



Metro

Daily Brief

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CEO Roger Snoble

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Clerical Error Cited in Reduced Budget Request for Eastside Project

As reported in Monday's Daily Brief, the President's FY 2009 budget recommended New Starts funding for the Metro Gold Line Eastside Extension that fell a bit short of expectations. The budget request was \$74.6 million, or \$5.4 million less than the \$80 million called for in the Full Funding Grant Agreement (FFGA). I, along with our federal advocacy team, have been in communication with senior officials at the Federal Transit Administration (FTA). We were informed that the \$74.6 million request was inaccurate and that it was simply a clerical error. FTA officials have pledged to take any necessary steps to correct this inadvertent error and emphasized that the shortfall was not intentional.

To begin the corrective process, FTA intends to send a letter to the Office of Management and Budget (OMB) to highlight the clerical error and request additional budget authority to bring the Eastside funding request to \$80 million. Additional communications are planned between FTA and congressional appropriators. In addition, we will be coordinating closely with Representative Lucille Roybal-Allard, who serves on the Appropriations Committee, and Senators Feinstein and Boxer, to ensure they are fully aware of the situation and actively engaged in this effort throughout the FY 2009 appropriations cycle. We will keep you informed of any new developments.

Community Meetings on Crenshaw-Prairie Transit Corridor Study

Media Relations distributed a [news release](#) this morning noting that we will soon be conducting several meetings to update the public on our Crenshaw-Prairie Transit Corridor Study. The release notes that the study evaluates alternatives to improve mobility in the Crenshaw/Prairie Transit Corridor which extends

approximately 10 miles north to south from Wilshire Boulevard in the north, south to El Segundo Boulevard, between Arlington Avenue on the east and Sepulveda Boulevard and La Tijera Boulevard/La Brea Avenue on the west. The study area includes the cities of Los Angeles, Inglewood, Hawthorne, El Segundo and portions of unincorporated Los Angeles County.

In October 2007, we held three public scoping meetings to obtain community input on the scope of the alternatives to be studied and to help guide the development of alternatives to address the need for regional transit accessibility. Based on feedback from these meetings, as well as more detailed technical analysis, some potential routes or alignments have been eliminated from further consideration and others have been added.

We have reviewed all public comments and, based on this feedback, have developed a number of alternatives for further analysis including various modes and alignments. These upcoming meetings will update the public about the results of the scoping process and next steps in the study's progress. A project update presentation is scheduled for the beginning of each session, followed by a question and answer session for the remainder.

The following public meetings to review the study update are scheduled as follows:

Wednesday, February 20, 2008

6:30 p.m. to 8:00 p.m.

Darby Park

3400 W. Arbor Vitae St.

Inglewood

Served by Metro Bus line 210

Thursday, February 21, 2008

6:30 p.m. to 8:00 p.m.

US Bank Community Room

5760 Crenshaw Blvd.

Los Angeles

Served by Metro Bus lines 40, 108/358, 210, 710, 740

Saturday, February 23, 2008

10:00 a.m. to 11:30 a.m.

Nate Holden Performing Arts Center

4718 W. Washington Blvd.

Los Angeles

Served by Metro Bus line 35

Media Inquiries about BRU's Criticism of Service Modification Proposals

Today, the Bus Riders Union (BRU) held a news conference regarding the upcoming public hearings on our proposed service modifications that, if approved, would be implemented in June. The BRU called upon the Board to stop any service changes. Media Relations received calls from City News Service, Hoy Newspaper, Telemundo and the Chinese Daily News regarding the issue and provided background information in terms of the proposed service change as well as the implementation of six new Metro Rapid Bus Lines. Stories are expected to run tomorrow.

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