

Metro Rail Scores High Marks In State Report

California Transportation Commission (CTC) staff has recommended that the RTD Metro Rail Project be given high legislative priority. That important recommendation, announced at a news conference in Sacramento recently, was based on a private study that maintains:

- **Metro Rail will serve one of the state's most densely populated and employed transit corridors.**
- **Metro Rail is among the state's most cost-effective rail transit projects.**
- **Metro Rail will carry more passengers than any rail transit line in the state.**
- **The priority transit corridors for immediate transit development are primarily located in Los Angeles County.**
- **Metro Rail will substantially reduce auto travel and improve air quality in the Los Angeles area.**

These and other conclusions are contained in a comprehensive report examining priority transit projects around the state. Researched and written by Wilbur Smith and Associates of San Francisco,



the study was requested by state legislators.

Among other claims, the report notes that "Los Angeles is the largest urban area in the USA without an urban rapid transit system. The Wilshire Corridor has been the top priority guideway corridor in this area and in the entire state for many years."

Most recent analyses show that public transportation ridership in greater Los Angeles continues to increase at a phenomenal rate—a record 1.5 million daily bus boardings in the RTD service area. In the Wilshire Corridor alone, buses are running at capacity with near-

ly 200,000 daily boardings. That constitutes a higher ridership than that of most rail transit lines in the entire country.

In October, the CTC will review staff's recommendations, adopt its own priority list and present it to the state Legislature as a basis for future state funding decisions.

Importantly, the study's findings confirm all previous corridor analyses conducted by RTD over the past decade. As one state transit official noted, "This latest report is significant for Metro Rail, in that it was based on an independent study. The data obtained affirm the information provided by supporters of the rail project."

The CTC's action will be even more significant, noted RTD Board of Directors President Mike Lewis, inasmuch as the District will be seeking a large percentage of its local match construction funding from the state.

"That's why a high ranking on the commission's priority list is essential to Metro Rail's total financing package," said Lewis.

On the federal level, \$117.2 million have been approved by President Reagan and Congress to begin constructing the 18-mile downtown-to-North Hollywood subway line next summer. Combining this appropriation with state and county matching funds, a total of \$232.2 million should be available for the first year's construction.

SORT Meetings Keep Public on Track

RTD launched its first series of **SORT** meetings this month in the five major communities along the 18-mile Metro Rail alignment. **SORT** stands for **Stay On the Right Track**. The purpose of the **SORT** meetings is to keep the public abreast of the latest developments and the important decisions that must be made as the project advances toward final design and construction.

"The public has found **SORT** to be indeed the best way to stay on the right track with Metro Rail," says RTD Community Relations Manager Lou Collier. "Participants not only receive first-hand information on the critical issues, but the meetings give them a direct forum to voice their views. And as the public well knows from the experience of the previous engineering phase, their input significantly impacts the major decisions that still must be made as we gear up for the construction phase."

The second round of **SORT** meetings will be convened in mid-October. The public is encouraged to come aboard and become part of history in the making. For meeting information, call (213) 972-6456.



A summary of developments and progress of RTD programs and services.

DOWNTOWN SECTOR

CLARENCE BROWN

Sector Representative (213) 972-6517

□ The private sector is making steady gains in securing support within its ranks for important state legislation that will provide the mechanism for generating local capital dollars for Metro Rail's construction. Senate Bill 1238 would authorize RTD to establish "benefit assessment districts" around Metro Rail stations. Property owners whose land would escalate in value because of direct benefits derived from the transit stations' locations would be assessed a user fee. Money generated from this fee would back revenue bonds covering Metro Rail's construction period. That, combined with local sales tax funds and state and federal grants, would sufficiently finance the project's construction.

□ The RTD Board of Directors has renewed contracts with the City of Los Angeles and the Los Angeles Community Redevelopment Agency (CRA) to continue downtown and Westwood shuttle bus service through June 30, 1984. The current level of service will be maintained on Line 202 downtown and Line 205 in Westwood.

WILSHIRE SECTOR

CHERYL BROWNE

Sector Representative (213) 972-3413

□ Wilshire-area business leaders recently met with RTD President Mike Lewis to discuss the status of the Metro Rail Project and to probe ways the private sector can participate in the financing strategy for the project's construction. Attending the informal luncheon were George Allen of the Wilshire Chamber of Commerce, Bert Szathmary of Bekins, R. Van Nostrand of Foster & Kleiser, and Rex Link of Valometer.

FAIRFAX WEST HOLLYWOOD SECTOR

JEFF ALPERT

Sector Representative (213) 972-3520

□ The Miracle Mile Residential Association, an umbrella organization representing the interests of several hundred local homeowner and block associations, has indicated its preference for the proposed Miracle Mile Metro Rail station to be located at or near the intersection of Wilshire Blvd. and Fairfax Ave.

This preference is in lieu of the Wilshire/Spaulding location, which is one of several site alternatives RTD has been evaluating for the Miracle Mile station and bus turnaround facility. As stated at the July environmental impact hearings, the Association has reaffirmed its support of the project and has indicated its reasons for wanting the station moved toward the Fairfax intersection (e.g., environmental and traffic impacts, preservation of cultural resources). RTD staff is currently considering the Association's proposal.

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News Briefs

Metro Rail Champions Honored

Members of the Los Angeles congressional delegation were honored August 29 by the Los Angeles County Transportation Commission (LACTC) for their successful efforts in securing \$117.2 million in federal funds to begin construction of the RTD Metro Rail subway.

The delegation members or their designated representatives received plaques of appreciation, including U.S. Senators Alan Cranston (D) and Pete Wilson (R), and Representatives Glenn Anderson (D-Long Beach), Julian Dixon (D-Culver City), Carlos Moorhead (R-Glendale), Howard Berman (D-Sherman Oaks), David Dreier (R-LaVerne), Mel Levine (D-Santa Monica), Edward Roybal (D-Los Angeles) and Henry Waxman (D-Hollywood). These legislators form the nucleus of the newly created bipartisan Metro Rail Congressional Task Force, co-chaired by Anderson and Moorhead.

"This is a day of celebration of bipartisan unity on the most important transportation project in the nation," beamed Dixon at a pre-luncheon press conference. "Funding approval for Metro Rail would not have been possible without the support of both parties. This demonstrates Congress' vivid awareness of the transit needs of Los Angeles and its endorsement of Metro Rail as the right start toward a solution to our mounting transportation problems."

"Any time you get a 2-to-1 approval of anything in the House, the project must be worthwhile," added Anderson, who chairs the influential House Subcommittee on Surface Transportation.

HOLLYWOOD SECTOR

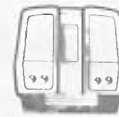
WILBUR MILLER

Sector Representative (213) 972-3524

□ Several homeowner associations and the Hollywood arts/professional/business community have indicated their support of SB 1238 to the decision makers in Sacramento (see bill's summary in Downtown Sector). In the form of letters, telegrams and phone calls, this influential coalition affirmed its support of the Metro Rail Project and asked the Legislature's blessing on the bill, which would provide the mechanism to generate local capital dollars for Metro Rail's construction.

□ Informative and provocative displays entitled "Metro Rail Is Coming to Hollywood" are now on public exhibit at Security Pacific National Bank, 6385 Hollywood Blvd. at Cahuenga Blvd., and at Bob Smith Volkswagen, 1750 Cahuenga Blvd., just north of Hollywood Blvd. These displays graphically depict what Metro Rail facilities could look like in Hollywood. Brochures describing the rail project are also available at each display. So the next time you're in the area, stop by and see Hollywood's newest star . . . Metro Rail!

happening?



For further information, contact the RTD representative listed under the appropriate community sector.



SAN FERNANDO VALLEY

MANNY HERNANDEZ

Sector Representative (213) 972-6637

□ STUDIO CITY—RTD General Manager John A. Dyer recently debated Rep. Bobbi Fiedler (R-Chatsworth) on the need for the Metro Rail subway as the 18-mile starter line of Los Angeles County's ultimate rail transit network. Before a capacity crowd of members of the United Chambers of Commerce at Sportsman's Lodge, Dyer reaffirmed the justification for the project with hard-hitting data and results from independent analyses. These facts and conclusions have been substantiated by the U.S. Census Bureau, the U.S. Department of Transportation and major planning and transportation agencies on the national and local level. Dyer noted that President Reagan and the Congress are also convinced that Metro Rail is the best start toward a solution to Los Angeles' transportation woes, and that it is the most justified new rail project in the nation. Their assessments have been backed by a \$117.2-million federal appropriation to begin building the subway next summer.



John A. Dyer

□ FOR THE RECORD. Rep. Fiedler alleged that the County Grand Jury was launching an "investigation" on the Metro Rail Project. According to Grand Jury Foreman Bernard Ramos, there is no investigation. "It is a \$3-billion project," says Ramos, "and we want to know more about it." The Jury's action is part of a normal review of local government projects. RTD is arranging a briefing as well as a tour of Metro Rail alignment.



A GOOD SIGN—The latest of more than a dozen Metro Rail signs has been erected at the corner of Sunset Blvd. and La Brea Ave., where a subway station has been proposed to serve part of Hollywood. Identical signs have been posted at 11 other intersections where Metro Rail stations are planned. These are simply visual reminders that Metro Rail is Coming to Los Angeles.

LACTC Chairwoman and City Council President Pat Russell noted that the support of such legislators as Anderson, Moorhead, Levine, Dreier and Berman in particular shows the extent of countywide support of Metro Rail "inasmuch as the first 18 miles of this ultimate transit network will not directly serve their congressional districts. But they know that the future extensions will. They are to be commended for their vision."

SAN GABRIEL VALLEY

WANDA FLAGG

Sector Representative (213) 972-3473

□ ALHAMBRA—Shoppers soon will find an added bonus when they make their purchases at selected stores. Thanks to the city's new Shop-By-Bus Token Program, shoppers making a \$10 minimum purchase at participating stores will receive a free gold-colored token worth 50¢ for a free ride on any local RTD service bus. The token is also good toward payment of a portion of an express bus fare. The program is being financed by the city's Proposition A sales tax funds with the hope of stimulating retail activity while helping patrons save on auto expenses.

□ POMONA—The Management Committee for the Pomona Valley Transportation Study has selected a plan to improve bus service in the Pomona Valley. After evaluating four RTD service proposals, the committee has decided to cancel four lines, reroute three and create two additional lines. One of the new lines will be an experimental, demand response/dial-a-ride service in an effort to identify peak demand periods.

SOUTH CENTRAL SECTOR

OTTIS HENDRICKS

Sector Representative (213) 972-6099

□ RTD was recently recognized for its participation in the Los Angeles Urban League's youth job training seminars. At the League's Sixth Annual Youth Services Awards Banquet, RTD was cited for its 2-year involvement in assisting some 200 youths prepare themselves for the job market. This entailed instruction in resume preparation, interviewing techniques and considering career alternatives.



□ Nearly 100 members of the People Coordinated Services Senior Citizen Multipurpose Center in the Crenshaw District sent letters to Sacramento recently, urging the state Legislature's support of SB1238, the benefit assessment bill. The letter-writing campaign was spearheaded by PCS Program Director Marjorie Wilkins and Assistant Director Jewell Fisher.



RTD Line Number Changes Effective Oct. 2

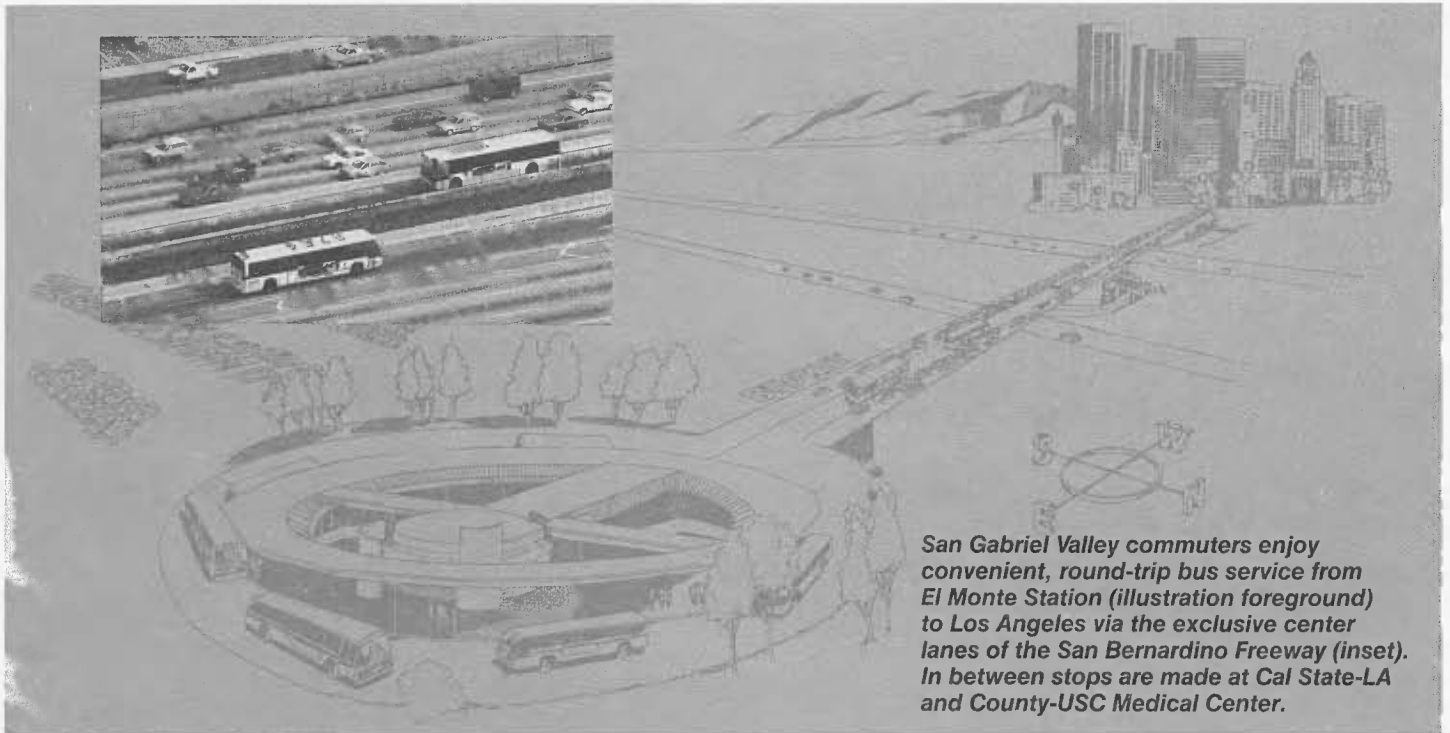
All bus riders should circle Sunday, October 2 on their calendars. This is the day that RTD service changes involving the renumbering of 77 bus lines will go into effect. The lines affected serve patrons of the San Fernando, San Gabriel, Mid-Cities, South Bay and Downtown Los Angeles areas as well as portions of Hollywood, Glendale and Highland Park.

These changes will complete RTD's line renumbering program, which began in 1980. The new numbering system is designed for quick identification of the type of service offered by a specific bus line. The numbering scheme also reflects the network of grid-type bus lines operating throughout Los Angeles County that have been implemented by the District in the past several years.

Timetables and schedules are available at city and county libraries, Thrifty Drug Stores and RTD Customer Service Centers. Or you can write for schedules to: RTD, Los Angeles, 90001.

The following are the RTD line number changes, effective October 2:

OLD NO.	NEW NO.	OLD NO.	NEW NO.	OLD NO.	NEW NO.	OLD NO.	NEW NO.
5	40	176	576	443	276	758	466
24	94	194	694	445	185	760	495
32	65	202	602	446	178	762	495
35	424	205	605	447	280	810	446
39	92/93	308	320	451	291	813	444
44	14/37	309	322	452	192	814	442
47	66/67	311	328	453	293	821	275
75	33	313	333	454	194	822	104
86	96	317	345	499	697	825	271
88	560	320	351	600	603	831	265
93	420	338	378	601	430	844	128
93XU	421	339	379	602	431	849	205
93XO	422	424	170	604	436	861	265
142	254	430	176	605	437	844	128
151	245	431	264	606	438	849	205
156	236	433	267	607	439	861	126
157	234	435	268	721	418	867	215
159	228	438	188	737	445	871	42
160	230	440	187	756	459	872	147
		441	274	757	464		



San Gabriel Valley commuters enjoy convenient, round-trip bus service from El Monte Station (illustration foreground) to Los Angeles via the exclusive center lanes of the San Bernardino Freeway (inset). In between stops are made at Cal State-LA and County-USC Medical Center.

Thousands leave the driving to us!

RTD El Monte Busway Celebrates 10th Anniversary

One of the wonders of the transit world is currently celebrating its 10th anniversary—the RTD El Monte Busway.

The 11-mile busway, which provides preferential lane, high-speed bus service along the San Bernardino Freeway between the San Gabriel Valley and downtown Los Angeles, has surpassed planners' expectations and serves as a working model for future rapid transit advances in Los Angeles County.

RTD bus ridership in this heavily traveled traffic corridor has multiplied five times from 4,000 to more than 20,000 weekday boardings since the busway was officially opened July 14, 1973. Carpools, which share the exclusive lane with express buses, are also experiencing a dramatic increase.

"With commuter bus ridership in the San Gabriel Valley gaining faster than any other sector in RTD's service area, the busway is just beginning to realize its potential," observes RTD Board President Mike Lewis, himself a Valley resident.

"More than a decade ago, critics insisted that commuters wouldn't forsake their cars for high-speed transit. We're proving them wrong everyday."

Incentives

There are numerous incentives to encourage bus and carpool riders to use the El Monte Busway. Busway users save up to 20 minutes daily in travel time, compared to their counterparts bucking

rush hour traffic on the San Bernardino Freeway.

RTD bus riders commuting downtown from the San Gabriel Valley can save more than \$3,000 a year in transportation costs by leaving their cars at home. Indeed, 90% of them have access to a car but prefer taking the bus to work.

About a third of busway users park their cars for free at the 1,400-space parking lot at El Monte Station.

"Everyday when my bus zooms by the backed-up traffic on the San Bernardino Freeway, I think of the times I used to be a frustrated rush-hour victim," says Paul Murphy, a busway commuter from Rowland Heights. "I save time, money, wear and tear on my car and most of all, wear and tear on my nerves."

Convenient Stations

Buses depart as often as every 30 seconds during rush hours from the circular transportation center, which was honored for its highly functional design by the American Institute of Architects and the National Society of American Registered Architects.

In addition to El Monte Station, there are two other key stops along the 11-mile route, serving California State University-Los Angeles and Los Angeles County-USC Medical Center.

All three stations employ innovative architectural solutions to the problem of separating pedestrian and vehicular traf-

fic while providing free flow for buses.

Even those who don't use the busway benefit indirectly:

- Total vehicle miles traveled on the San Bernardino Freeway have been reduced by as much as 150,000 a day, resulting in less traffic congestion.
- Energy consumption has been reduced by 6.5 million gallons of gasoline a year.
- Air pollution in the traffic corridor has been somewhat reduced, due to fewer vehicles on the freeway.

Rail Conversion

Moreover, the busway was designed for easy conversion to a rail transit system. Plans are underway to extend the busway from its present terminus at Mission Road and Elliott Street, one mile to Union Station. There it could connect with RTD's planned Metro Rail subway.

The \$60-million El Monte Busway project was developed and financed by RTD in conjunction with Caltrans, the Federal Highway Administration, federal Urban Mass Transportation Administration, and the Southern Pacific Transportation Company. The cities of El Monte, Los Angeles and San Gabriel also played an important role in the planning process.

RTD has published a new brochure detailing the success of the El Monte Busway. For a free copy, write RTD, Los Angeles 90001.

MID-CITIES SECTOR

MARY LOU ECHTERNACH

Sector Representative (213) 972-6640

□ RTD recently extended its lines 108 (Slauson Ave.) and 110 (Gage/Centinel Ave./Fox Hills Mall) to replace Line 826 (Huntington Park/Downey). The changes will offer more direct service between the West and South Central Los Angeles areas and the Mid-Cities, precluding RTD's Line 826 service, which has been discontinued.

RTD Line 108 buses run between Huntington Park and Marina del Rey. The line will be extended from its current eastern terminal at Gage Ave. and Pacific Blvd., eastward on Gage Ave., north on Miles Ave., and east on Slauson Ave. to Telegraph Road in Commerce, providing service to the Mid-Cities east of Huntington Park. Line 110 service links Culver City and Huntington Park, with rush-hour extensions beyond

SOUTH BAY SECTOR

SANDRA LEARMAN

Sector Representative (213) 972-6654

□ The BEEP can still be heard in the South Bay. Though the Bus Employee Express Program was scheduled for cancellation, the RTD Board has voted to retain three BEEP lines that provide service from the Palos Verdes Peninsula to the El Segundo Employment Center. In response to community desires, RTD Director Gordana Swanson worked closely with Don Torleumke, President of the El Segundo Employers Association, to retain this service in the areas of proven demand.

its western terminal to Jefferson Blvd. and Alla Road. This line will be extended east of Huntington Park via Gage Ave. and Foster Bridge Blvd. to Florence Pl. and Florence Ave. in Bell Gardens.

METRO RAIL BULLETIN

Southern California Rapid Transit District
425 S. Main St.
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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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