

## EIS Hearings Set July 18-21

Eight public hearings on the federal draft *Environmental Impact Statement/Report* for the RTD Metro Rail line will be held July 18-21 in the six major communities along the 18-mile subway route.

"This document represents more than a year's engineering work and incorporates the input from thousands of citizens," said General Manager John A. Dyer. "I encourage the public to take the time to review the report and voice its views at the upcoming public hearings before the District submits it to the federal government as the basis for a final construction funding decision."

RTD has distributed copies of the 400-page draft EIS/EIR to local public and university libraries and civic and community organizations. A 15-page summary of the document is also available at RTD Customer Service Centers, or by writing RTD, Los Angeles 90001.

After the hearings, a final EIS will then be submitted to the federal Urban Mass Transportation Administration in October as part of the District's request for federal funding. It will incorporate all public comments on the project that will be recorded at the hearings.

The draft document details the justification for the rail project and addresses the various impacts it will have on the Southern California region, including air quality, noise, land use, historical and cultural resources, development, and the overall economy.

The document is called a "second-tier" EIS/EIR, because it follows the RTD's initial environmental analysis of the rail project, completed in May, 1980. Renderings of proposed Metro Rail stations are included in the report, as are site plans for the station locations and related system facilities.

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### Unprecedented Endorsement

## House OK's Metro Rail '84 Construction Funding

**T**he most tangible federal endorsement ever of rail rapid transit in the Los Angeles area came last month when the House of Representatives approved \$127.5 million for Metro Rail construction in the next fiscal year, beginning October 1.

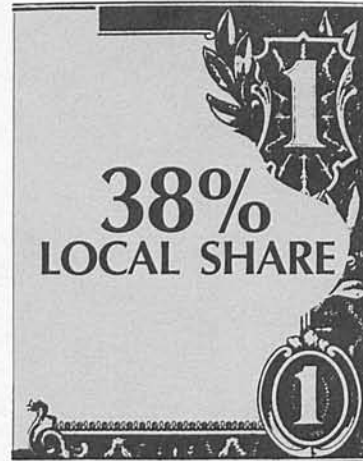
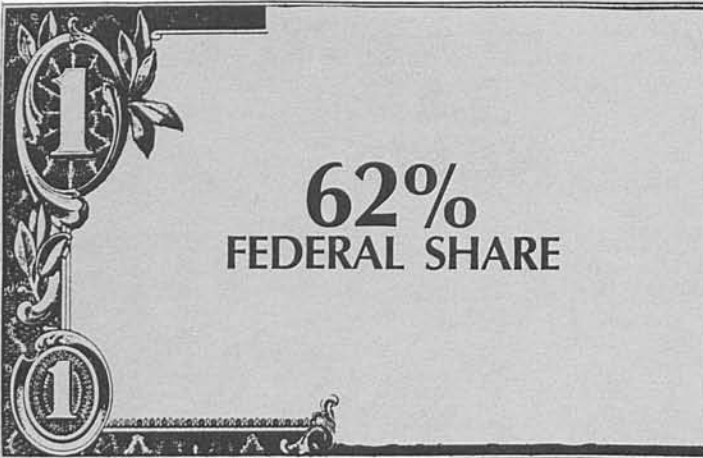
Although the appropriation is less than the \$205 million originally sought for FY '84, the local congressional delegation on Capitol Hill and local supporters at home are very optimistic that the line will be built.

"The \$127.5-million allocation is significant," notes RTD General Manager John A. Dyer, "because when you combine it with the money the government has already put into the project, there's no way they are going to back away from it now. Since 1980, we've been committed \$90 million in engineering and design funds from federal and local sources, but this recent House action marks the first time that federal funds have been recommended for actual transit construction."

"We are going to build that system," maintains Rep. Edward R. Roybal (D-Los Angeles), who helped lead the fight for the funds. Rep. Julian C. Dixon (D-Inglewood) noted that the amount is "enough money to get us started."

Though the funding prospects are at an all-time high, Metro Rail still has several congressional committees and bureaucratic hurdles to clear before it ultimately reaches President Reagan's desk for executive approval (see process diagram on page 3). The funding measure already has cleared the House Appropriations Subcommittee on Transportation, which initially earmarked \$110 million for Metro Rail and then increased the allocation to \$127.5 million two weeks later when Houston voters turned down a bond issue for their project, which had competed with Los Angeles for federal funds. On June 16, the full Appropriations Committee approved

(Continued on Page 2)



RTD is seeking 62% of the necessary construction funding from the federal government. The remaining 38% "local share" is a combination of state gasoline taxes, county sales taxes and private sector commitments. The ceiling for federal construction funds is 75%, according to the *Surface Transportation Assistance Act of 1982*.

## '84 Construction Dollars

(Continued from Page 1)

### CONSTRUCTION IMPLEMENTATION SCHEDULE

#### PHASE I (1983-1988)

Final design/construction of yards and shops, stations/tunnels, and systemwide elements from Union Station to Wilshire/Vermont.

#### PHASE II (1984-1989)

Final design/construction of stations/tunnels and systemwide elements from Wilshire/Vermont to Fairfax/Beverly.

#### PHASE III (1984-1989)

Final design/construction of stations/tunnels and systemwide elements from Fairfax/Beverly to Hollywood Freeway.

#### PHASE IV (1985-1990)

Final design/construction of stations/tunnels and systemwide elements from Hollywood Freeway to North Hollywood.

#### Metro Rail Alignment

the subcommittee's recommendation.

To expedite construction and thus prevent costly delays, RTD originally requested \$205 million to begin building the first phase of the \$3.1-billion system next summer. That would have included construction of the central maintenance yard, the tunnels and stations from Union Station to Wilshire Blvd. and Vermont Ave.

"Although the current \$127.5-million appropriation is substantially less than our original request, it nevertheless is a clear and unprecedented sign that the project is moving quickly toward fruition," Dyer explained. "It is the first step

toward a full funding commitment."

RTD Board President Mike Lewis, who has led the Los Angeles delegation to Washington in the past two months, testifying before the congressional subcommittees, shared Dyer's assessment. Moreover, he anticipates an even warmer reception from the Senate appropriations committees this month, in that the Senate may want to increase the "new starts" budget allocation for next year.

"Such an action would heighten Metro Rail's chances of receiving more construction dollars for next year," Lewis noted. "It is critical that we obtain the full 62% federal, 38% local share dollars to maintain our schedule to have Metro Rail in full operation by 1990."

With \$127.5 million, RTD could begin construction of the central maintenance facility, the Union Station stop and subway tunnels as far out as Flower Street.

## NEWS BRIEFS

### Los Angeles Times Endorses Metro Rail

In a June 16 editorial, the *Los Angeles Times* underscored the need for Metro Rail as the backbone of the countywide transit network and further called for Congress to support the project with a construction funding commitment.

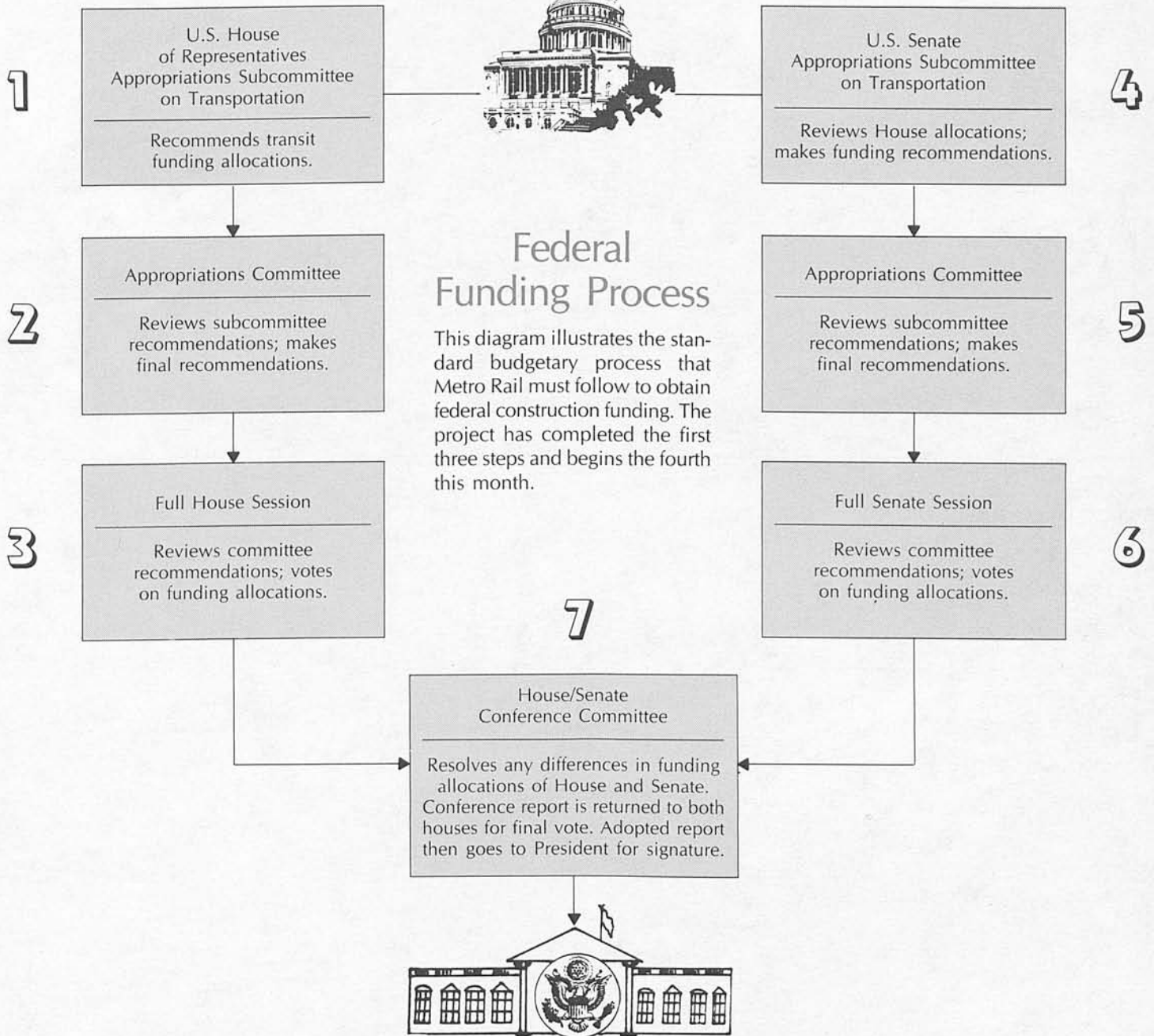
In the editorial, "Going for It," the *Times* noted that the "facts overwhelmingly support the case for a subway through an area that already absorbs more commuters every day than the entire San Francisco BART system . . . Furthermore, any argument against Metro Rail must misrepresent the facts. For many years federal transit officials insisted that a subway would make no sense in an area that from Washington looked to be spread all over the landscape. They now agree that **no transportation corridor in the United States meets the density requirements for a subway better than the Wilshire corridor.**

"The track has never been clearer," the *Times* noted. "**The project has solid community backing** . . . The need is clear. The support is clear. If Congress listens to the majority of Californians, the track will be clear as well!"

### UMTA Confirms Ridership Estimates

During a recent visit to Los Angeles, Urban Mass Transportation Administrator Arthur E. Teele, Jr., confirmed RTD's initial-year ridership projection for Metro Rail at 275,000 to 280,000 passengers a day. RTD's analysis further projects Metro Rail's ridership to increase to 365,500 by the year 2000.





## EIS hearings

(Continued from Page 1)

"The EIS hearings conclude the 2½-year preliminary engineering phase of the project," Dyer noted. "Approximately 8,500 persons have worked closely with the RTD since March 1982 in developing the route and station plans as presented in the EIS. They have demonstrated their full support to us, and now they and the public-at-large have the opportunity to affirm that support to the federal government by testifying at these UMTA hearings."

## PUBLIC HEARING SCHEDULE

(Those unable to attend these hearings should submit written testimony to: **Charles H. Graves, Director, Office of Planning Assistance, UMTA, Washington, D.C., 20590, before July 25, 1983.**)

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

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

**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

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

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

**For information on where to obtain or review a copy of the EIS/R, call (213) 972-6456.**

## RTD Mourns Death of Thomas G. Neusom

The RTD Board and staff are grieved and saddened by the death of Atty. Thomas G. Neusom, dean of the District's Board of Directors.

"Tom Neusom made an enormous contribution to public transportation in Los Angeles," said RTD President Mike Lewis. "He was a moving force in making the El Monte Busway a reality and in the establishment of the Operation Teamwork program and the 25-cent base fare in the early '70s. These and other contributions have helped propel RTD ridership to new highs and set the stage for the District to become the largest and finest all-bus system in the nation."

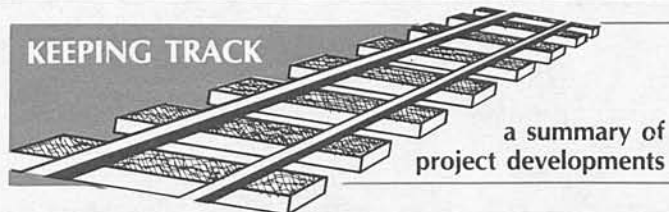
During his tenure as Board president, a post he ably filled three times, Neusom carried the banner for the Metro Rail project, and his leadership and guidance will be missed as the project moves closer to construction.

Neusom, 62, served as a member of the RTD Board since 1969, when he was appointed by Supervisor Kenneth Hahn. He was active in many professional, civic and philanthropic activities.



Thomas G. Neusom  
1921-1983

### KEEPING TRACK



### FIRMS SELECTED

□ The RTD Board of Directors has selected four architectural/engineering firms to prepare final tunnel and station design work for the 4.2-mile section of the Metro Rail alignment running from Union Station to the Wilshire/Vermont station. **Gannett Fleming/Dworsky**, a Los Angeles-based joint venture firm, will design the Seventh/Flower station. **C. Kober Associates/C.E. Maguire**, will design the Wilshire/Vermont station. **Delon Hampton Associates** of Rockville, Md., will design the Civic Center and Fifth/Hill stations and the engineering of the tunnel segments between Union Station and the Seventh/Flower station. **Sverdrup/Parcel Associates** of San Francisco will design the tunnel segment between the Seventh/Flower and Wilshire/Vermont stations, and will design the Wilshire/Alvarado station.

### MILESTONE UPDATE

□ **Milestone 8, Systems and Subsystems**, has been adopted by the RTD Board of Directors. With its action, the Board has made policy decisions guiding the type of operating equipment to be used in the Metro Rail subway system. Examples of this include equipment for automatic train control, communications, traction power, passenger car specifications and fare collection. The system's operating requirements were also outlined in this milestone.

□ **Milestone 9, Supporting Services Plan**, has been adopted. Included in this milestone are plans for modifying bus routes to accommodate Metro Rail stations, ridership projections for the first year of system operation and the year 2000, and recommendations regarding station access policies. The Hollywood Bowl station was given preliminary approval as a part of this milestone. A final decision on its adoption is due this month.

□ **Milestone 10, Fixed Facilities Plan**, has been adopted. This plan identifies the precise locations and configurations of all Metro Rail facilities, including station entrance locations, parking accommodations, vent shaft sites and traction power substation locations. **Included in this action was the decision to incorporate the Wilshire/Crenshaw station into the system.** The Board also decided to allow interior furniture designs to be unique at each station rather than having standardized furnishings throughout the system.

□ **Milestone 11, Cost Estimates**, had its public hearing June 11 and awaits final action by the RTD Board. An estimated system cost of \$2.35 billion in current dollars was announced. Projected mid-point construction cost (1987 dollars) is estimated at \$3.1 billion.

□ **Milestone 12, System Plan**, was reviewed by the Board at a public hearing on June 27. Milestone 12 represents a final summarization of all decisions, policies and guidelines made in the preceding 11 milestones. The hearing marked the end of public participation in the milestone decision-making process. Adoption of Milestone 12 will conclude the 15-month milestone program.

PROJECT  
SPOTLIGHT

## Robert Murray

Robert J. Murray has joined the RTD as Assistant General Manager for Transit Systems Development. Murray oversees the design and construction of Metro Rail and bus maintenance facilities, and administers program control, real estate/development, construction management and related functions at the District.

For the past five years, Murray has been project manager for the Mass Transit Administration of Baltimore, Md., where he supervised the completion of the first phase of Baltimore's Metro rail system from preliminary engineering through construction and start up. He also had management responsibility for the design and construction of bus maintenance facilities.

Murray is a registered civil engineer and prior to his career in the transit industry, he worked 14 years for General Electric Co. in Maryland and Pennsylvania, where he managed operation, construction and modifications of various facilities.



Robert J. Murray





**ON BOARD** — At joint press conference, RTD Board member Marvin Hohen (left) joins members of newly formed "West Los Angeles for Metro Rail" committee (from left) Fleur Levine, President of Holmby-Westwood Property Owners Assn.; Sheldon Andelson, Chairman of Bank of Los Angeles; Dori Pye, President of West Los Angeles Regional Chamber of Commerce; and Beverly Hills Councilman Ben Stansberry.

## Public, 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."

McCarthy and Waxman are part of the statewide bipartisan coalition of elected officials who have mounted an aggressive and effective campaign to se-

cure adequate federal funding for Metro Rail. Key members of the Los Angeles team include U.S. Senators Alan Cranston and Pete Wilson, Gov. George Deukmejian, and virtually every member of the local state and 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 members of Congress, 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 "the only way they will hear the message in Washington is if we shout loud and clear enough that they can't ignore the justice of our position or the strength of our determination."

### BILL WELSH

Hollywood Chamber of Commerce

*"Metro Rail is critical to the revitalization of Hollywood. It will help stimulate the local economy, promote development and facilitate tourism in the entertainment capital of the world."*



### FRANCES LEVENSON

Community Activist

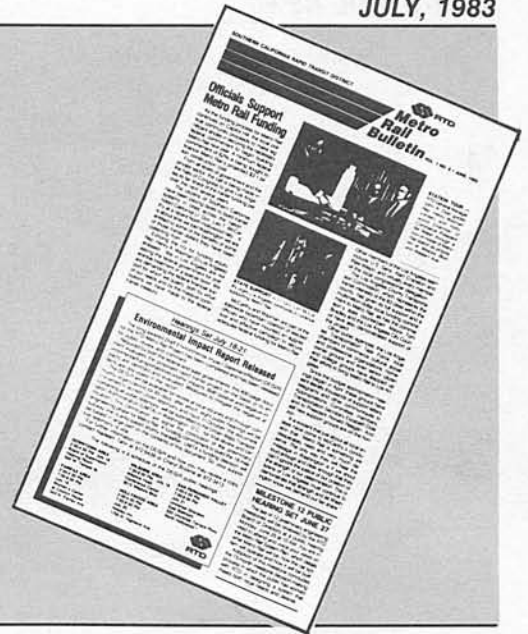
*"Metro Rail seems to be the fulfillment of the Los Angeles dream for rapid transit. And it looks like I'll be able to ride the subway in my lifetime."*





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on track!

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**METRO RAIL NEWS**

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



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**CLARENCE BROWN**  
Editor

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