

Officials Support Metro Rail Funding

As the funding process for Metro Rail continues on Capitol Hill, the local political community proceeds to make significant strides in securing the necessary federal commitment to begin building Metro Rail next year. A minimum federal commitment of 62% is being sought to finance Metro Rail's projected \$3.1-billion construction cost.

From all levels of government and the private sector, the call is being made in the halls of Congress to give Los Angeles its fair share of the transit funding pie over the next several years.

"The citizens of Southern California have been paying taxes to build transit systems in cities across the nation," noted California Lt. Gov. Leo T. McCarthy at a recent North Hollywood rally. "It is about time we told Washington we are entitled to some of the benefits of some of those transit dollars they have been collecting from us."

Echoing the cry for funding equity, Rep. Henry A. Waxman (D-Los Angeles) stressed, "We in Los Angeles are not asking the federal government for preferential treatment or a special favor. We are demanding the federal financial support for which we qualify, both by virtue of our needs and by the massive contributions we have made to the federal transit treasury."



STATION TOUR — RTD General Manager John A. Dyer guides Rep. Henry Waxman (center) and Hollywood Chamber of Commerce President Bill Welsh through a tour of model of Metro Rail station as proposed at Wilshire Blvd. and Western Ave.



STATE SUPPORT — Lt. Gov. Leo McCarthy urges Los Angeles community to continue supporting Metro Rail.

McCarthy and Waxman are part of the statewide bipartisan coalition of elected officials who have mounted an aggressive and effective campaign to secure adequate federal funding for Metro Rail.

Other members of the Los Angeles team include U.S. Sens. Alan Cranston and Pete Wilson, and virtually every member of the local congressional delegation.

The Los Angeles County Transportation Commission, which represents the transit interests of the 83 cities within the county, has given its full support and a multimillion-dollar local funding commitment to Metro Rail, as has the commission's state counterpart. Mayor Tom Bradley and the Los Angeles City Council have also demonstrated support of the project.

Other public agencies, the Los Angeles Transportation Task Force, local chambers of commerce, cultural, social and professional organizations, homeowner groups and even senior citizen and college groups have stepped up their efforts to bring Metro Rail to Los Angeles.

Since the budget appropriation hearings began in April, these groups have sent literally thousands of support letters, telegrams and other communiques to Appropriations Committee members, Transportation Secretary Elizabeth Dole and to President Ronald Reagan. And still new support groups are on the horizon.

It is evident that just about all local entities have come to McCarthy's conclusion that "Metro Rail is something we desperately need and very much deserve. The only way they will hear the message in Washington is if we shout loud enough and clear enough that they can't ignore the justice of our position or the strength of our determination. The citizens of Los Angeles must continue to demonstrate that strength and let Washington know we demand our fair share."

Hearings Set July 18-21

Environmental Impact Report Released

The long-awaited *Draft Environmental Impact Statement/Report* (DEIS/R) for the RTD Metro Rail Project has been completed and has been released for public review and comment.

Required by both the federal and state governments, this 400-page document evaluates the proposed rapid transit project on the basis of its environmental/transportation/economic impacts. Both positive and negative impacts are identified and evaluated. Measures to mitigate the negative affects are discussed in the report.

The DEIS/R will be available for review at local libraries and through community organizations for 45 days, after which, eight public hearings will be convened to accept citizen testimony and input. In October, the document, containing all public testimony, will be submitted to the Urban Mass Transportation Administration (UMTA) in Washington, D.C., for final review and certification. This certification will signal the conclusion of the preliminary engineering phase for Metro Rail. A funding commitment to build the 18-mile subway line is anticipated shortly thereafter. UMTA's funding decision will be based in large part on the contents of this document. So, your supportive testimony is vital.

For further information on the DEIS/R and how you may review a copy, contact Nadeem Tahir at 972-6439 or Cheryl Browne at 972-3413.

The following is a schedule of the DEIS/R public hearings:

DOWNTOWN AREA
2:00-4:00 PM, July 18
Board of Supervisors
Hearing Room
500 W. Temple St.

FAIRFAX AREA
2:00-4:00 PM,
7:00-9:00 PM
July 19
Women's Center
at Council House
543 N. Fairfax Ave.

WILSHIRE AREA
7:00-9:00 PM., July 18
Wilshire Hyatt
Conference Center
3515 Wilshire Blvd.

HOLLYWOOD AREA
2:00-4:00 PM,
7:00-9:00 PM
July 20
Holiday Inn
1755 N. Highland Ave.

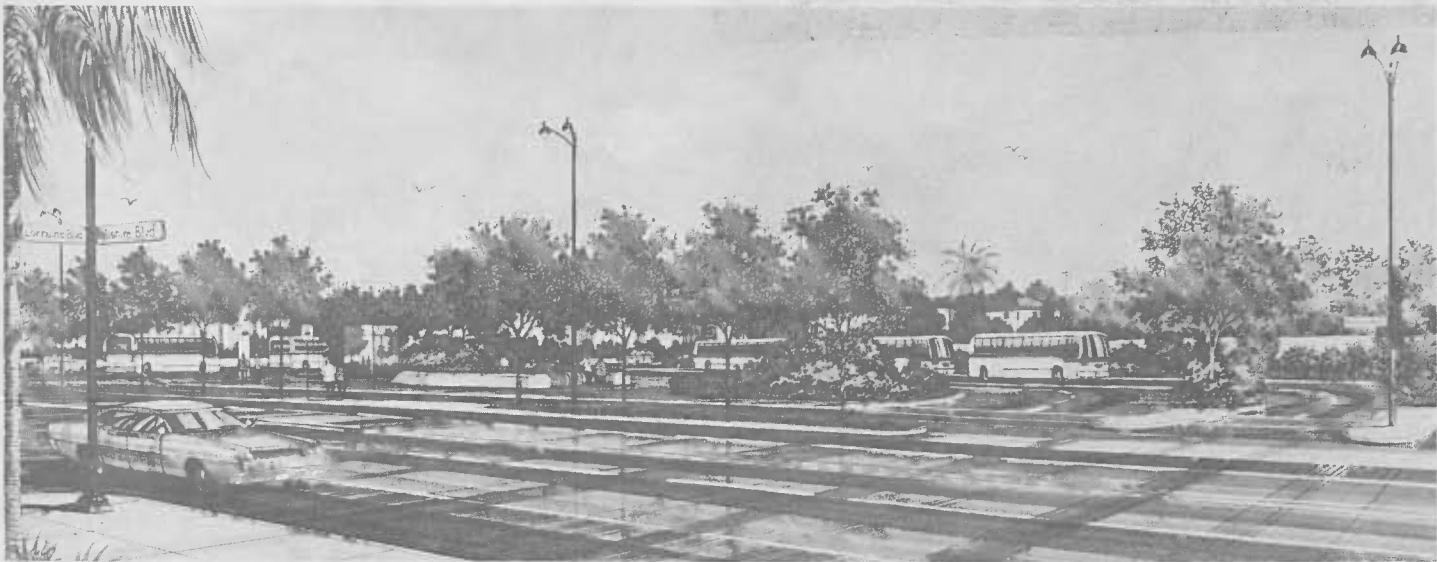
SAN FERNANDO VALLEY
2:00-4:00 PM,
7:00-9:00 PM
July 21
Universal Sheraton
East Ballroom
333 Universal Terrace Pkwy.
North Hollywood



MILESTONE 12 PUBLIC HEARING SET JUNE 27

The last of 12 preliminary engineering milestones will be reviewed by the RTD Board of Directors at a public hearing Monday, June 25 at 10 AM. You are invited to attend and voice your views on the *Metro Rail System Plan*, which details what Metro Rail will be, how the rail system will operate and how it will be built.

Adoption of this milestone concludes the 15-month milestone decision-making process in which the public has worked with RTD in designing a system that meets both local needs and desires.



Artist's rendering shows entrance and bus drop off points for Metro Rail station proposed under Wilshire between Crenshaw and Lorraine Blvds.

RTD Board to decide on Crenshaw station adoption

By month's end, the question of whether there will be a Metro Rail station at Wilshire and Crenshaw Blvds. will be answered. The RTD Board of Directors will make a final decision on the matter within the next few weeks, thus ending a two-year debate over the station's fate.

This critical decision will be based on an extensive analysis of environmental impacts to the proposed station area, the station's transportation viability, technical and cost considerations and on public input.

Public opinion on the issue remains divided. A large segment of the Wilshire homeowners adjacent to the proposed station site oppose a Crenshaw stop, because they feel it violates a planning ordinance controlling development in the area.

Another segment of homeowners from the same area and most residents south of Wilshire Blvd. favor the station because of its convenient access from Crenshaw Blvd., a major thoroughfare extending from Wilshire to the South Bay. Proponents also point to the high ridership projection—nearly 13,000 daily passengers expected to use the station.

The latest development in this two-year saga came May 31, when the Los Angeles Council unanimously voted (11-0) to allow construction of the Crenshaw station.

The Council's action clears the way for the RTD Board to make its final decision. RTD had requested the city last December to determine whether a Crenshaw station violated any existing land use ordinance. City Planning Director Calvin Hamilton noted that a Crenshaw station complied with all or-

dinances and that more stringent development restrictions could be added to the land use plans to preserve the residential character of the neighborhood.

After holding a series of meetings with Crenshaw and Wilshire residents, the City Planning Department recommended the station's adoption before the City Planning Commission on April 7. The Commission approved the recommendation the following week and turned the matter over to the City Council's Planning and Environmental Committee. This committee, chaired by Councilman Hal Bernson, approved the commission's recommendation on May 12, and asked the Council to approve the Crenshaw station at its May 31 session.

After considerable debate, the Council unanimously approved the stop and has recommended that RTD adopt it as the 18th Metro Rail station. The next issue of *Metro Rail Bulletin* will announce the RTD's final decision.

Ridership at all-time high

RTD bus ridership topped 1.5 million boardings April 15 for the first time in the District's 19-year history. Average weekday ridership in April was well over 1,400,000 boardings, up 30% over April 1982, another record.

More than 130 extra buses have been deployed on weekday morning rush hours since July 1, 1982 when RTD fares were sharply reduced.

"At a time when many public transit districts in the nation are experiencing declining ridership, I think it's significant that public transportation in Los Angeles is thriving," says RTD Board President Mike Lewis.

"Our record ridership is a clear demonstration of the growing importance of public transportation in Los Angeles, and underscores the need to build the Metro Rail rapid transit system."

By far, the Wilshire Corridor has the highest bus ridership, with nearly 200,000 boardings a day on just six service lines. This constitutes more weekday ridership than that of most rail lines in the nation. Furthermore, this high-volume patronage exceeds the number of passengers carried by public transit in the entire Houston area by 20%.

NEED A SPEAKER?

Cheryl Browne, your RTD community relations representative, is available to make RTD presentations to your organization, service group or school.

The presentation can consist of a speech and/or audio-visual feature, depending on the desired length of your program. Topics include "Metro Rail is Coming!", "Careers at RTD," and "The Future of Public Transportation."

The District also provides displays for community events. For further information, contact Cheryl at 972-3413.



Metro Rail Bulletin

METRO RAIL BULLETIN is published by the Southern California Rapid Transit District to inform the greater Los Angeles community of progress and developments of the RTD Metro Rail Project and other District operations.

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