

Chronology of the Transportation Planning Process

1906	Twin subways were proposed in downtown Los Angeles. A recession the following year brought an end to the proposal.		transit system as well as to design, engineer, and implement a mass rapid transit system.
1911	The Southern Pacific Railway consolidated eight interurban lines into the Pacific Electric Company.		The highway-oriented Transportation Association of Southern California (TASC) was formed to exercise policy and technical review for the regional transportation planning process.
1925	A demonstration 1-mile subway in Hollywood was opened.		
1926	Proposals to convert two P.E. routes to subway were abandoned due to high costs.	1966	Early in the year, SCRTD contracted Kaiser Engineers; Daniel, Mann, Johnson & Mendenhall; and Coverdale and Colpitts to prepare a rapid transit proposal.
1933	A proposal to extend the Hollywood Subway and build two more lines was abandoned due to high costs.	1967	In October, a preliminary \$1.5 billion rapid transit proposal for a four-corridor, 62-mile system was issued to the public for review.
1948	The Los Angeles Chamber of Commerce took the first step to revitalize public transit by submitting the Rapid Transit Action Program to the State legislature.	1968	In May, a final plan was issued proposing a five-corridor, 89-mile, \$2.5 billion rail system to be financed by a general sales tax. In August, SCRTD adopted the final plan.
1951	The State legislature authorized the Los Angeles Metropolitan Transit Authority (MTA) to formulate plans for a mass transit system.		The State legislature authorized SCRTD to place Proposition A, proposing the sales tax, on the ballot.
1957	The MTA was given the power to purchase and operate existing bus lines with capital provided by the sale of revenue bonds.		LARTS issued a long-range transportation plan oriented toward highway travel including a proposal that led to the construction of the 11-mile San Bernardino-El Monte busway.
1960	The MTA presented a 75-mile, four-corridor line. The highway-oriented Los Angeles Regional Transportation Study (LARTS) was established by the California State Highway Department to undertake long-term regional transportation plans.		In November, Proposition A was defeated.
1961	Los Angeles' last streetcar line was abandoned.	1971	SCAG began to assume more formal powers over regional transportation planning. It was given responsibility for setting policy for the regional transportation planning process, merged with TASC in February, and became the A-95 and 3-C agency.
1963	The MTA proposed a 64-mile, four-corridor rapid transit line.		In mid-November, the City Planning Department made the first public move that started the process leading to the
1964	The MTA was replaced by the Southern California Rapid Transit District (SCRTD), which was given an explicit mandate to operate the existing public		

1974 referendum. It presented to a committee of the Los Angeles City Council a \$2.4 billion rapid transit program to build a 100-mile system by 1990.

On December 7, SCRTD'S board of directors unveiled an alternative plan calling for a \$420 million, 14-mile "starter" line in the south-central corridor, linking the central city to southern Los Angeles.

1972

In early March, the city's Technical Advisory Committee on Rapid Transit argued that the Wilshire corridor was a far better place to put a starter line. The City Council, although it did not accept the SCRTD position, indicated that it would go along with SCRTD'S effort to get aid from UMTA.

In the spring the Committee for Central City Planning, a private organization of downtown interests created to develop a downtown urban renewal area, completed its plan, calling for a downtown PRT circulation system. This proposal became part of the city's General Development Plan.

In April, during the annual meeting of the Inter-Modal Planning Group, UMTA mandated SCAG to do long-range transportation planning for the region. SCRTD and the Orange County Transit District (OCTD) would be responsible for corridor-level planning.

In October, SCRTD hired Kaiser Engineers; Daniel, Mann, Johnson & Mendenhall; and Stone and Youngsberg to do engineering, planning, and financial studies for the first phase in developing the plan presented in the 1974 referendum.

In November, the State legislature passed Assembly Bill 69, creating CALTRANS, a new multimodal California Department of Transportation. The same act mandated SCAG to prepare a regional long-range transportation plan for Los Angeles by April 1975, incorporating subregional transit elements to be prepared by OCTD and SCRTD.

1973

In March, SCRTD'S Phase I report, *Study Of Alternative Transit Corridors and Systems*, was released.

In April, at an annual meeting of the Inter-Modal Planning Group, UMTA and SCRTD negotiated their differences. An agreement was reached whereby SCAG would prepare a Critical Decisions Plan to guide transportation planning until a detailed regional plan was completed. Also, SCRTD agreed to restudy the alternatives it had examined during Phase I studies and include an evaluation of all-bus alternatives.

In July, *Rapid Transit for Los Angeles*, the Phase II report, was published. It recommended a regional master plan calling for the construction of a \$3.3 billion system including 116 miles of rapid rail and 24 miles of exclusive busways. The report gave highest priority to a two-part program of transit improvements.

In mid-August, UMTA presented a revised work program calling for full evaluation of all alternative modes and corridors.

1974

In March SCRTD consultants presented *A Public Transportation Improvement Program*, which suggested an incremental "building block" approach of four alternatives of between 33 and 121 miles of fixed-guideway, with each alternative including a short- and intermediate-term program

In May, the Citizens' Advisory Committee on Rapid Transit (CACORT) issued its summary report, *Public Transportation: The Citizen's View*.

On May 31, the State of California issued a report urging SCRTD to adopt the most extensive transit system and recommended that SCRTD and the Orange County Transit District coordinate their planning and design to achieve an integrated regional system.

Also in May, Alan M. Voorhees & Associates prepared an interim report that stressed the need for a 60-mile fixed-guideway system costing \$2.4 to

\$3.2 billion. SCRTD had consultants from Kaiser explain the proposed plan to UMTA. They recommended a 145-mile system instead of the 60-mile.

On June 13, 1974, after public hearings, the *Critical Decisions Plan* was adopted by the Executive Committee of SCAG.

On August 2, SCRTD'S board of directors accepted a modified version of the 145-mile system. The sudden adoption of the 145-mile system alienated transit advocates who had been working on the

basis of the March 1974 "building block" plan.

On November 5, Proposition A was defeated at the polls.

1975

In March, SCRTD established a Rapid Transit Advisory Committee (RTAC) to develop a starter line in a broad corridor running through the San Fernando Valley, the CBD of Los Angeles, and the Long Beach-San Pedro area. This route has been approved by the City of Los Angeles and the SCRTD board.