

**LEGAL NOTICES**

**1900**

**NOTICE OF INTENT TO HOLD PUBLIC HEARINGS ON  
THE DRAFT ALTERNATIVES ANALYSIS/  
ENVIRONMENTAL IMPACT STATEMENT/  
ENVIRONMENTAL IMPACT REPORT  
ON TRANSIT IMPROVEMENT ALTERNATIVES  
IN THE LOS ANGELES REGIONAL CORE,**

**A PROJECT OF THE SOUTHERN CALIFORNIA  
RAPID TRANSIT DISTRICT  
UNDER A TECHNICAL STUDIES GRANT FROM THE  
UNITED STATES DEPARTMENT  
OF TRANSPORTATION, URBAN MASS  
TRANSPORTATION ADMINISTRATION (UMTA)**

Notice is hereby given, concurrently with the release of said report, that the Board of Directors of the Southern California Rapid Transit District (SCRTD) intends to hold Public Hearings for the purpose of receiving comments from interested and concerned organizations and community groups on the economic, social and environmental impacts of various rail/bus and all-bus mass transit improvement alternatives in the Los Angeles Regional Core.

The Regional Core is defined, for the purpose of this report, as the area lying northerly of the Santa Monica Freeway and extending westerly from the Los Angeles Central Business District to Robertson Boulevard and includes Hollywood and the Studio City/North Hollywood area in the San Fernando Valley.

The locations, dates and times scheduled for these official public hearings are as follows:

**NORTH HOLLYWOOD/SAN FERNANDO VALLEY**

**AREA—Monday, July 9, 1979**  
Location: Howard Johnson's Motor Lodge  
4222 Vineland Avenue  
(Father Serra Room)

**Time: 2:00 P.M.-4:00 P.M.  
7:00 P.M.-9:00 P.M.**

The alternatives which are the subject of the hearings are described in detail in the SCRTD's Draft Alternatives Analysis/Environmental Impact Statement/Environmental Impact Report on Transit System Improvements in the Los Angeles Regional Core (AA/EIS/EIR) dated May 18, 1979. The various alternatives are grouped into three categories:

- Five-combination Rail Rapid Transit/Feeder Bus Alternatives
- Five Bus-Only Alternatives
- One "Status Quo" Alternative.

Not sooner than 30 days following completion of the hearings on the Draft Report, the District's Board of Directors will, after considering all pertinent comments, select a preferred alternative which will then be submitted to the Urban Mass Transportation Administration (UMTA). The District will also submit, at the same time, its application to UMTA for a grant of funds with which to proceed with Preliminary Engineering on the selected and approved alternative.

Upon completion of the Preliminary Engineering process, UMTA will decide whether or not to commit funding for the Final Design and Construction of the preferred alternative.

Among the concerns given particular attention in this Draft Report are the comparable numbers of riders attracted and the capital and operating costs of the various alternatives, and the relative environmental energy and community benefits.

All persons, community and civic organizations and public agencies interested in the improvement of public transportation in Los Angeles are urged to appear and be heard at one of these hearings for the purpose of expressing their preference from among the Alternatives. We shall appreciate receiving their formal resolutions or letters at the same time.

**Board of Directors  
Southern California Rapid Transit District  
Marvin Holen, President**