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Los Angeles County Transportation Authority
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Los Angeles, California 90012

RE: Public Comment, LAC MTA South Bay transportation improvement study

To Whom It May Concern,

While we are pleased L.A.C.M.T.A. is finally turning its attention to the South Bay after both years of neglect and inappropriate investment, we are deeply disturbed by LACMTA's unwillingness to seize the unparalleled opportunity offered by the Obama Administration to attract Federal investment shovel-ready work to the L.A. basin:

- 1) "Commuter rail now or nothing" for the BNSF Harbor Sub. There is no money for "Pie in the Sky", and no time to waste (L.A.C.M.T.A.'s historically consumes 4-20 years), as demonstrated by starting with your Alternatives Analysis (AA). Federal stimulus dollars will be long-gone by the time this is complete! Commuter rail is realistic: for the BNSF Harbor Sub, only turning it over to MetroLink to operate now makes it shovel-ready- to improve immediately, incrementally, & inexpensively as commuter rail line- will make ensure this investment will not be wasted, not limit conversion to electrification or future high-capacity transit mode conversion by any future operator... while keeping local-serving freight operations off South Bay roads. Failing to update the vision 19th-Century origins of this line denies its potential for moving high-value/ time sensitive freight between the LAX and the Ports. And the potential for this corridor to become the rush-hour-proof High Speed Rail "missing link" (at commuter-rail speeds!) between downtown and LAX is inevitable.
- 2) The lack of utilization of the capacity in the Alameda Corridor- to maximize freight, and add non-stop passenger trains. The arrival, use in the harbor, and return of MetroLink trains between Los Angeles and Long Beach for it's annual Port Tour festival demonstrates viability of this concept every year. Building the very small amount of track for passing sidings and end stations to remove passenger trains from freight's way can be done at very low cost. And making "every train a scheduled train" will improve operations liquidity for both freight and passenger trains on the Corridor.
- 3) Since its 2003 debut, the lack of route improvement of any extension of the Pacific Electric replica Waterfront Red Cars' route to make it more useful, or connect to Metro's network to serve downtown San Pedro, Wilmington, Long Beach, or the Harbor Sub

Please refer to the following attachments for further explanation.

Very Truly Yours,

James Henry Washington

John Ulloth