



HEADWAY



Southern California Rapid Transit District

Volume 1 Number 12 June 17, 1974

Transit Progress Month

30 days of decisions and milestones

The opening of RTD's Manchester-Broadway Park and Ride lot June 3 marked the formal beginning of what may prove to be the most important month in the history of Los Angeles public transportation.

"A series of events will take place in June which will shape the future of mass transit in the Southland," said Thomas Neusom, RTD president. "Because of the nature of the crucial decisions involved, we have invited the City, County and State to join the RTD board of directors in calling attention to June as 'Transit Progress Month.'"

MRT plan to be adopted

Neusom pointed out the foremost event in the month would be adoption of a rapid transit plan by the RTD board, scheduled for June 21. The plan would be voted on by the community in November.

"Community input will be gathered in two formal public hearings June 6 and June 20," Neusom continued. The June 6 public hearing was held at the auditorium of Occidental Center and the June 20 session will convene at the Convention Center at 9:30 a.m.

Another transit development of prime importance to the area was the June 4 election, which included a vote on Proposition 5 (with accompanying Proposition A on the Los An-

geles County ballot).

"Passage of both measures provides a local voice in determining the spending of gasoline tax revenues," Neusom said, "including the possible utilization of some funds for constructing a rapid transit system."

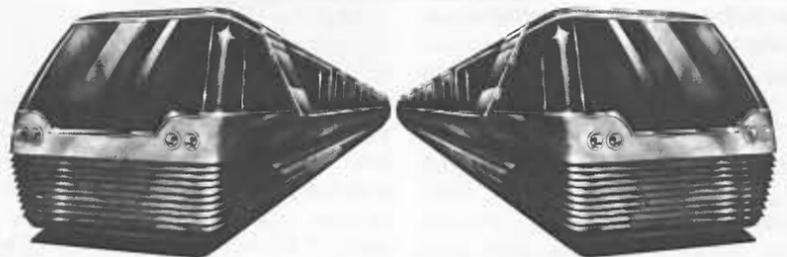
The Los Angeles County Board of Supervisors will reach a decision sometime in June as to the continuation of the 25-cent flat fare program. Under terms of the present subsidy, the experimental three-month program will end June 30.

"We hope the supervisors will continue the subsidy," said Jack Gilstrap, RTD general manager. "The program has been an outstanding success, and indications are that bus ridership is continuing to build — we registered a 48.6 per cent increased passenger count on Memorial Day, 27.1 per cent increase the following day, and 25.3 per cent the next. Overall, since the April 1 start-up date, more than 28 and one-half million passengers have boarded RTD buses, which accounts for 4 million extra riders."

IRT's annual conference

In addition to the important decisions to be reached, a number of other activities will mark Transit Progress Month, including the gathering of key figures in the transit industry from all over the world. These people, some 500, will be in Los Angeles

Where is rapid transit headed?



This November the voters will get a chance to approve a public transportation plan. One that has grown out of the recommendations of a team of consultants after nearly two years of intensive study. A team hired by the RTD (that's us, the people who run the bus system) to find the best ways to improve public transportation in Los Angeles County. It isn't a plan dreamed up in some ivory tower, however. We've already had working sessions with every municipality in the county — all 79 of them — where we've asked local administrators, planners and engineers for their ideas.

We've also sent a preliminary outline of the plan to the U.S. Department of Transportation and have incorporated their views.

And we've appeared at more than 100 meetings throughout the Los Angeles basin where we've heard from you, the public.

Before we decide on the final plan to be submitted as a ballot proposition, there'll be two more public hearings, June 6 and June 20. Here the consultants will review their recommendations with the RTD Board of Directors. Various community leaders will then give their opinions. And you too will have an opportunity to speak, to influence the final plan. If you have opinions, we'd like to hear them. If you have questions, we'll try to answer them.

And so that you'll have a better idea of what will be going on, here's a brief outline of the consultants' recommendations as they stand so far.

High-speed vehicle system. As the most rapid part of the rapid transit system, a high-speed vehicle network would be built along "transit corridors" in Los Angeles County. The vehicles, moving on their own guideways, would top 80 mph and average 55 mph in suburban areas, including stops. They would speed passengers between downtown Long Beach, for example, and

Public Hearings

June 6
Occidental Center Auditorium (Mezzanine)
1149 South Hill Street, Los Angeles
9:30 AM to 9 PM

June 20
Los Angeles Convention Center
1201 South Figueroa, Los Angeles
9:30 AM to 9 PM

downtown Los Angeles in minutes. Building the first group of these high-speed lines would take between seven and nine years.

Bus improvements. More immediate benefits would come from 1,000 new buses added to the RTD fleet during the first three years of the plan. After that, 100 new buses a year would be added until 1981. This would almost double the number of buses now on the streets. It would mean buses running an average of 15 minutes apart during peak times and no more than 30 minutes apart during off times. In many areas buses would run even more often than that.

A 25¢ fare, everywhere. Initially, there would be a flat 25¢ fare on all bus lines in the county, ours and others. And all transfers would be free. In other words, from anywhere to anywhere would cost only a quarter.

Freeway bus lanes. Special express bus lanes and ramps would be built on many freeways in the county. A vital part of the consultants' recommendations is to make sure that buses would roll along at top speed no matter how bad the traffic. And, in some cases at least, these lanes could be shared by people in our peak

Park and Ride. A total of 27 Park and Ride locations would be established in parking areas. So commuters could park their cars in supervised lots, then bus to business or shopping centers and back via freeway express lanes, all for a bargain price.

Railroad tracks. A trial use of existing railroad tracks for commuter trains would be developed jointly by the RTD and the county. These trains would also connect certain communities.

Dial-a-bus. Also included would be provisions for local communities and the RTD to jointly develop special transit services like dial-a-bus, personal rapid transit systems or mini buses. With dial-a-bus, for example, passengers could call for a bus to pick them up at their doors and drive them right to their destinations.

Generally, that's the rapid transit recommendations as of now. (Booklets that go into more detail will be passed out at the meetings. If you can't attend, you can still get one by writing to RTD, Public Information Department, 1060 So. Broadway, Los Angeles 90015.)

By now you're probably wondering how much a rapid transit system like this will cost and where the money will come from. The estimated cost, of course, will depend on what the final plan turns out to be and the amount of federal funding. The more funding plan and cost estimates will be outlined at the public meetings.

So if you're interested in where rapid transit is headed, here's your chance to find out first-hand. And influence its direction. But only if you show up.



Southern California Rapid Transit District
1060 So. Broadway, Los Angeles, California 90015

THE MOST IMPORTANT decision of Transit Progress Month will be made June 21 when RTD's Board of Directors adopts the final plan for a rapid transit system for Los Angeles County. The plan will then be submitted to the Southern California Association of Governments, the region's planning agency, for its review. Twin 1/2-cent sales tax measures will be placed on the November 5 ballot for funding consideration by the County's electorate.

June 18-21 for the annual conference of the Institute for Rapid Transit (IRT).

"One day of the conference has been set aside for the discussion of public transportation in Los Angeles and Southern California," Gilstrap said. "Our area is regarded by these experts as a pivotal one in coming up with answers to transportation problems that have to be solved in the last quarter of the 20th century and beyond."

Completed Busway opens

IRT members will get a first-hand view of the best example of rapid transit in the Los Angeles area, the unique El Monte-Los Angeles Busway, which is also making news this month. The RTD began operating express buses over the entire length of the Busway on June 10, when the last 3.5 miles of the 11-mile system were completed.

"San Gabriel Valley bus riders are already saving 18 to 20 minutes on the commute downtown — the completion of the last portion of roadway will speed up the trip even

more," Gilstrap said. Other new RTD services will also be implemented in June, including beach service, an additional route, and route modifications.

"Four special beach lines have been established," Gilstrap said, (see page four) "as well as a new Line 175 which will serve the 22-mile stretch between Santa Monica and Trancas, beginning June 15. And Line 145 has been extended to serve Harbor General Hospital and Harbor College in the San Pedro area."

The RTD general manager also noted the Broadway-Manchester Park and Ride facility was not the only such lot scheduled for opening in June — two more are planned in conjunction with the summer beach service, one at the Torrance Drive-in Theater and one at the TRW plant in Redondo Beach.

Public reaps benefits

"RTD will indeed be making progress in Transit Progress Month," Gilstrap concluded. "And the community will be the beneficiary of all these efforts."



LOS ANGELES Mayor Tom Bradley (left) helps inaugurate service at RTD's seventh Park and Ride facility during June 3 ceremonies at the City's Manchester and Broadway parking lot. With the Mayor are (from left to right) Muriel Small, Miss Transit Progress; Jack Gilstrap, RTD general manager; and Thomas Neusom, RTD president.

District adopts deferred compensation program

The District has adopted an exciting new Deferred Compensation Plan designed exclusively for employes of RTD. The plan makes it possible for employes to defer the payment of income taxes on portions of their income and to have RTD place that income in tax-deferred investments and savings on their behalf.

Preparation for retirement

The purpose of the plan is to help RTD employes increase their financial independence in preparation for their retirement years.

The plan permits employes to defer receipt of RTD compensation, as well as the payment of both Federal and State income taxes on the amount deferred, until retirement — when most of us expect to have less income and to qualify for lower rates of income tax.

By deferring a portion of his RTD salary or wages under the plan, the amount currently withheld from an employe's paycheck for income taxes will be proportionately reduced. And, of course, the amount of income taxes he actually pays at year end will be similarly reduced.

The plan is intended to provide a

convenient method of accumulating money for future use to meet individual objectives such as:

- (1) Increased financial Independence
- (2) Supplemental retirement income
- (3) Provide a possible hedge against inflation in future years
- (4) Accumulate more money than is often possible using after-tax savings methods.

"We encourage RTD employes to give this plan careful consideration," said General Manager Jack Gilstrap. "Participation in the plan is entirely voluntary, and, depending upon your individual circumstances, you may find it a welcome addition to your overall financial planning."

Further explanations planned

Meetings will be held throughout the month of June in order to give RTD employes a further explanation of the program. The plan's administrator, Financial Industries Corporation, will provide employes with a brochure outlining the plan and will answer questions for interested employes. The time and location of these meetings will be made known to all employes.

Meter readings show RTD 'tight' with light

LOCATIONS SERVED BY DEPARTMENT OF WATER AND POWER

Division	Days	1973		1974		Percentage Reduction
		Base	Consumption	Base	Consumption	
1 & 11	29	63,200 KWH	52,000 KWH			17.7
2	21	72,581	66,800			8.0
3 & 10	29	72,675	42,655			41.3
4 & 5	29	86,400	60,000			30.5
6	29	24,450	11,770			51.9
8	29	24,840	18,320			26.2
14	32	94,400	79,200			16.1
31	31	133,580	91,500			31.5
Macy St.	33	46,697	20,400			56.3
TOTALS		618,823 KWH	442,645 KWH			28.5

LOCATIONS SERVED BY SOUTHERN CALIFORNIA EDISON

Division	Days	1973		1974		Percentage Reduction
		Base	Consumption	Base	Consumption	
7	33	32,640 KWH	31,520 KWH			3.4
9	33	35,732	30,880			13.6
12	29	41,200	33,760			18.0
13	32	14,720	8,800			40.2
TOTALS		124,292 KWH	104,960 KWH			15.5
% of Reduction Department of Water and Power						28.5
% of Reduction Southern California Edison						15.5
% of Reduction RTD System						26.3

Everybody's business

Energy conservation

George Marsala, Division 9, Transportation

"When the program began we turned off about one-third of the lights in the trainroom and in the office, and everyone has pitched in to keep those lights off when they're not needed. We've gotten our best results when our people remember to 'kill-a-watt!'"



Jim Stinson, Division 9, Maintenance & Equipment

"We've thrown the switches on as many lights as possible in our work areas, and try to keep the unnecessary lighting down to a minimum. We are also responsible for turning off the lights at the El Monte Station; we've turned off about half the lights over there. Everyone has cooperated very well."



Helene Bates, Transit Building, 9th floor

"We've been able to cut our electricity consumption just about everywhere, except of course in our computer operations. For instance, we've turned off all the lights over our files to save electricity. Every office on the ninth floor has cooperated beautifully."



DIVISION 2 operator Nelson Grant inspects the new look "uniforms" worn by Supervisor Lewis Ellis (center) and Instructor Louis Hubert (right).

New uniform: A cut above

Over 100 RTD employes take on a new look this week which is designed to help build the District's image everywhere they go. All of the District's supervisors and instructors have been outfitted in a new "uniform" that features a burgundy blazer and grey slacks with a white shirt, tie, and an RTD emblem on the breast pocket.

Johnny Johnston, superintendent of transportation, said the new look

will add a great deal of prestige to their position, and help reinforce the District's image in the public's eye. "When an instructor is at work in public, or when a supervisor is called to the scene of an accident or to a special event, the outfits will help identify them more easily," he said.

"It's a new look for both the instructors and supervisors, and we're extremely proud of both."