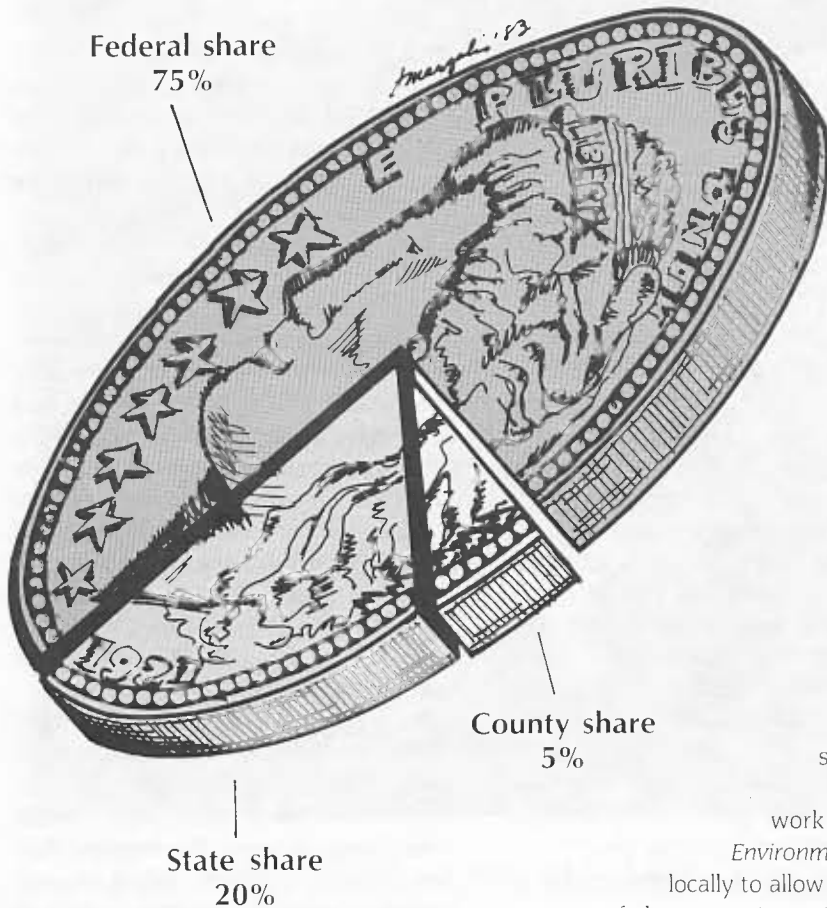


By ROGER SLAGLE

SCRTD Legislative Analyst



Of all the questions asked by the public about Metro Rail, inquiries about the project's funding always top the list. **How much will it cost to build Metro Rail? When will funding be approved? What are the project's chances for funding? What are the funding sources, and are sufficient amounts available?** Let's address each question in order.

First: **How much will Metro Rail cost?** At this point, we don't know precisely. However, this all-important question will be addressed at public meetings in April. Available at these meetings will be *Milestone 11 Report: Cost Estimates*, which will contain cost projections for the total Metro Rail system and the impact of inflation and delays on the project cost.

Now for the second question: **When will Metro Rail funding be approved?** We're optimistic that the project will receive government funding commitments for construction by the fall of this year.

By summer's end, preliminary engineering and design work on the rail system will be completed, as will the crucial *Environmental Impact Statement/Report (EIS/R)*. Hearings will be held locally to allow for public review and comment on the report's assessments of the system's environmental/economic/social impacts on the Los Angeles region. After the hearings are completed, the reports will be submitted to the appropriate governmental agencies along with a construction grant application. The California Transportation Commission (CTC) will review the *EIR*, and the federal transit funding agency (Urban Mass Transportation Administration, UMTA) will review the *EIS*. Meanwhile, the Los Angeles County Transportation Commission will review all engineering and environmental work.

All three of these sources are expected to make a funding decision on Metro Rail's construction in the fall. RTD will ask for 75% of the needed money from UMTA, 20% from CTC and 5% from LACTC. (See chart for funding process on pg. 2.)

What are Metro Rail's chances? The best they have ever been. This optimistic outlook is based on these three vital factors:

- 1. A demonstrated need for Metro Rail.** The need for Metro Rail is well established, given: (a) the current and future demand for public transit, (b) the population growth projections for the Los Angeles area and their impacts on current traffic conditions, and (c) the development boom occurring downtown and in other major commercial centers.

This need is underscored more boldly by the fact that the current transportation options available to local citizens will not suffice in the near future. "With a population of 9.5 million—and a growth projection to 15 million by 2000—the Los Angeles region must proceed quickly to meet its mobility needs," concluded one local regional planner. "Clearly, the high-density corridors to be served by Metro Rail simply cannot accommodate the additional bus and automobile traffic necessary to meet the anticipated transit demand.

(Continued on Page 2)

How will Metro Rail be funded?

Funding

(Continued from Page 1)

That's the job of rail transit."

UMTA Administrator Arthur Teele agrees: "It will be absolutely impossible for buses to handle the movement and the mobility of people in this urbanized area in the foreseeable future. There exists a *clear need* for a heavy rail system along the Wilshire Corridor."

With a carrying capacity equal to that of three eight-lane freeways, the Metro Rail subway will relieve much of the strain felt by our bus fleet and local highways.

2. Demonstrated public support
Public support for rail rapid transit has been growing steadily in Los Angeles County for the past 10 years. In 1974, voters approved Proposition 5, which made available a portion of state highway user fee revenues for transit construction. In 1980, voters approved Proposition A, which increased the sales tax by 1/2¢ to support bus operations and construction of a 150-mile countywide rail system. Metro Rail constitutes the first 18 miles of that regional rail network.

To date, these two measures have set aside **more than \$100 million** in local funds for rapid transit. Between now and 1990, they will **provide at least an additional \$500 million for rapid transit construction in Los Angeles County** and probably much, much more.

FEDERAL TRANSIT COMMITMENTS 1971-1981

REGION	POPULATION	AMOUNT
Washington, D.C.	3.0 million	\$4.9 billion
Miami	1.6 million	1.0 billion
Atlanta	1.1 million	1.1 billion
Baltimore	1.5 million	1.0 billion
Buffalo	1.0 million	0.4 billion
Portland	1.0 million	0.2 billion
Totals	9.2 million	\$8.6 billion
Los Angeles	9.5 million	\$0.3 billion

In addition, the Metro Rail Project has been recognized by almost every public agency and community interest group in the area as the highest priority project for construction. Those groups are represented among the more than 7,500 local participants in the Metro Rail public involvement program. At more than 80 RTD community meetings, they have provided significant input into the critical decisions being made during the preliminary engineering phase of the project. Few communities across the country have made this kind of broad-based local commitment or shown such strong support for rapid transit.

"L.A. is really at the top of the list with the business and political support," notes Norman Emerson, a transportation analyst for the Atlantic-Richfield Company (ARCO). "We stand a very good chance of receiving a commitment later this year."

On Capitol Hill, in Sacramento and at

home, Metro Rail scores high marks as the "most justified, thoroughly studied transit project of its kind." And that's not just rhetoric. Since 1976, government support of Metro Rail has been confirmed by the award of **more than \$92 million in grants** for planning, preliminary engineering and design.

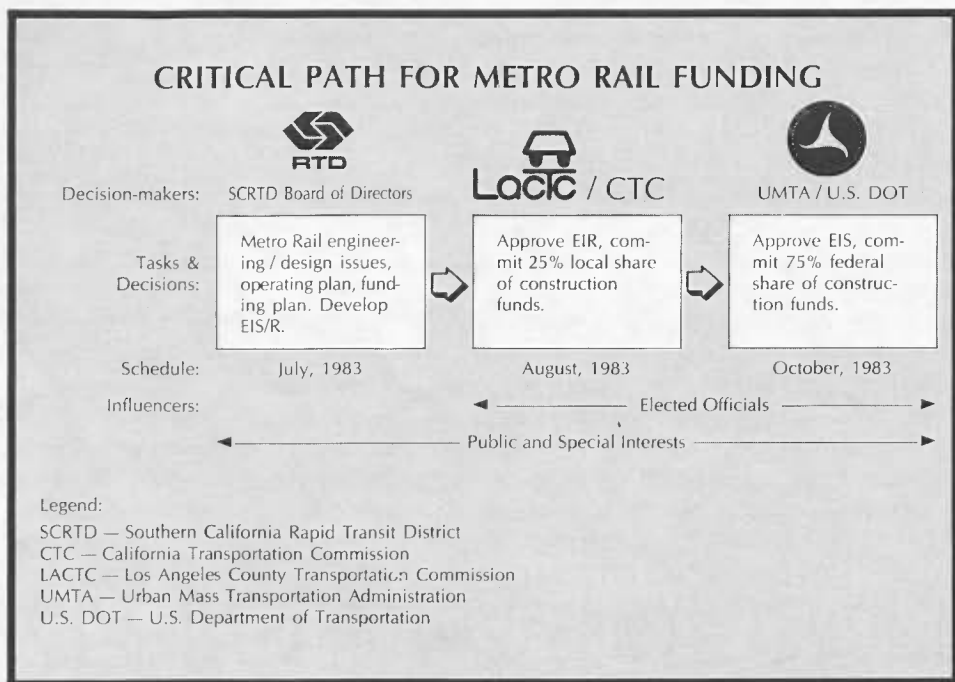
3. An assured funding base. The recent passage of H.R. 6211 (the *Surface Transportation Assistance Act of 1982*) completes the federal financing equation. **This measure provides more than \$17 billion** over the next four years to subsidize the construction and operation of transit systems. Contained in this bill is the 5¢-a-gallon gasoline tax increase, which goes into effect April 1. **Twenty percent—or \$1.1 billion—of the revenues generated annually will be banked in a new "Mass Transit Account," and will be used to construct transit projects such as Metro Rail.** Since this Mass Transit Account will be funded by an increase in motor fuel taxes, it will not be subject to annual congressional appropriations. Instead, the funds will be awarded to transit properties (like RTD) at the sole discretion of the federal Department of Transportation.

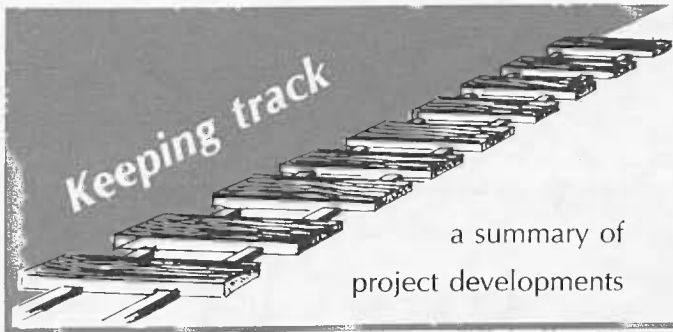
The congressional Committee on Public Works and Transportation specifically intended that a "limited number of cost-effective new starts" be funded from the Mass Transit Account. The Regional Plan Association, the nation's oldest regional planning organization, recently studied the rapid transit needs of American cities (at UMTA's request) and concluded that **Los Angeles was one of only four "new start" cities in which "rapid transit could attract enough patronage to recoup the construction cost from savings in energy, land, and travel time alone."**

Now we come to a very critical issue—the issue of *equity*. Unbeknownst to many, a sizeable percentage of Los Angeles' tax dollars has been used to construct the new transit systems of cities that don't begin to compare with our area in terms of size and need.

During the decade of the '70s, **Los Angeles-area taxpayers contributed to the more than \$8 billion that was distributed among six other cities for rapid transit construction.** They were Washington, D.C.,

(Continued on Page 3)





FUNDING UPDATE

□ RTD recently received grants totaling more than \$33.3 million to continue preliminary engineering and design of the Metro Rail starter line. The federal share amounted to about \$25 million, while the state and local match totaled more than \$8 million. Adding the \$18.7 million allocated last October for this next phase of engineering work, the sum now stands at over \$52 million. The combined resources will enable the District to advance preliminary engineering and design work on stations and tunnels, which ultimately "enables us to start construction sooner, saving tens of millions of dollars that would otherwise be lost to inflation," noted General Manager John A. Dyer.

□ **Another funding milestone!** On February 24, the California Transportation Commission awarded \$31 million in state gas tax funds to RTD to acquire land for the Metro Rail central maintenance and storage yard. RTD will purchase 47 acres of Santa Fe Railway property located along the west side of the Los Angeles River between First and Seventh Sts. Here the central control center of the system will be housed, along with train storage and maintenance facilities and a power plant to operate the high-speed trains.

MILESTONE UPDATE

- The RTD Board of Directors recently adopted Milestone 6 (*Development and Land Use*), which contains policies that will guide development and land use around Metro Rail stations.
- The Board received public input at a recent hearing on Milestone 8 (*System & Subsystems*), which establishes the operating hours for the Metro Rail system, the fare collection methods and the operating equipment for the rail line.
- The public is currently reviewing Milestone 9 (*Supporting Services Plan*, see p. 5), which discusses ridership projections and how patrons will access Metro Rail stations. The public is also reviewing Milestone 10 (*Fixed Facilities*, see adjacent article), which reveals designs of stations and other system facilities.

What's ahead?



MARCH

- 9 □ 10:00 AM, public hearing on Milestone 9 at RTD headquarters.
- 21-24 □ Station design public meetings. Call (213) 972-6456 for details.

APRIL

- 11-19 □ Milestone 11 (Cost Estimate) public meetings.

MAY

- 2-19 □ Milestone 12 (Final System Definition) public meetings.
- 5-8 □ RTD will present an exciting Metro Rail exhibit at Future World Expo at Los Angeles Convention Center. Open to public.

Public Views Come

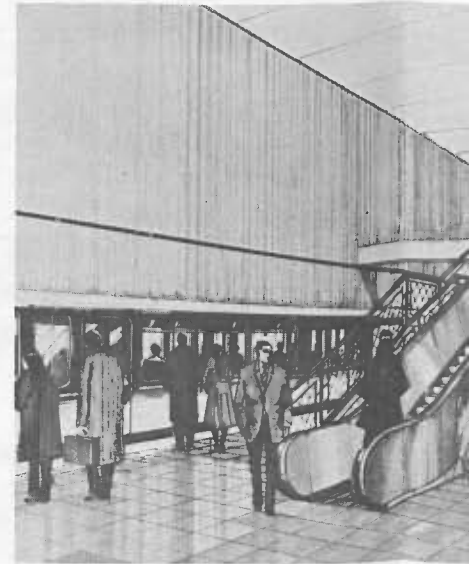
Station, Facility De

The moment everyone has been waiting for has finally arrived. RTD unveiled the preliminary designs and color sketches of Metro Rail stations at a recent series of public meetings in communities along the subway alignment.

If you missed the first round of meetings in late February, you will have another opportunity to view and discuss the designs of the system facilities at the next round, scheduled for the week of March 21. (Contact the RTD Community Relations Department (213) 972-6456 for the meeting location nearest you.)

These presentations constitute a historic milestone in the Preliminary Engineering phase of the Metro Rail Project. The decisions made concerning this milestone will provide the necessary data to determine a firm cost estimate for the total Metro Rail system.

"We have reached the most critical and exciting point of the project," says General Manager John A. Dyer. "For nearly a year, the RTD has solicited public input on design and policy decisions



Typical station design highlights center

Funding

(Continued from Page 2)

Miami, Atlanta, Baltimore, Buffalo and Portland. In addition, they received some \$400 million in federal subsidies to support their "new rail start" systems with buses. Within that same period, the RTD received only \$322 million—or 1/25th—of the funds committed to the other cities. Thus, on the basis of equity alone, the Los Angeles region, with a population of 9.5 million (equal to all these cities combined), should receive favorable consideration for funding of its rapid transit system.

Let's restate the equation now: **Need + Public Support + Available Funds = Project Approval.** As Metro Rail advances to the point of application for federal project approval (that is, construction funding), the Los Angeles community must immediately ensure that all elements of the equation are satisfied:

- ✓ The need for the project has been clearly established.
- ✓ Public support is mounting daily.
- ✓ The resources are available, and the attention of both Congress and UMTA is focused on Metro Rail. In fact, several members of the Los Angeles congressional delegation have ranked transit among their top priorities.

Never have the timing and the political climate been so ripe for Los Angeles to get its "fair share" of the new, long-term construction commitments which will be made this year.

As a local transportation task force official aptly stated, "Los Angeles can no longer afford to be a donor city. If we don't insist on our fair share, someone else will!"

ome to Life

Designs Unveiled



center boarding platform.

guiding Metro Rail's development. Now it's our turn to show how community views and opinions blend with transit needs."

Aside from specific station drawings (depicting station entrances, exits and parking provisions), RTD will also unveil designs of the following major system elements:

- **Central Yard and Maintenance Facility.** This includes descriptions/drawings of the main yard for train maintenance and storage.

- **Miscellaneous Structures.** This includes descriptions/drawings of additional facilities necessary to operate the trains. Among these are (1) the system's central control headquarters, (2) small power

plants where electricity will be converted to run the trains, and (3) facilities for vent shafts to provide adequate air circulation.

Also at the meetings, RTD engineers and architects will detail station and line construction techniques and the construction timetables.



For Your Information—RTD Community Relations Representative Cheryl Browne shares project literature with Chamber officials (l-r) R. Van Nostrand, Maury Sulkin, President Joel Friedman, and Bill Welsh, Hollywood Chamber President. — Photo by Dennis Dobson

Wilshire Chamber Hosts Open House

The Wilshire Chamber of Commerce recently sponsored an open house for the Metro Rail Project at the Hyatt Wilshire Conference Center. The setting was most appropriate, in that the center is located at a proposed station site—at the intersection of Wilshire Boulevard and Normandie Avenue.

Residents and Wilshire Corridor business people alike toured the numerous exhibits and displays, which illustrated the func-

PROJECT
SPOTLIGHT

Program Control

Monitoring the expenditure of more than \$91 million is one of the major responsibilities of the Program Control section of the Metro Rail Project. Without question, this unit constitutes the vital link in the management chain that keeps Metro Rail on track—that is, on schedule and within budget.

According to Program Control Manager Jeff Christiansen, effective schedule and budget monitoring requires close coordination of tasks among the three Metro Rail technical divisions—Ways & Structures, Station Design and Subsystems.

"This coordination effort involves the entire project team in developing the project plan and determining how the plan should be managed," says Christiansen. "By each division manager providing input as to how the design and engineering tasks should be implemented, this ensures the right hand knowing what the left one is doing. Program Control, then, is the catalyst for this kind of interchange.

With the help of computers, Program Control staff tracks the progress of the design and engineering work. A simple printout indicates for any desired time period what percentage of work on a specific design task is complete, and how much it cost to complete it. Program Control also pinpoints problem areas in project management—whether a task is behind schedule or faces a possible cost overrun. In these cases, the responsible division is immediately notified and the project team collaborates on how best to resolve the problems.

"Overall, the Metro Rail Project is on schedule and financially healthy," says Christiansen. "We are nearing the end of the current preliminary engineering and design work program, and the *Draft Environmental Impact Statement/Report* is near completion.

"These are very significant accomplishments," he adds, "because RTD is committed to constructing Metro Rail on schedule and within budget. To date, we have been able to honor that commitment."

tions of the project's design elements (i.e., tunnels/tracks, stations, and the operating equipment, including vehicles). Visitors also spoke with the engineers and architects designing the system.

"I had no idea that the project had advanced so far," said one businessman. "I'm convinced there's actually going to be a subway . . . after all these years of promises."

Clearly one of the most active supporters of the subway project, the Wilshire Chamber has launched an intensive campaign to promote Metro Rail along Wilshire, the most densely populated and employed corridor in the western United States.

"Our purpose for sponsoring these kinds of activities is to get Wilshire people excited and informed about Metro Rail," said Chamber spokesman Maury Sulkin. "Metro Rail is coming, and the people of this area have everything to gain!"



Jeff Christiansen



A 'HOLE' LOT of PROGRESS

There's nothing like a first-hand look at the soil conditions where the Metro Rail tunnels will be bored. And that's exactly what happened recently when RTD engineers and geotechnical consultants arrived at the Pershing Square station site downtown with a massive rig. After drilling 80 feet below the surface, steel casings were inserted, providing a "tube" for soil specialists to be lowered for observation work. Soil and rock samples are being analyzed to determine the best tunneling techniques for that portion of the alignment. Similar core drillings were conducted at key points along the Metro Rail route. —Photography by Dennis Dobson.



METRO RAIL RIDERSHIP PROJECTIONS ANNOUNCED

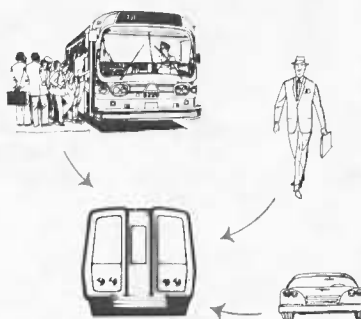
Design-year estimates exceed 300,000 weekday passengers

Some 368,000 persons are expected to board Metro Rail trains each weekday in the year 2000, ranking the starter line's ridership above that of most new transit systems currently operating across the nation. This latest ridership projection was recently announced at Milestone 9 public meetings last month.

"This design-year projection is very significant," notes RTD General Manager John A. Dyer. "Such a volume highly justifies the type and size system we are designing to effectively serve the transit needs of the Los Angeles region."

By using various forecasting models, RTD planners can project how many Metro Rail riders will access stations by bus, auto and by foot.

"About 140 of our bus lines—half of today's RTD service—will feed passengers into Metro Rail stations," explains Gary Spivak, Director of Planning. "Recent computer simulations indicate that approximately 63% of Metro Rail patrons will arrive at the 16 stations by bus; 4% will park at stations and ride the trains; 26% will walk to stations; and 7% will be dropped off at stations by auto.



Access Modes

"The ridership estimates and the station access information are essential factors in developing the best bus support plan for Metro Rail. The data also will provide guidance for station design, since passenger volumes affect the size of the stations."

Other issues addressed in this Milestone 9 *Supporting Services Plan* include the impact of future rail extensions on the 18-mile Metro Rail starter line, and how Metro Rail could be opened for service in phases. The RTD Board of Directors will hear further citizen input on these milestone issues at a public hearing set for 10 AM, March 9 at District headquarters.



SIGNS OF PROGRESS

What's red, white, blue, and popping up all over the city? They are signs of progress, vividly reminding us that Metro Rail is coming to Los Angeles. The signs are being posted at 16 major intersections where Metro Rail stations are proposed for construction. To date, signs have been erected at Fourth/Hill Sts. (pictured at left), Wilshire Blvd./Alvarado St., Wilshire Blvd./Normandie Ave., Wilshire/Irolo St., Beverly Blvd./Fairfax Ave., and Santa Monica Blvd./Fairfax. Others will be posted before the end of the Preliminary Engineering phase of the project.

METRO RAIL NEWS

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CLARENCE BROWN
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