, but we didn't hear back. We hope he's on the Metro and out of cell phone reach.

### Mayor Eats His Influence

Mayor Antonio Villaraigosa's ego scored one partial victory and one loss last week – and he didn't even have to leave the office.

First, he couldn't get all of his four chosen members of L.A. Unified's school board to back a union plan to pay for health insurance for part-time cafeteria workers at a three-year cost of \$105 million.

One of the mayor's candidates – Tamar Galatzan – joined Marlene Canter and voted no. Before the vote, the mayor called his allies on the board, urging them to support the measure, according to the Daily News's Naush Boghossian. Sounds like a case of the mayor cozying up to his union buddy at the expense of teachers in the classroom. The plan, of course, is a reckless precedent for the money-strapped district, which now must cut jobs, including those of teachers, to come up with the money. Said Galatzan: "I thought it was fiscally irresponsible, and it did nothing to help kids."

The loss came on Friday, when the state Senate's Appropriations Committee blew off the mayor's request to amend State Sen. Alan Lowenthal's port-cleaning bill to set aside up to \$1.5 billion to replace two bridges. The committee favored using the money to actually reduce pollution – not increase it.

Given the governor's habit of stealing money reserved for transportation projects, who can blame Antonio for getting a little creative.

### It Ain't Your Job

Every year around this time we find our state Legislature rushing out the door with a slew of unfinished business. This time, the life-threatening issue of health care, and finding a way to provide health insurance for 6.7 million Californians who can't afford it, is pushing the deadline bell.

So, why are these geniuses wasting their time on a stating-the-obvious

measure on the Iraq war? For two hours, the Assembly debated whether or not to ask voters on the February ballot whether President Bush should "end the United States occupation of Iraq and achieve the immediate, complete, safe, and orderly withdrawal of United States forces."

The measure, by state Senate leader Dan Perata, passed the Assembly on a 43-32 party-line vote. The bill is now on Gov. Schwarzenegger's desk, where we're counting on him to do the right thing and burn it.

If our state legislators can't do their jobs, maybe they should consider running for Congress. ★

*Send insults or ammo to [BigAl@lasniper.com](mailto:BigAl@lasniper.com).*

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## Fighting transit racism: Building the environmental movement on the buses of L.A.

Posted by [Eric Mann](#) at 9:54 PM on 12 Jul 2007

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A Latina woman addresses the board of the Los Angeles Metropolitan Transportation Authority (MTA). She is part of a crowd of 1,500 people opposing the agency's proposed bus-fare increases. She holds her 3-year-old child up to the board and says, "What would you like me to do? Take the clothes off his back or the food out of his mouth?"



L.A., with 10 million people and 7 million cars on the road, is the freeway capital of the U.S. For more than 14 years, the MTA on one side and the [Strategy Center](#) and [Bus Riders Union](#) (BRU) on the other have been fighting over the future of L.A.'s public transportation -- a fight with important implications for the future of the environmental movement. The heavyweight bout has grown more high-profile this year. Despite massive opposition, on May 24, 2007, the MTA board of directors voted to raise the daily bus fare from \$3 to \$5 a day and the cost of a monthly bus pass from \$52 to \$62 a month. This is just the

first step in a draconian trajectory that will, if not stopped, push the monthly bus pass to \$75 and then \$90, force many low-income people off the buses, and compel people to use or buy old cars instead of taking public transit. These policies will increase toxic air pollution and greenhouse-gas emissions, and make the bus riders poorer while making rail contractors richer.

The fight over the fare hikes has become a cause célèbre. The Bus Riders Union and the Natural Resources Defense Council (NRDC) are in state court trying to reverse the fare hikes on environmental grounds. The BRU is also in front of the federal courts asking for a five-year extension of a federal civil-rights consent decree controlling MTA actions. Dozens of BRU organizers are on the buses, talking to thousands of bus riders, holding community meetings to plan our next countermove. The fight to reverse those fare increases, buy more buses, and stop future money-sucking rail projects is far from over. This dramatic expansion in the breadth and impact of the environmental movement in L.A. could be a model for urban coalitions throughout the U.S.

### The Backstory

The MTA board has 13 unelected members who get the job, and control of a \$3-billion-a-year budget, by dint of having won other elected offices -- and who operate like a royal court. It includes all five members of the L.A. County Board of Supervisors, four members of the League of Cities, and Los Angeles Mayor Antonio Villaraigosa and three of his appointees. The MTA's primary customers are 500,000 daily bus riders -- 58 percent Latino, 22 percent Black, 8 percent Asian/Pacific Islander, and 12 percent white. More than 60 percent are women, and more than 75 percent have family incomes ranging from \$12,000 to \$20,000 a year. These are the hotel and restaurant workers, the domestic and service workers, the security guards, Korean and Jewish grandmothers, the elderly, the disabled, the students going to high school and community college -- the low-income working class of color, the salt of the earth. These are the core constituents of the Bus Riders Union, which was born in 1992 with the audacious slogan "Billions for Buses."

The MTA has fought tooth and nail against investing in the bus system that so many of the city's residents depend on, preferring instead to build costly and little-used rail lines to serve the wealthier suburbs and a coterie of contractors and contributors. In 1994, the MTA tried to pay for its wasteful, over-budget train lines -- corporate development projects masquerading as transportation -- at the literal expense of the bus system. They voted to raise the daily bus fare from \$1.10 to \$1.35 and eliminate the \$42-a-month bus pass altogether. This could have created chaos for low-income bus riders, some of whom take 100 rides a month; it might even have priced them out of public transit altogether. The BRU countered by initiating a civil-rights lawsuit charging the MTA with violating Title VI of the 1964 Civil Rights Act, in which the government is prohibited from allocating funds in a racially discriminatory manner. The NAACP Legal Defense and Educational Fund went to federal district court and, to everyone's amazement, the court issued a temporary restraining order against the fare increases. The BRU was thrust onto a national stage; even though the ruling came during the height of the O.J. Simpson trial, many media outlets made it their lead story.

In 1996, the BRU signed a historic 10-year consent decree with the MTA. The MTA agreed to keep bus fares low (\$42 a month), get rid of highly polluting diesel buses, and expand the bus fleet with cleaner-running buses. Ten years later, the MTA had, in its own words, "the largest clean-fuel bus fleet in the U.S." The agency replaced 2,000 dilapidated diesel buses with 2,000 compressed-natural-gas buses, and expanded the fleet by an additional 500 buses as well. The BRU had won its early demand of "Billions for Buses," securing more than \$2.5 billion in bus-system improvements over that decade. But it wasn't easy -- the MTA dragged its heels at every opportunity, and in our view, still did not fully comply with the consent decree. The buses were still too crowded.



So in 2006, the BRU went to court to argue that the decree should be extended for five more years. The federal district court did not agree. We are appealing that decision to the Ninth Circuit Court of Appeals.

Meanwhile, freed from the supervision of the federal courts, the MTA proposed dramatic increases to bus fares and cuts to bus service.



We called the proposed fare hikes racist because they would impose an unfair burden on low-income Blacks and Latinos, while subsidizing suburban rail lines that carry a higher percentage of white, affluent riders. Every day, we sent 15 to 20 BRU organizer/members on to the buses to warn and mobilize riders about the plan to raise fares. We reached several thousand people a day.

Outrage over the fare increase generated daily media coverage. On the English-language evening news, the story was, "Bus riders say bus fare is racist and pollutes the air. The poor can't afford it. MTA says it is a long overdue budget correction ... and in other news, a woman's cat was caught in a tree. Back to you, Polly." Spanish-language TV, in a county of 5 million Latinos, was huge. At least once a week the story was given feature

coverage. "Today, the Sindicato de Pasajeros charges that the MTA is subsidizing new rail projects at \$250 million a mile with unfair fare increases that will hurt minorities and the poor." Cutaways to the bus, interviews with actual bus riders, and then, "Remember, the vote on these fare hikes will be Thursday, May 24, at 9:00 a.m." The Latino media really did its job.

But where were the votes we needed? L.A. Mayor Antonio Villaraigosa had run as a "progressive" and built an impressive Black/Latino coalition in the city. He essentially has four votes on the MTA board -- his own and those of his three appointees. But the mayor has been campaigning for a \$7 billion

subway from right outside of the BRU office on Western and Wilshire down the Wilshire corridor to Santa Monica (the "subway to the sea"), while the BRU has an alternative plan, a bus-only-lanes [rapid bus project](#) throughout all of L.A. County, which could be implemented for less than \$2 billion and would serve half a million or more riders. The mayor also wants the expansion of freeways, while we're calling for a moratorium on freeway expansion. Our environmental strategies are at loggerheads. We knew that the mayor was not in favor of a drastic fare hike, but his own rail dreams contributed to the problem. He offered no support to us in the early stages. We planted more than 1,000 lawn signs around L.A. saying, in big, bold, red letters, "Mayor Villaraigosa: Stop the MTA's Racist Fare Hike." The mayor was well aware of the signs, once remarking to reporters that they were "all over the city."

We met with more than 100 community, civil-rights, labor, and environmental groups and generated a broad coalition in favor of expanding public transit, reducing auto use, and fighting the MTA fare hikes.

### The Day of the Vote

On May 24 of this year, the MTA held a public hearing before voting on whether to raise bus fares. We hoped to get 500 people to the palatial MTA building, aka "the Taj Majal," for the hearing -- this would have been the largest turnout for more than a decade. We told the MTA to secure overflow rooms and extra translators. The first 500 people were there before the doors even opened, and by 9:30 the fire marshals had to close the building as the crowd surged to more than 1,500. High school students staged an impromptu mock trial of the MTA as they occupied the lobby. Three hundred and fifty people testified at the hearing, perfecting the art of the 59-second diatribe so they would come in under the one-minute time limit. Black, Latino, and Korean women told the MTA that its fare hike was a crime -- they literally had no extra money for bus fare. White environmentalists, for the first time, rallied to the cause, arguing that fare increases and service cuts would drive away the "choice" rider (that is, them) as well as the "transit-dependent" (that is, the urban poor of color who comprised 95 percent of the audience). For the first time, "Stop the rail projects" became a consensus issue, as the MTA had made clear that the whole purpose of the bus-fare increases was to pay for its rail addiction.



Finally, at 3:00 p.m., the mayor introduced a compromise motion -- a lower level of fare increase, reducing service on some of the rail lines, and more creative financing to pay for future bus service in a way that would not require such fare increases. The board majority wasn't interested. They voted down his motion and then passed their own -- an immediate increase in the cost of the daily pass from \$3 to \$5 and the monthly pass from \$52 to \$62, with a plan to raise the monthly-pass price to \$75 a month in two years.

The crowd, still at 500 so late in the day, chanted, "Fight transit racism! See you in court!" and also, "Thanks, Mayor Villaraigosa, you gave it a good fight." (While the mayor's compromise motion was not what we had wanted, in politics you still have to understand in each battle who are your friends and who are your opponents.)

We were proud of our efforts and the bus riders themselves, but exhausted and frustrated to the point of tears -- sad for bus riders who can ill afford the fare hike, furious at the undemocratic actions of elected officials in a class-based society.

But we were also truly hopeful -- the embryo of an expanded environmental army had been formed. We have a [growing alliance with the Natural Resources Defense Council](#) -- a major breakthrough in the politics of the environmental movement. In the past, Black and Latino working-class environmentalists and the fight for a first-class bus system have rarely gotten acknowledgment, let

alone support, from the more affluent "white west side" of the city. Things are starting to change.

## The Future

On June 27, we went into state court seeking an injunction to stop the fares on the grounds that they violate the California Environmental Quality Act. The BRU had sent 10 organizers out on the buses and got more than 100 depositions in which riders testified that the fare increases, often amounting to an additional \$50 a month for a family of five transit riders, would give them no choice but to buy an inexpensive, polluting auto and add to L.A.'s already noxious air pollution. The state court denied our motion for a temporary restraining order, but NRDC and BRU are moving forward and refining our case as we prepare for a full trial on the merits.

The day after the vote, a sympathetic aide in the mayor's office told us, "The board won the vote but you won the day. You set the terms of the debate, virtually all 1,500 people were on your side, and this was an amazing turnout. It is rare that people like us are impressed."

This is our challenge now: how to keep up the morale of the masses at a time when a major "transit" agency fiddles as the planet burns.

So, we pause a moment to appreciate our victories, take a deep breath, and meet to revise our campaign's tactical plan. Then, we get back on the bus, carrying out our next moves in this never-ending chess game of social change. We will keep you posted.

*Eric Mann is the director of the [Labor/Community Strategy Center](#) and a veteran of the Congress of Racial Equality, the Students for a Democratic Society, and the United Auto Workers. He is the author of [L.A.'s Lethal Air](#) and [A New Vision for Urban Transportation](#). His latest book is [Katrina's Legacy: White Racism and Black Reconstruction in New Orleans and the Gulf Coast](#).*

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## Easing Westside Gridlock Discussed at 'Traffic Summit'

Traffic between downtown and the West side of Los Angeles has been bad for a while. Monday night at the Paterson Auto Museum, they talked about possible solutions. One is to route a subway line from downtown through West Hollywood and Beverly Hills to the West side. One estimate says the project would cost \$5 billion and would take at least fifteen years to complete.

[More Info >](#) \_\_\_\_\_

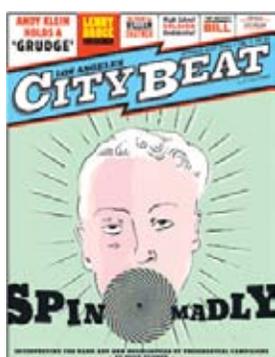


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Baca and Bratton say County Measure A will put more cops on the street, but it’s unclear who will get the \$5 billion

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California is not in play this election, but Arizona and Nevada are, so local Democrats are pouring over the border to go door-to-door

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3RD DEGREE

## HENRY WAXMAN

L.A.’s perennial Westside congressman on air quality, the Wilshire subway, and Bush’s secret war on an informed public

~ By DEAN KUIPERS ~



**H**enry Waxman knows a thing or two about incumbency, having been first elected to the U.S. House of Representatives in 1974. His seat in California’s 30th district, which includes all of Beverly Hills and Santa Monica, as well as some valley towns like Agoura Hills and Calabasas, is not threatened, freeing the 15-term Democrat from having to mount any kind of robust campaign. His Republican challenger, Sony film executive Victor Elizalde, has made an issue out of this extraordinary tenure, buying ad time in L.A. theaters to show a funny political-ad-as-music-video featuring ’70s party people dancing to disco and sporting big afros, with the text reading: “A lot of things have changed since 1974. Except your congressman.”

Comparing Waxman to a guy with an afro is funny enough, but he’s got his eye on other matters, and some of them might be more important to his constituents. Like tracking dirty dealing by the Bush administration as part of his work on the House Committee on Government Reform, on which he is the Minority Leader. In report after scathing report, he’s monitored how Bushies have been running up the cost of Medicare, suppressing good science, killing Congressional investigations into Republican supporters,

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and keeping it all under wraps. Waxman considers Bush more dangerous than other presidents he's known. "He's letting his beliefs prevail over good sense."

—Dean Kuipers

CityBeat: The Committee on Government Reform recently issued this report about secrecy in the Bush administration.

Henry Waxman: This administration has operated with greater secrecy than any in our memory, even more than Richard Nixon during Watergate. They've tried to limit the information the public can learn and to remain unaccountable to the Congress and to the American people. This undermines one of the essentials of democracy, which is the ability of the public to know what's happening and to hold the people who are making decisions accountable.

Does this report, "Secrecy in the Bush Administration," break any new information?

The report outlines what is a pattern of behavior by the administration to operate secretly. They've limited the Freedom of Information Act, which has been the mainstay law to permit the public to get information. They've turned it on its head and insisted that if there's any reason to deny people information, we should do so – not to look at what has always been the operating premise: that if it doesn't violate national security, then the public should be able to get information. The other side is that they're classifying information very, very broadly as a security secret, so that people can't find out information even from historical records, such as the Reagan presidential records. They stopped the release of all of it and they added [Reagan's] vice president, who happens to be this president's father.

It seems this is in character for Bush.

Their energy policy, for example, was developed by Vice President Cheney's Task Force on Energy, about which he has refused to make any information public. The energy bill they've supported gives billions of dollars to some of their best friends in the oil, gas, coal, and nuclear industries, and it does almost nothing to lessen our dependence on foreign oil.

The other interesting document from this committee is called "Congress's Abdication of Oversight."

Congress is supposed to provide the checks and balances and to prevent the concentration of power in the executive branch, but the Republicans see themselves as Republicans first and members of this separate branch second. The Democrats cannot call the hearings. The Democrats cannot issue the subpoenas. As the top Democrat on the Oversight and Investigating Committee, I've tried to do some of the oversight on my own. We have developed the Halliburton issue so that people now can see that they have been overpaid billions of dollars by the taxpayers. We've tried to force this information out, but for Republicans, there's no scandal too big to ignore. They don't want to hold hearings on the outing of a CIA agent in retribution for her husband pointing out that there was no uranium coming from Africa to Iraq. They don't want to hold hearings on how the information on the Medicare bill was withheld from the Congress when the actuary, who was a public servant, was threatened with firing if he made cost estimates available to us before we made our decision on a bill that we were told would cost a lot less.

Is this one of your roles in the election, to get this information out?

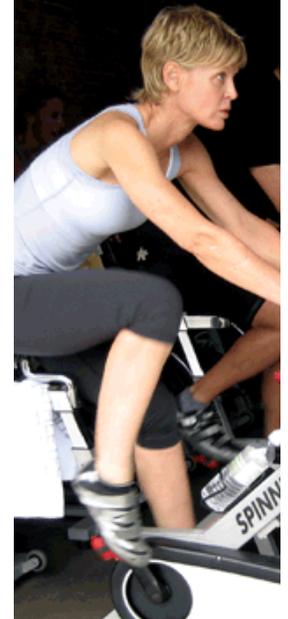
It's my role because Republicans are not doing it. We did another report on the interference by this administration in science. You are aware of the

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fiat to stop any research on embryonic stem cells, but they've gone even further to reward the religious right by putting out false information on government health websites, trying to tell women that they're more likely to get cancer if they have abortions. When science doesn't fit their preconceived notions, they simply suppress it as they did on global warming and the lack of scientific evidentiary support for the Missile Defense System.

Your district is one of the most securely Democratic districts in the country, probably.

I don't think people ought to ever take an election for granted. There's so much at stake.

That is said in every election.

It's always said, but this administration is different than anything I've ever seen – and I was there in Congress during the Reagan and first Bush administrations. This administration is extreme, they're radical, they didn't get a mandate to do the things they're doing, they act in an arrogant manner and they operate without examining the facts. The president seems to believe that he can trust his gut and his instincts and he never admits he's ever made a mistake.

One critic this year called the House elections “coronations.”

I think the system is very much stacked in favor of incumbents. We have redistricting that has benefited Democratic and Republican incumbents. And incumbents have all of the advantages in raising money. That's just the reality. I'm in a unique position, because I go to Washington, work on national and international issues, and don't have to worry about a fight every two years where my election's in jeopardy. That doesn't mean that I take it for granted; I just don't want to be a candidate all the time.

Have any of the environmental rollbacks of the Bush administration affected your district?

The most dramatic rollback on environmental issues has been the way they've treated the Clean Air Act. They've sided with industry that pollutes. The other issue is that, in the drinking water, we've had a problem with the MTBE [gasoline additive Methyl Tertiary Butyl Ether] leakage from gasoline tanks. And the Bush administration is supporting legislation to excuse the oil companies from any liability and to shift the cost of cleaning up onto the taxpayers. House Republicans were insisting it be part of the Energy Bill.

Is there ever going to be a Metro line on the Westside?

I hope so. The big hold-up is the poor planning by the people involved and the lack of money as a result. We need to have a system that will allow people to travel long distances, not just the most expensive subway system in the history of the world, which won't really cover that much ground. There has been a legislative barrier to tunneling through the Wilshire area, because of the methane gas risks, and that may be lifted if they can show that the tunneling can be safe. The biggest problem is that the system had too many cost overruns, and the taxpayers and the city didn't want to pay those extra taxes for a system they didn't think was going to work. ★

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## Does state really want mass transit?

KENNETH S. ALPERN  
LA Daily News

Article Last Updated:

A disgraceful thing happened in the California state Assembly last week, and will probably happen soon in the state Senate.

After the voters demanded gas-tax revenues be used for transportation - and after voting for more transportation projects in our most recent election, including mass transit - the state Legislature is about to balance its annual budget at the expense of transportation, and specifically mass transit.

Proposition 1B bond funds won't be diverted from freeway projects approved by the California Transportation Commission. But its funding of mass-transit projects, such as \$315 million dedicated to the first phase of the Expo Line to Culver City, was taken out of this year's budget after the Spillover Fund (from increased tax revenues as a result of rising fuel costs) was diverted to general budgeting purposes. Not to the freeways, mind you, but to items completely unrelated to transportation.

Despite the heroic local efforts to coalesce behind such overdue projects as the 405 northbound car-pool lane and the I-5 widening at the Orange County line, the Exposition light-rail line from downtown Los Angeles to Santa Monica - which is as close as we'll ever get to an I-10 HOV lane - will not be treated similarly. When \$1 billion gets taken out of mass transit on such short notice, something's gotta give.

Already, it looks like the Expo Line, a Green Line extension toward LAX and, of course, the much-desired Wilshire subway to the sea, will be the immediate victims.

Sacramento politicians apparently believe that transportation fund-raiding is still the safest way to balance a budget when the lobbying hits hard. Sacramento will continue to claim that sacrifices must be made to stay within budget. Of course, we all know that when sacrifices are called for, they should be shared among all portions of government spending, not just the mass-transit portion of transportation.

Some significant changes to ease the financial gridlock would be to reduce the threshold for transportation taxes to 55 percent and make sure that the Spillover fund be used entirely for transportation. Indeed, we should not use the words "mass transit" but "transportation," since there are plenty of voters from all political leanings who still question the need for mass transit. Mass transit will always be more popular in urban areas.

And why not? Agriculturally driven Kern County will not go for mass transit, and would be angry if transportation funds were diverted to urban areas for mass transit. But urban counties will always recognize the need for mass transit because freeways and roads are getting too expensive and unrealistic for expansion.

Should these concepts be linked together, it doesn't ensure that more mass-transit funds will be raised in Sacramento, but it does allow more transportation funds to be raised overall. More freeway and road funds from Sacramento give counties the ability to raise taxes locally and to create mass-transit projects without having to spend money on freeways if the latter are being preferentially funded from Sacramento.

Perhaps Sacramento will soon learn how difficult it is to create new transit-funding initiatives like bonding, gas taxes, congestion pricing and the like when the taxpayers/voters realize that "pro-environment, pro-mobility" Sacramento will again abscond with our investment to whatever it deems the political flavor of the month.

Fool us once, shame on you, Sacramento. Fool us twice ...

Kenneth S. Alpern, M.D., is president of The Transit Coalition, a Sylmar-based nonprofit dealing with issues of transportation mobility and land-use planning. [www.transitcoalition.org](http://www.transitcoalition.org)

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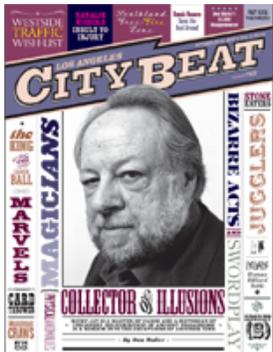
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**Jody Feerst Litvak**  
The woman from Metro who hears all of our

**3RD DEGREE**

## Jody Feerst Litvak

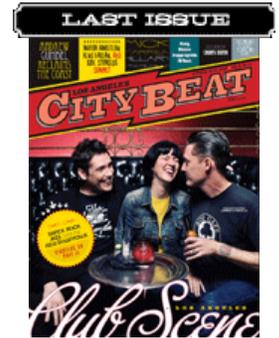
The woman from Metro who hears all of our complaints about Westside traffic



Illustration by Scott Gandell

**T**he idea of driving a car or riding a bus in rush hour on the Westside is close to self-torture, yet thousands of people bravely do it every day. Several hundred of them showed up for five public hearings convened this month by the Los Angeles County Metropolitan Transportation Authority (Metro) to examine traffic solutions, a legal first step for getting additional Westside transit service, which includes the proverbial "Subway to the Sea."

Running the hearings: Metro's Jody Feerst Litvak, known for her wit and



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complaints about Westside traffic

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Lars von Trier's comedy

running meetings more smoothly than rush-hour traffic by strictly imposing the two-minute rule on speakers. "I don't care if you're the former mayor of Beverly Hills," she told the former mayor of Beverly Hills. "Well, I do care, but you know what I mean."

She showed various modes of travel – not just subway – as well as different routes, including extending the Metro Purple Line that now ends at the Wilshire/Western station and connecting a Westside transit line with the Hollywood/Highland Metro Red Line station. And, if you think traffic is bad now, by 2030 some 80,000 new jobs will strain the roads and bus systems, with the workforce reaching 560,000 workers.

Some short-term solutions are being readied. One of them, a bus-only lane during peak hours on Wilshire Boulevard, is awaiting a verdict on funding by the Federal Transportation Administration by early next year.

Litvak, a regional communications manager, originally joined one of Metro's early incarnations, the Los Angeles County Transportation Commission, in 1990. She's worked for politicians in Sacramento and Washington, D.C., and served on the Los Angeles Olympic Organizing Committee. A native Angeleno, she graduated from the University of California, Berkeley, and has a master's degree in public policy from Harvard University's John F. Kennedy School of Government. She lives in Westwood with her husband and two children.

If all goes well, Metro's report could go to the Metro Board of Directors by next summer and the board could order up a round of environmental reports. The good news: If a subway is chosen among the transit alternatives studied, and funding is secured, it could be up and running in 10 years at a cost estimated at \$4.8 billion. The bad news: the project is still in the early stages and not in Metro's long-range plans, a list of projects extending to 2030.

So, yes, there's still time to be heard. The final meeting on the Westside study will be from 6 p.m. to 8 p.m., Monday, Oct. 29 at West Hollywood's Plummer Park, 7377 Santa Monica Blvd. You can also find more information at metro.net/westside.

–Alan Mittelstaedt

**CityBeat:** *You've been out talking to hundreds of people about a topic very near to their hearts – traffic. What are they telling you?*

**Jody Feerst Litvak:** Traffic is pretty bad on the Westside and we need to do something. That's been pretty clear from all of the meetings.

*How many people have you heard from?*

We had 369 people at five meetings – 102 of them made verbal comments.

*How would you characterize people's tolerance of traffic in Los Angeles?*

Everybody's frustrated by it. We heard pretty clearly at these meetings that things are bad and getting worse. On the Westside, even as little as five years ago, everybody knew their sneaky little routes for how to get around. But even those aren't working anymore.

*What's different about the public's openness to public transportation compared to say 15 or 20 years ago when people thought subways would bring in the wrong people to their communities?*

When I first joined the agency, as this young, wet-behind-the-ears know-nothing who couldn't even spell transportation, the Blue Line had just opened. And when you went out and talked to people about new transit ideas, people in L.A. didn't have a real experience of it other than maybe this ancient memory of the old Red Cars. All of this stuff was just

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L.A. has the product to compete with New York but new priorities and more thoughtful planning are required

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- ~ GIVE IT UP! ~

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unknown. And there's just a really marked difference in the kinds of comments we're getting. People have a better understanding of the bus system. Light rail isn't this new idea anymore. Subway has been operating for a while. We have the Orange Line, an example of Bus Rapid Transit, in the Valley. Even if it's not in the areas where they live, they know it is close by. It's here and it's real for them A lot of the fear of the unknown, or just the not knowing, it's not there anymore. People get it.

*What about the people showing up for the public hearings?*

You also have –and I can't measure it, it's just my gut –you have more people in Los Angeles in the last 15 years or so who have come here from other places in the country and the world, and they're just more comfortable with transit. And living in dense, urban areas and that sort of urbanist feel. There's this marked shift. Bringing the residential into downtown. Not that that's right for everybody. But I get this sense that L.A. is thinking and talking about these issues in newer ways than two decades ago.

*How will it be possible to finally coax people out of their cars?*

People really get that we have built, in terms of roads and freeways, all that we can build, although we need to look at using that capacity in smarter ways and more effectively.

*How impatient are people?*

They want it. Like we should have done it before, but let's not waste anymore time. Let's get on with it. Most of them want subways, but people talked about all kinds of alternatives. Most said they want something below ground. The monorail proponents have been out and asked us to study monorail. Generally people have said a preference for a Wilshire alignment, but we were really surprised by the number who said we also need a line going west, starting from the Hollywood/Highland Metro Red Line station.

*Are there crucial destinations missed by the subway routes being explored?*

There was virtual unanimity that you need to improve access to Beverly Hills, Century City, and the UCLA-Westwood area. We had speakers tell us to make sure to include stops at The Grove, Cedars Sinai, and the Beverly Center. We also had someone in Santa Monica ask that we move a potential stop and serve both Santa Monica and St. John's Hospitals. A lot of people said you need something from the airport through the Sepulveda pass to the Valley. Several people said that, if we go all the way to Santa Monica, somehow it needs to connect with the Expo Line.

*Is anyone worried about safety?*

We didn't hear as much as I thought we might, but there are people who want to make sure we can tunnel safely. There are some people who are concerned in single-family residential areas, with older historic homes with old foundations, that it might not be safe. We had some people from Windsor Square and the Hancock Park area who said they didn't want a station at Crenshaw. But that wasn't a comment about safety. They were more concerned about increased traffic and density in a lower density area.

*Does anyone think you're just wasting their time because of the uncertainty about funding?*

You always get the people who show up and say you can't trust the politicians Their opinion is they got us into this mess in the first place and nothing will ever happen.

*Do you find many people are fanatics about buses and want nothing else?*



People said buses are important, but given the congestion in the area, buses are continuing to slow down in the same traffic as cars. They can't be the only solution in this area. There's a different level of sophistication in terms of the public and how they talk and think about issues.

*The bus-only lane will bring some relief, won't it?*

Wilshire is the highest-traveled bus corridor we have. In peak periods, you have buses running every two minutes. We've had some political rough-going in terms of how long it's taken us on the bus-only lane. But the city of Los Angeles is committed to doing a bus lane during peak periods, roughly 7 to 9 in the morning and 4 to 7 in the evening.

*How serious is Metro about solving Westside traffic?*

Metro is very serious about addressing mobility issues on the Westside and throughout the county. It seems that transportation is a high priority now. ★

10-25-07