

83-1367

Vol. 4 No. 2  
December 1980

Southern California Rapid Transit District

# METRO RAIL NEWS

RECEIVED  
JAN 27 1981  
LIBRARY



Members of the RTD Metro Rail staff and rail transit experts from other U.S. transit properties meet and discuss some of the plans for the District's 18-mile subway. This was the first of several RTD rail rapid transit "peer review" board meetings to be held in Los Angeles.



## **"PEER REVIEW BOARDS" BRING RAPID TRANSIT EXPERTISE TO LOS ANGELES**

---

During the past three months, the RTD Metro Rail staff has held three "peer review board" meetings, bringing to Los Angeles rail transit experts from other properties from around the United States. The peer review system was devised by the RTD and the federal Urban Mass Transit Administration (UMTA), which is funding 80 percent of the cost of the RTD's 18-mile subway project now in preliminary engineering. Several other peer review board meetings will be held in the coming months.

The meetings are two, full-day sessions, with each board formed to examine a major technical area involved in the proper design of a rapid transit system. Peer review boards have been and will be formed to assist the RTD in the areas of power supply systems, rapid transit vehicle selection, communications, safety, security and other areas of vital concern to the District. Representatives of UMTA participate in the meetings with the Metro Rail Project staff and representatives of the Los Angeles County Transportation Commission, Caltrans and the City of Los Angeles Department of Transportation also invited to attend.

Richard Gallagher, manager and chief engineer of the RTD Metro Rail project, said the peer review process already has provided the District with valuable information: "The operations peer review board inspected the potential sites for the RTD central train yard and maintenance shops. They were quickly able to convince us that a site which the District owns and was considering for use for the yard and shops should not be used. They said it was not large enough and would require extra train switching movements that would have cost the RTD more to operate the system than it should have.

"The peer review board suggested we go to a larger site which would make it easier and more economical to move the trains around. The extra cost of the site would, over the years, be offset by lower operating costs once we

begin running the trains in 1990."

UMTA representatives will be participating in all of the peer review meetings. UMTA considers peer review boards an excellent method of assuring that our rail rapid transit system will be designed and constructed in the most cost-effective manner. Los Angeles will benefit from the wide experience of these other properties and the transit experts from them.

These meetings illustrate the importance of detailed design for the safety, comfort, reliability and efficiency of the rail transit service to be provided the people of Los Angeles.

The most important point to be made here is that it is very clear that the Metro Rail staff, in conjunction with UMTA officials and rail transit experts, are carefully examining the basic criteria to be used in the design of the Metro Rail Project. This process, including citizen review and approval, will help ensure that Los Angeles will get a top quality system with proven components. As of this date there have been three such meetings: Operations, Vehicles, and Signals & Controls.

## **FOREIGN OFFICIALS VISIT LOS ANGELES**

---

Now that this region is earnestly pursuing the development of improved urban transportation, transit officials and consultants from across the country and around the world are visiting our community. The latest of our international visitors consisted of delegations from China and Japan.

The contingent of officials from Japan recently met with some of the Directors of the RTD Board and then with the Metro Rail Project staff. The purpose of their visitation was both to find out how much progress the RTD had made with the Metro Rail Project, and to also inform local officials of the considerable expertise the Japanese transit officials possess.

The meeting proved to be most informative to both the Japanese and RTD officials.

The second group of visitors from China came with the intention of learning as much as they possibly could about public transportation developments in Los Angeles. The Chinese officials made Los Angeles one stop of several in the U.S. in their quest for obtaining technological and planning techniques that will be helpful to them back in China. RTD officials did their best in making our visitors welcome and providing them the information they sought.

## **RICHARD T. POWERS: ACTING RTD GENERAL MANAGER SPEAKS UP**

Dear Reader:

This year has proven to be the most critical in the sixteen year history of the District. We have experienced fiscal restraints, regrettably raised fares, implemented some new bus services while altering others and secured the largest single bus procurement (940 buses) in American transit history. But the RTD has also been given an excellent opportunity to revolutionize public transportation in Los Angeles. That opportunity is the Metro Rail Project of the RTD.

This rail rapid transit project represents the most important public transit program ever to be undertaken in Los Angeles.

The proposed rapid transit line will lay the foundation for future development of a county-wide rail system. Such a system would provide our local citizenry a viable alternative means of transportation to the exclusive use of the automobile.

While Acting General Manager, one of my primary goals is to insure that the rapid transit project gets off to a good start and proceeds as smoothly as possible thereafter. A major factor in accomplishing this end will be intensive community participation with the project. It is my promise to see that the District Board of Directors' goal of good community relations is fulfilled in bringing to fruition a truly rapid transit system for Los Angeles.

## **MAJORITY OF VOTERS SAY YES TO PROPOSITION A**

Los Angeles County voters signaled to all local, state, and federal agencies that they are seriously supportive of public transportation improvements. On November 4, 1980, a majority of the voters approved Proposition A, a 1/2 cent sales tax increase, to finance lower bus fares, bus service improvements and rail rapid transit development.

Over the past twelve years, County voters had rejected public transit initiatives three times. But this time 54% of the voters supported Proposition A. It has been estimated that \$225 million will be available in the first year of the new tax. Revenues will increase each year as the value of taxable sales increases.

For the first three years the Proposition stipulates that the sales tax revenues will be divided as follows:

1. Guaranteed Reduced Fare Structure
  - \* 50¢ Base cash fare, 10¢ transfer
  - \* \$20 Monthly pass
  - \* \$4 Pass for senior citizens, students, and handicapped
  - \* Proportional reductions in express fares
2. Local Transit Improvements

Each year 25% of sales tax revenues would be set aside for direct allocations to each city in the County. The cities can use the money to meet their specific transit needs and desires. The allocations will be determined according to population of each city.
3. The remaining revenue would be committed to the design and construction of a rail rapid transit system in Los Angeles County. This would provide additional rail rapid transit lines to the starter line now in preliminary engineering.

The formula for sales tax allocation after the first three years would be:

- 25% return to cities
- 35% (minimum) for rail rapid transit system
- 40% to the Los Angeles County Transportation Commission for regional improvements. This could be divided to provide monies for bus service improvements, continued fare relief, and rail transit construction.

There is the probability of a court challenge by opponents of Proposition A, who contend that two-thirds majority vote was needed for legal passage. Proponents feel the voters have legally passed the measure.

Los Angeles is the last metropolitan area in the U.S. to impose a local tax to help subsidize transit improvements and maintenance. This local self-assessment marks the recognition by the voters that the need to provide convenient, efficient and reliable public transportation is critical to the very viability of the Los Angeles metropolitan area. The cost and availability of fuel, the cost and maintenance of autos, combined with general inflation and the near exclusive use of the auto has led to this public support for transit improvements.

Proposition A may not please some people, nor resolve all our transit problems, but it is an excellent beginning toward a comprehensive resolution of our regional transportation problems, at a time when our transit needs and the matter of energy conservation are both critical issues in need of resolution.

## **PROPOSED METRO RAIL PROJECT SCHEDULE**

- Alternatives Analysis/Environmental Impact Study  
August 1977 to May 1980
- Preliminary Engineering  
June 1980 thru Mid-1983
- Final Design & Commence Right-of-Way Acquisition & Utility Relocation  
Mid-1983 thru Mid-1984

- Construction & Start-Up & Testing  
1984 thru 1989
- Commence Revenue Operations  
1990

## **STATE OFFICIALS SUPPORT METRO RAIL PROJECT**

At several key luncheon meetings in the last few months, California state legislators voiced their support for the RTD Metro Rail subway project. The three primary spokesmen were State Senator James B. Mills, Assemblyman John F. Foran, and Assemblyman Walter M. Ingalls.

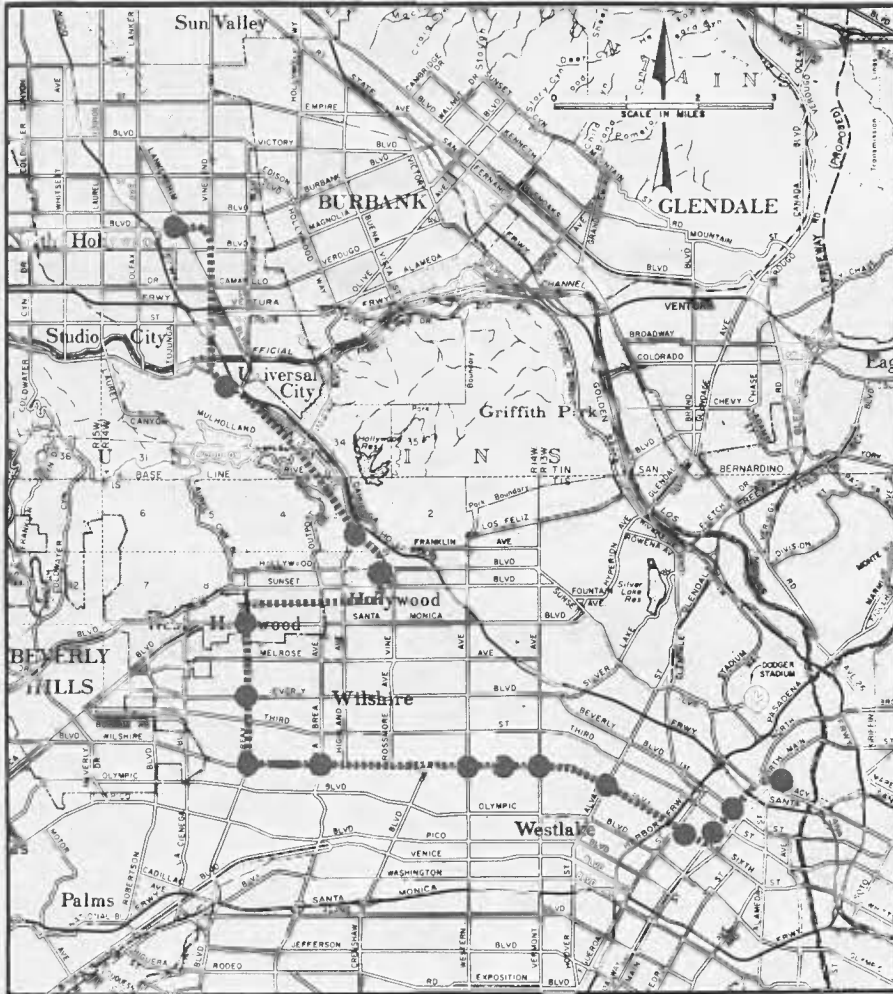
In September, both State Senator Mills and Assemblyman Ingalls addressed the Los Angeles Area Chamber of Commerce and stated their support for the RTD Metro Rail subway. Two weeks later, State Senator Mills addressed Town Hall and reiterated his support.

At the annual meeting of the American Public Transit Association, held in San Diego in October, Assemblymen Ingalls and Foran both addressed over 2500 transit officials from across the nation. In their speeches they discussed the ever increasing financial problems facing public transit and highways and how the State has exhausted its funding resources for public transit. They pointed out that the cities and counties must now step forward with local funds to continue the necessary improvements in public transit services.

Each legislator made it perfectly clear that he felt the RTD Metro Rail subway project was a step toward improved transit and that is why the state provided local dollars to match federal dollars in bringing this project to fruition.

All of these state legislators have been very active in supporting public transit for some years now. It must also be pointed out that each of these officials represents areas outside of the Los Angeles County area. Yet, they all have given support to the RTD Metro Rail project because they feel it is imperative that Los Angeles develop a viable alternative means of transportation to the near exclusive use of the automobile.

# DO YOU KNOW YOUR PROPOSED SUBWAY STATION LOCATION?



**STARTER LINE-Dotted line is proposed subway route: dots, stations**

Over the past six months different maps of the proposed rail rapid transit starter line have been published, each showing the proposed alignment and proposed station locations. Some people are not quite certain what locations are being considered for possible rail stations. The following listing will give you the general locations of the stations under consideration.

A lengthy Environmental Impact Report was made as a part of the Alternatives Analysis. During Preliminary Engineering we are going to make a much more detailed "2nd Tier" Environmental Impact Analysis. This will be the subject of a more detailed report in a subsequent issue.

1. Union Station
2. Civic Center
3. Broadway and 5th Street
4. Flower and 7th Street
5. Wilshire and Alvarado
6. Wilshire and Vermont Avenue
7. Wilshire and Normandie Avenue
8. Wilshire and Western Avenue
9. Wilshire and La Brea Avenue
10. Wilshire and Fairfax Avenue
11. Fairfax and Beverly Boulevard
12. Fairfax and Santa Monica Boulevard
13. Cahuenga and Hollywood Boulevard
14. Hollywood Bowl
15. Studio City/Universal City
16. Vineland and Chandler Boulevard

## NEED MORE INFORMATION?

If you desire further information, or are interested in obtaining first hand information on the past, present and future of transportation in Los Angeles for your executives, employees, civic or service organizations, call or write:

Lou Collier  
Metro Rail Community Relations  
425 S. Main Street  
Los Angeles, California 90013  
Phone: (213) 972-6456

### Note:

The preparation of this document has been financed in part through a grant from the United States Department of Transportation's Urban Mass Transportation Administration under the Urban Mass Transportation Act of 1964, as amended.

---

### Metro Rail Project

Southern California Rapid Transit District  
425 S. Main Street  
Los Angeles CA 90013

—	First-Class Mail
—	U.S. POSTAGE
—	PAID
—	Los Angeles, Calif.
—	Permit No. 28201

---

## MEMBERS OF THE SCRTD BOARD OF DIRECTORS

### Los Angeles County Appointees (appointing supervisor's name in parentheses)

Thomas G. Neusom, President (Hahn)  
Attorney

Marvin L. Holen (Edelman)  
Attorney

Gerald Leonard (Ward)  
Deputy County Supervisor

Mike Lewis (Schabarum)  
Deputy County Supervisor

### City Selection Committee Appointees

David K. Hayward  
Redondo Beach Mayor

Jay Price  
Bell Councilman

Carl Meseck  
Glendale Councilman

Charles Storing  
La Puente Mayor

### City of Los Angeles Appointees (appointed by Mayor Bradley)

Ruth Richter, Vice President  
Civic Leader

George Takei  
Actor

---

Richard Powers . . . Acting  
General Manager

Richard Gallagher . . . Manager and Chief Engineer  
Metro Rail Project