



Metro News **BULLETIN**



September 29, 1986 marked a historic moment in Los Angeles County with the auspicious groundbreaking of the long-awaited Metro Rail. This special issue relives highlights of the ceremony (page 6), and describes the general construction plan for this vital segment of the country's 150-mile rail rapid transit system.

NEWS BRIEFS



THE PARAMOUNT CONNECTION—RTD Board President Jan Hall and Paramount Mayor Gerald Mulrooney seal inter-agency transportation agreement which allows passengers on the Paramount Neighborhood Shuttle's Dial-a-Ride ser-

vice to continue beyond city limits aboard RTD buses for the price of a 10-cent transfer ticket. Agreement was effective October 1 and is one of similar arrangements with a number of cities in the greater Los Angeles area.

New Security Experiment

Passengers witnessing a crime aboard an RTD bus or at a bus stop in Hollywood and southwest Los Angeles are now able to report it, using a new post card crime report. Pads of tear-off cards addressed to RTD have been posted in the interior of buses serving 18 lines in Hollywood and southwest Los Angeles. The forms can be easily completed with information on the kind of crime committed, the time and location. Patrons can also report information directly to RTD Transit Police by calling (213) 972-3258. The new cards were designed in cooperation with LAPD and other members of the Transit Law Enforcement Policy Task Force in an "effort to make it easier for our bus patrons to help us reduce transit crimes," notes RTD Board Vice President Carmen Estrada.

Executive Personnel File

Walter R. Norwood, Ph.D., was recently appointed RTD Assistant General



VIDEO BUS INFORMATION—RTD Ticket Clerk Esther Reed demonstrates Automated Information System (AIS) at one of two video terminals located at the RTD's El Monte Bus Station. With its use, bus patrons can easily obtain route and schedule information on bus lines serving El Monte Station. Developed by HI-TECH Control Systems Inc., AIS is a pilot program under evaluation by the RTD.

Manager for Equal Opportunity. Formerly the Director of Affirmative Action with the Los Angeles Unified School District, Norwood supervises approximately 45 employees and administers the Disadvantaged Business Enterprise/Women's Business Enterprise, Contract Compliance, Equal Employment Opportunity and Employee Development programs. He is also responsible for formulating policy recommendations and implementing goals and strategies for all EEO functions of the District.



Have a joyous holiday season and a prosperous New Year!



TOP OPERATORS—Recently RTD and the County of Los Angeles saluted four RTD operators for outstanding service and courtesy to disabled and senior passengers. RTD Board Ad Hoc Committee on Accessible Transportation Chairman Jack Day (l) commends operators (l-r) Jowett Mason, Steven Goldberg and Tyrone Craig. Observing in background are (rear, l-r) General Manager John A. Dyer, Division 5 Manager William Griffin (representing operator Rhonda McLemore, who could not attend), County Supervisor Ed Edelman, and United Transportation Union General Chairman Earl Clark.

Accessible Performance Sets All-Time High Records

1 1986 proved to be a record year for the Accessible Service Program, with all-time high attainments in service, equipment reliability and ridership.

During Fiscal Year 1986, wheelchair equipment reliability averaged the all-time high of 92.5%, compared to 90.3% in FY 85. Also on a positive note, ridership by seniors and people with disabilities increased considerably by 13%, with 56.2 million boardings recorded in FY 86, compared to 49.6 million in FY 85. This increase is especially significant since overall RTD ridership decreased by 9.6%.

Wheelchair boardings also increased during FY 86 by 21%—from 21,756 in FY 85 to the current 26,287.

“We are very excited by the significant progress made by the District,” noted General manager John A. Dyer. “The progress of the Accessible Service Program is expected to continue through the coming fiscal year as final goals are realized.”

As RTD continued toward its goal of 100% accessibility in FY 86, several other

significant and innovative accomplishments were made. The following is a summary:

- A first-time-ever pamphlet in Braille was developed by RTD for its visually impaired patrons. The *Guide for the New Rider* was translated into Braille to assist and encourage this rider group in the use of RTD service.
- RTD took “its act on the road,” visiting the many agencies throughout Los Angeles County that provide services to seniors and people with varying disabilities. These visits included bus demonstrations for children as well as adults in the use of RTD services.
- The Accessible Service Operator Recognition Award program was initiated to honor drivers who have provided outstanding service to senior and disabled patrons.
- A unique training audio-visual program was developed to sensitize RTD employees to the needs of the disabled and senior population. A special program will be implemented during the current fiscal year to heighten operators’ aware-

World Views Access Program at '86 Conference

RTD’s Accessible Service Program drew international attention and accolades at the Fourth International Conference on Mobility and Transport for Elderly and Disabled Persons in Vancouver, B.C.

Held July 20-23 on the British Columbia Campus, the conference brought together more than 300 delegates from approximately 20 nations to share information on their respective transportation programs for senior and disabled patrons.

RTD was the only transportation agency—domestic or foreign—with an accessible service program to exhibit at the conference. Most visitors to the District’s booth were impressed with the success achieved with RTD’s fixed-route accessible service, because such services are typically separate, paratransit systems, while RTD’s is an integrated, “mainstream” system.

RTD’s representatives at the conference disseminated information and copies of District brochures on its Accessible Service Program. This information is destined to reach transportation agencies throughout the world, including Australia, Zimbabwe, Hong Kong, several European countries, as well as localities within the United States and Canada.

“RTD’s pioneering efforts in the area of accessible service are models of interest and excellence to the international community,” notes General Manager John A. Dyer. “We are very proud of our program and most pleased to share our success with other transit properties around the world.”

ness of the special needs of senior and disabled passengers.

- The *RTD Paratransit Directory* was published as a public service to seniors and the disabled. The small, gray directory, available through RTD, provides information on paratransit organizations offering alternate forms of transportation within Los Angeles County to meet special transit needs.

“As we move into Fiscal Year 87, we will continue our efforts to provide the very best service to our senior and disabled passengers,” notes Dyer.

12 YEARS

A Chronology of Major Metro Rail Milestones

In spite of rumerous efforts to derail the project since its inception in 1974, Metro Rail has always remained on track.

- June 1974** Proposition 5 passed statewide and in L.A. County. Measure provides a portion of gas taxes for rail rapid transit construction.
- March 1975** RTD Board established Rapid Transit Advisory Committee, composed of local, state and federal officials to identify a "starter line" for rail rapid transit in L.A. County.
- Sept. 1976** Regional Transportation Development Program adopted by local, state and federal agencies. This four-part program included the Downtown People Mover, Freeway Transit Program, Transit System Management Program and RTD Metro Rail planning.
- Dec. 1976** U.S. Department of Transportation (DOT) provided \$11 million for development of the Regional Transportation Development Program.
- May 1977** Community briefings held on analysis of 11 rapid transit alternatives to serve 55-square mile regional core. *Alternatives Analysis/Environmental Impact Statement/Environmental Impact Report (AA/EIS/EIR) begun.*
- Feb. 1979** RTD convened public hearings on draft AA/EIS/EIR.
- Sept. 1979** RTD Board adopted "preferred alternative" from AA/EIS/EIR—an 18.6-mile rail line linking the Central Business District and the San Fernando Valley.
- April 1980** RTD published final AA/EIS/EIR.
- June 1980** \$15.6 million approved for Metro Rail preliminary engineering: \$12 million allocated by federal Urban Mass Transportation Administration (UMTA) and balance provided by state and L.A. County Transportation Commission. Preliminary engineering on Metro Rail begun.
- Nov. 1980** Proposition A approved by 54% voter majority in L.A. County. Measure established a local half-cent sales tax for transit improvements, including funds to help construct a 150-mile regional rail rapid transit system.
- March 1982** RTD initiated the Community Participation/Milestone Decision-Making Process. Twelve major milestones comprising the preliminary engineering work (including such issues as the route and station alternatives, safety and security considerations, construction and maintenance costs) were to be reviewed by the public at a series of meetings over the next 18 months. This process represented one of the most extensive public/private-sector decision-making processes in the transit industry.
- May 1982** UMTA awarded second increment of \$9.8 million in federal funds for Metro Rail preliminary engineering.
- July 1982** U.S. DOT Secretary Drew Lewis delivered third increment for preliminary engineering funding of \$9.3 million. Secretary Lewis re-emphasized Los Angeles' need and justification for rail rapid transit.
- April 1983** Congress passed Surface Transportation Assistance Act. Nickel hike in federal gasoline tax established additional funding source for highways and mass transit, including construction of new rail systems, refurbishing existing rail systems and subsidizing public transit bus purchases. Tax generated an average of \$1.5 billion for these transportation programs.

UMTA Administrator Arthur Teele (2nd, l) discusses \$9.8-million grant with (l-r) Deputy Mayor Ray Remy, RTD Board President Thomas Neusom and Supervisor Kenneth Hahn in 1982.



- July 1983** RTD convened public hearings on draft *EIS/EIR*.
- Aug. 1983** President Reagan signed DOT appropriations bill containing \$117.2 million for Metro Rail advance design work and to begin construction.
- Aug. 1983** California Governor George Deukmejian signed into law Senate Bill 1159, authorizing RTD to engage in Metro Rail joint development ventures.
- Sept. 1983** California Transportation Commission ranked Metro Rail as one of 10 "high-priority" transit projects in the state.

State approved \$32.6 million for acquisition of Santa Fe rail yard to be used for Metro Rail train storage yard and maintenance shops.
- Oct. 1983** State Legislature passed Senate Bill 1238, allowing RTD to create benefit assessment districts to support Metro Rail construction.
- Nov. 1983** RTD Board of Directors adopted *EIS/EIR*.
- Dec. 1983** RTD published final *EIS/EIR*.
- Jan. 1984** RTD applied for federal funds to construct 18.6-mile Metro Rail subway system.
- March 1984** California Transportation Commission approved \$361.2 million in state matching funds for Metro Rail through 1991.
- May 1984** UMTA ranked Metro Rail as the "most cost-effective new rail system in the nation."
- June 1984** Work stabilization agreement reached between RTD and the L.A. County Building and Construction Trades Council, AFL-CIO, to prevent labor disputes during Metro Rail construction.
- July 1984** RTD began two-month environmental assessment of first 4.4-mile segment of Metro Rail. Segment became known as "Minimum Operable Segment-1" or "MOS-1."
- Aug. 1984** L.A. County Transportation Commission (LACTC) committed \$406.6 million in local matching funds for Metro Rail.
- Sept. 1984** City of Los Angeles committed \$34 million toward Metro Rail construction costs.

RTD formed 33-member task force of local business and public agency representatives to advise RTD Board of Directors on the formation of the first two benefit assessment districts to support construction of MOS-1.
- Oct. 1984** RTD Board approved purchase of 40 acres of Santa Fe Railway property near Union Station for Metro Rail storage yard, maintenance shops and central control facility.
- Nov. 1984** UMTA issued "Finding of No Significant Impact" for construction of the first 4.4-mile Metro Rail segment (MOS-1), thus reaffirming the Final *EIS/EIR*, published in December 1983.
- Dec. 1984** Federal Director of Management and Budget David Stockman recommended to President Reagan that no funds for construction of new rail projects be included in the FY86 federal budget. Action sparked national outcry denouncing the recommendation from the halls of Congress and the State Capitol to the public and private sector of Los Angeles County. Local coalitions, composed of elected officials, business leaders, homeowner groups, senior citizens, students and general commuters, appealed to the President to reject the Stockman recommendation. Local legislative bodies adopted resolutions of support for Metro Rail funding and submitted them to Congress and the White House.



Public supported Metro Rail at environmental hearings in 1983.



San Gabriel Valley officials recognized for support during 1984 funding crisis.



(Continued on page 8)

COVER STORY

ALL TRACKS LEAD TO

METRO RAIL*Historic groundbreaking marks start of long-awaited construction*

Just two years after the historic XXIII Olympiad, Los Angeles again found itself at the center of international attention. More than a thousand persons from all walks of life and many parts of the world converged on the site of the future Civic Center subway station to witness the long-awaited groundbreaking of RTD Metro Rail. And, true to Southern California flair, the three-hour ceremony turned out to be one big "community event," celebrating another historic milestone in regional history.

Against a festive backdrop of music by a Marine Corps band, Chinese ceremonial dancers and eloquent tributes, dozens of elected officials and private-sector leaders shared in such ceremonial highlights as turning the first shovels of dirt, unveiling a prototype rail car, and uncovering a 15-foot monument.

The monument itself represents Metro Rail's regional significance, as it will bear the signatures of hundreds of groundbreaking guests, who represented many segments of Los Angeles County. The monument will be positioned outside one of the entrances of the Civic Center station at First and Hill Streets in downtown Los Angeles in 1992 when Metro Rail operations are scheduled to begin.

"We've broken ground for a new era in Los Angeles public transportation," noted RTD Board President Jan Hall, who emceed the groundbreaking program. "America's second largest city will ride rails of rapid transit into the 21st century just as Pacific Electric trains helped shape the emerging city of Los Angeles in the early 1900s."

The ceremony marked the start of construction of Metro Rail's first 4.4-mile segment (referred to as Minimum Operable Segment-1 or MOS-1). The alignment will extend from Union Station in downtown Los Angeles to Wilshire and Alvarado near Mac Arthur Park.

Stations will be located at Union Station, First/Hill, Fifth/Hill, Seventh/Flower and Wilshire/Alvarado. A large portion of the \$1.25 billion earmarked to build MOS-1 is dedicated to construct such critical facilities as the central control center, the train storage yard and maintenance shops. These facilities will serve the entire Metro Rail line that will extend beyond Alvarado and eventually link downtown Los Angeles and North Hollywood via the Wilshire Corridor and Hollywood.

The entire Metro Rail alignment will serve as the vital backbone of the voter-approved, 150-mile Los Angeles County rail system. Construction already is underway on two key branches of this regional rail system. The 21-mile Long Beach-to-Los Angeles light rail line will connect with Metro Rail at the Seventh/Flower station. The Long Beach line will also intersect the 17-mile LAX-to-Norwalk line, which is being constructed along the median of the Century Freeway.

Thus by the early 1990s, three components of the regional rail system (spanning nearly 40 miles) are planned for operation. With integrated rail and bus services, county residents will experience the benefits of high-speed convenience and personal savings that millions of commuters in other cities have long enjoyed.

Even as the International Children's Choir serenaded the Metro groundbreaking crowd, work crews downtown already were engaged in relocating utility lines in preparation for the start of major construction, which should be underway by the end of the year. (See related story on page 10.) MOS-1 is planned to be completed in mid-1992.

Financing for MOS-1's \$1.25-billion construction cost is being shared by the federal Urban Mass Transportation Administration (\$492 million), the California Transportation Commission (\$213.1 million), the Los Angeles County Transporta-



tion Commission (\$176.6 million), the City of Los Angeles (\$34 million) and the private sector through benefits assessments on commercial properties within the MOS-1 area (\$130.3 million). LACTC is also advancing the project \$203.7 million in local funds in anticipation of future federal dollars.

Meanwhile, RTD is proceeding on schedule with its Congressionally Ordered Re-Engineering (CORE) Study to realign a portion of the original 18-mile Metro Rail route in order to avoid tunneling through methane gas zones in the Wilshire/Fairfax area.

At the direction of the U.S. Congress, RTD has been exploring (since January) different options for connecting MOS-1 with the Wilshire District, Hollywood and North Hollywood due to the concerns of some citizens and officials over the safety of tunneling through the Fairfax area.

The four final route options include three all-subway routes and one that combines underground and elevated segments. They range in length from 18.6 miles with 16 stations to 20.5 miles and 19 stations.

The study is expected to continue through next spring, concluding with environmental impact hearings.



Sharing in festivities, including unveiling of Metro Rail monument and prototype rail car, are former (*) and present RTD Board members (l-r) Gerald Leonard*, Carl Meseck*, Norman H. Emerson, Michael Lewis* (hidden), Vice President Carmen A. Estrada, Charles H. Storing (partially hidden), Marvin L. Holen, Gordana Swanson, President Jan Hall, Nikolas Patsouras, Nate Holden, Jay B. Price, Ruth Richter*, General Manager John A. Dyer, and John F. Day. Rail car was provided by Bay Area Rapid Transit (BART) District.



Director Swanson (l), Mayor Bradley and state Senator Diane E. Watson were among 100 officials who shoveled soil to initiate Metro Rail construction.



**METRO RAIL
GROUNDBREAKING CEREMONY
September 29, 1986**

SOUTHERN CALIFORNIA RAPID TRANSIT DISTRICT

Board of Directors

Jan Hall, President	Carmen A. Estrada, Vice President	
John F. Day	Marvin L. Holen	Jay B. Price
Norman H. Emerson	Lyndard Janous	Charles H. Storing
Nate Holden	Nick Patsouras	Gordana Swanson

Former Members 1964-1985

Howard P. Allen	A. J. Frank, Jr.	Michael W. Lewis
W. R. Katsourakis	Henry A. Ford	...



Hundreds of citizens heard supportive statements by officials, including Supervisor Kenneth Hahn, and signed cards to have their names engraved on monument plaque.

Metro Rail Chronology *(Continued from page 5)*

- Feb. 1985** RTD Board passed resolution to proceed with the establishment of benefit assessment districts to provide \$130 million in private sector contributions to defray the cost of building MOS-1.
- May 1985** L.A. City Council held public hearing, then amended and approved benefit assessment district resolution.
- July 1985** RTD Board passed resolution to create two benefit assessment districts encompassing four downtown Metro Rail stations and the subway station at Wilshire and Alvarado.
- While earmarking federal funds for Metro Rail construction in FY 86, the House Appropriations Subcommittee on Transportation, for the first time, approved language requiring UMTA to negotiate a full-funding contract with RTD for MOS-1 construction.
- Dec. 1985** President Reagan signed historic legislation mandating UMTA to negotiate a full-funding contract for construction of MOS-1.
- Congress ordered RTD to reevaluate any portion of the Metro Rail alignment that would require tunneling through methane gas zones, as defined by a City of Los Angeles task force. Order affected the Wilshire and Fairfax segments of the original 18-mile alignment.
- Jan. 1986** RTD initiated the Congressionally Ordered Re-Engineering (CORE) Study to realign the Wilshire and Fairfax segments of the original Metro Rail route. Public consultation process began, encouraging the participation of public and private sectors in the alignment modification study.
- July 1986** California Senator Pete Wilson, RTD and L.A. County Transportation Commission officials announced that an agreement had been reached with the Reagan Administration on a federal full-funding contract that released \$225.2 million in federal funds to begin construction of MOS-1.
- Aug. 1986** RTD Board of Directors approved contract agreements with the L.A. County Transportation Commission, City of Los Angeles, and UMTA to provide funding for the first 4.4-mile Metro Rail segment. City Council and Commission also approved contracts and side agreements to share cost overruns between the two agencies.
- UMTA Administrator Ralph Stanley and Los Angeles transit officials signed contract agreements providing funding for Metro Rail's first construction phase.
- Sept. 1986** Groundbreaking ceremonies held to officially start Metro Rail construction in downtown Los Angeles.
- Utility relocation work began near the Fifth/Hill station in preparation for Metro Rail construction.
- In response to a suit filed by Metro Rail opponents, U.S. District Judge Joyce Hens Green ordered a temporary freeze on \$225.6 million in federal funds, which were to be released to begin construction on the first 4-mile segment. The opponents argued that no federal funds should be released until the environmental impact of the entire proposed 18-mile system (from downtown Los Angeles to North Hollywood) is reexamined.
- Oct. 1986** Judge Green removed the temporary restraining order, ruling that the first segment "is an independent, viable entity for which adequate environmental assessments have been made." Fur-

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New Year's Commuting Looks Rosy

Los Angeles residents and visitors can avoid New Year's Day traffic and parking problems by using regular and special RTD bus service to the Tournament of Roses Parade, the Rose Bowl game and Victory Park displays on Thursday, January 1.

RTD will offer service to Pasadena from the central Los Angeles area via four lines. The schedule includes a special park/ride shuttle from the parade route to the Rose Bowl, with convenient return service.

From downtown Los Angeles, the service will begin at Venice and Olive Sts., utilizing Lines 401, 483, and 485 for Rose Parade service and Line 483 Express for service to the Rose Bowl.

All lines will charge regular fares to the Parade and Bowl, except for special service on Line 483 Express to the Rose Bowl (\$3.50).

RTD will provide service to the Victory Park float display on Lines 268, 188 and 487 as follows:

Line 268 buses will follow their regular route from El Monte Station through Temple City and Sierra Madre to the park.

Line 188 will provide direct service to Victory Park on Thursday, January 1, Friday, January 2 and Saturday, January 3. Service will begin at Hill Ave. and Green St. starting at 12:50 PM on Thursday, January 1 and 9 AM Friday and Saturday, January 2 and 3, and continuing every 20 minutes until 5 PM.

RTD has published a *New Year's Day Holiday Service* brochure, featuring a map and schedules of service to the Tournament of Roses Parade and the Rose Bowl Game. These are available aboard RTD buses, at RTD outlets or by writing RTD, Los Angeles 90001.

OUT OF THE CLIP FILES:

The *San Gabriel Valley Tribune* (November 7) reports:

The Monrovia City Council is urging other cities in the county to support a show of goodwill for RTD. On a motion by Councilman Robert Bartlett, the council adopted a resolution in favor of holding an RTD Appreciation Day.

The RTD provides a vital service to many Monrovia citizens and keeps thousands of cars off the road daily, Bartlett said.

A Message from the Reagan Administration to the Citizens of Los Angeles County



As we now anticipate the 21st century, you are today witnessing the birth of a subway that was conceived in the beginnings of the 20th century. Through the persistence of the Los Angeles community, Metro Rail is finally getting underway. The people of Los Angeles have put their money behind their belief in mass transit.

No other modern mass transit project in the country has been financed to such a degree with state, local and private-sector funds. When President Reagan signed the Surface Transportation Assistance Act of 1982, it was intended to provide financing for new transit systems from an increased gas tax.

The Urban Mass Transportation Administration found that the Los Angeles Metro Rail was among the most cost-effective projects in the nation.

Congress has appropriated the funds, and the project has begun. Senator Pete Wilson and the Los Angeles Congressional delegation have worked tirelessly on your behalf to make this day possible. Effective mass transit is a necessity for overall urban mobility. It will continue to require constant vigilance by the public, politicians and the private sector to succeed and move people efficiently as the 21st century draws near.

Transportation Secretary Elizabeth Dole joins me in congratulating the Southern California Rapid Transit District in making Metro Rail a reality.

Ralph L. Stanley
Administrator
Urban Mass Transportation Administration
Department of Transportation
Washington, D.C.
September, 1986



Local leaders and Ralph Stanley (center) witness historic MOS-1 construction contract signing.

Metro Rail Chronology (Continued from page 8)

ther, her 19-page opinion noted that the "transit authority offered un rebutted evidence showing that the city's present surface transportation system is rapidly approaching its physical limits and that given projections of continued commercial development in the downtown area, Los Angeles will shortly face debilitating daily gridlock in its central business district."

MOS-1 benefit assessment statements were mailed to appropriate property owners by L.A. County Assessor's Office.

Nov. 1986

RTD expanded public consultation process of the CORE Study by inviting more than 80 elected officials, business and community leaders to participate in a Rapid Transit Forum. Participants began examining the four alternate alignments that RTD and the general public had been evaluating for several months. Over the next two months, it is hoped that the Forum will reach a consensus on a new Metro Rail alignment that will link downtown and North Hollywood via Hollywood and the vital Wilshire Corridor. The Forum's recommendation will be considered by the RTD Board of Directors, which is expected to select the alignment early next year.

Community leaders participate in first CORE Forum meeting to discuss alignment alternatives.



Metro Rail Project Construction Update

The initial 4-mile Metro Rail segment is being constructed in two major stages over the next six years, with revenue service planned for the spring of 1992. Work is scheduled to begin early next year. By that time, much of the necessary utility relocation and demolition work downtown will have been completed.

Stage 1 involves such major construction tasks as excavation, tunneling and the installation of the station shells. Only the safest and most advanced construction techniques will be used to construct Metro Rail, which will minimize disruption and inconvenience to the public.

Mechanized mining machines will be used to bore the twin subway tunnels. This technique is preferable, as it eliminates the need for the wholesale excavation of streets under which the subway will operate. Basically, the only areas where excavation ("cut and cover" construction) will be utilized are at station locations.

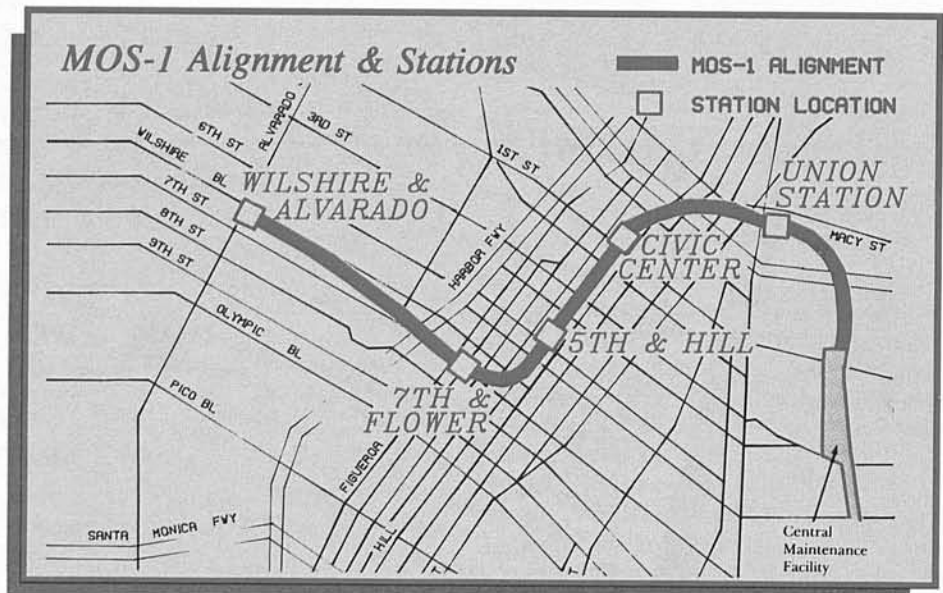
Special precautions will be taken to ensure the safety of the system during construction and system operation. Each subway tunnel will be built with special concrete liners, with a membrane substance designed to preclude subsurface gas flowing into the tunnel.

Both normal and emergency ventilation systems will be built and "sniffer pipes" will be installed ahead of tunnel excavation to monitor subsurface conditions. Sensors also will be permanently installed in stations and along the subway to continually monitor the air for methane during operations.

In mid-April, major station and tunnel excavation will begin at First/Hill (Civic Center) and Fifth/Hill Streets. In June, work will begin at Seventh/Flower Streets, in preparation for a combined Long Beach light rail and Metro Rail station.

At Wilshire/Alvarado (the western terminus of Metro Rail's first segment) tunneling begins early in 1987. Station construction is scheduled to begin at Wilshire/Alvarado in June.

Stage 2 of construction includes the installation of all finishing touches, such as stairs, escalators, elevators for the physically disabled, security and communication systems, the fare collection system,



Tunnels will be bored underground while stations will be excavated.



landscaping, signage furnishing, artwork and all of the subsystems (such as automatic train control) required to ensure efficient and safe operation.

Train storage yards and maintenance facilities will be located southeast of Union Station in a portion of the former Santa Fe Railroad yard between First and Fourth Streets alongside the Los Angeles River. These units, along with the central control center, will serve as the main base of operations for the entire downtown-to-North Hollywood Metro Rail system.

While RTD is the general overseer of

Got a Question About Construction?

RTD recognizes that the public will have many questions of varying types relative to Metro Rail and the construction program. The District has established a communication system that is equipped to respond to such inquiries, whether they are for general information, or to file complaints. Below are the appropriate agencies that should be contacted:

- For General Information: RTD Community Relations (213) 972-6456.
- Construction Schedules and Construction-related Complaints: Marilyn Morton (PDCD, which is RTD's Construction Management Consultant) at (213) 489-6977.

the Metro Rail construction program, the day-to-day construction management responsibility lies with the joint venture of PDCD (Parsons/Dillingham Construction/De Leuw Cather). PDCD will manage the work of some 70 prime contractors.

In addition, the construction effort will be supervised by safety experts and monitored by Cal-OSHA's Mining and Tunneling Unit. It should be noted that the state's tunnel safety orders and codes are the most stringent in the nation, and every aspect of Metro Rail construction must conform to those requirements.

Metro Is Not Alone:

CBD Construction Projects Pose Mobility Challenges; Bus Route Adjustments Planned

In the Central Business District, construction is in the air. And Metro Rail is not alone. While most Metro activity will be unseen under downtown streets, as many as 40 other construction projects of various kinds will be underway through the remainder of the decade.

These projects include large-scale, high-rise office and commercial complexes, street resurfacing and renovation and Metro Rail construction. Not to mention the annual special events held in the Civic Center (Academy Awards, Street Scene and Nisei Parade) which require traffic rerouting.

Such a staggering volume of activity certainly will pose enormous mobility challenges for downtown commuters, resulting in their having to alter travel patterns. For local merchants, it will mean developing creative ways to maintain access to their businesses.

To facilitate mobility, local transportation agencies have developed a traffic management plan, which should make getting around a little easier.

The City of Los Angeles is implementing major aspects of the plan, which call for the immediate conversion of Figueroa, Flower and Hill Streets as one-way arteries. In 1987, Grand and Olive Streets also are scheduled for one-way conversions.

With the advent of these street conversions and construction activity comes the need to reroute over 90 downtown RTD routes. Virtually all of the route shifts entail moving bus lines only one or two city blocks, thus minimizing passenger inconvenience.

The rerouted lines provide service from all parts of the county, particularly Hollywood, Pasadena and the Foothill communities, and the San Fernando Valley.

Certain phases of the subway's construction will require the intersections of

First/Hill and Fifth/Hill to be closed at night and on weekends. Consequently, bus lines operating along this route during these hours also will be rerouted.

"We hope those who work or travel near Metro Rail construction sites in particular will bear with us, for the building process will inconvenience some people," notes RTD Board President Jan Hall. "But

we hope that inconvenience will be short-term and that everyone realizes once the project is in place and operating, the entire community will benefit from it."

Details of line changes are available in brochures aboard RTD buses, at RTD Customer Centers, libraries, Thrifty Drug stores and by writing to RTD, Los Angeles 90001.

Stuck in the Freeway Mess

Mass transit a better way to keep L.A. moving

(Reprinted by permission from the *Los Angeles Herald-Examiner*, October 15, 1986.)

The Automobile Club of Southern California's suggested solution to growing traffic congestion in Los Angeles—400 miles of expensive new freeways by the year 2000—raises more questions than it answers. Will yet another 400 miles be needed by 2015? Will double-decking become standard practice? How can these new roads be effectively maintained when there's not enough money to repair and rehabilitate existing freeways?

Since 1940, Los Angeles has been developing around freeways. These specially engineered roads have provided drivers with a high level of individual mobility. But they also have contributed to the destruction of an excellent mass-transit system and to the region's health-wrecking air pollution.

Today, freeways that were supposed to speed motorists to their destinations are often as clogged and slow-moving as the surface streets they were built to avoid. But even at the rate proposed by the auto club, freeway construction won't be able to keep up with the influx of new residents. Transportation experts predict that the Century Freeway, now under construction, will fill up bumper-to-bumper during the first rush hour it's open to traffic.

Mass transit isn't very popular at the auto club, but it's the best, long-term way to meet local transportation needs.

As club officials have pointed out, ride-sharing incentives, more ramp metering and better handling of accidents won't do nearly enough to reduce the traffic load on the freeways. But the club is mistaken in concluding that the proposed rail-based mass-transit system, which includes the Metro Rail subway and 130 miles of modern trolley lines, couldn't lure hundreds of thousands of frustrated drivers out of their cars.

Some new freeway links are essential. But a major portion of the estimated \$20.5 billion cost of 400 additional miles should instead be directed toward building an efficient and environmentally sound mass-transit network. Combined with commuter incentives and good marketing, such a system could yank Los Angeles out of its never-ending, treasury-busting, freeway-building cycle.

Youth Get Aboard Transit Movement

'Down With Vandalism, Up With Pride' is program theme

RTD recently launched its second annual Youth In Transit program this summer with a number of projects that have yielded significant benefits for not only local students, but also the transit system and the community as well.

During the summer months, some 19 economically disadvantaged students helped relieve the massive workload of numerous District departments by serving as summer interns through the City of Los Angeles' Summer Youth Employment Program (SYEP). From June to September, the students worked 25 hours a week in various clerical and supportive functions in such departments as Marketing, Legal, Accounting, Community Relations and Purchasing.

Their efforts allowed staffs in these departments to devote more time to critical tasks necessary to meet District goals and objectives.

Concurrently, the District was overseeing another youth employment program aimed at eradicating graffiti from the RTD fleet. Thanks to funding provided by Second District County Supervisor Kenneth Hahn, some 60 high school and college-age students from the Second District were hired full-time to scrub off graffiti and repair bus interior seats.

RTD spends about \$1.2 million annually on cleaning and repairing vandalized buses—taxpayers' money that could be used to improve local bus service.

Now that school is in session, some of the older students continue to work part-time to keep buses clean and pleasant for thousands of RTD passengers. The employment program was one element of the District's Anti-Graffiti/Vandalism Campaign, which also included countywide advertisements, featuring Los Angeles Raiders stars Howie Long and Todd Christensen, promoting the slogan, "We Hate Vandals Worse Than Bears."

Expanding that slogan, RTD has kicked off the school year by encouraging student participation in the second annual Student Transportation Advisory Conference (STAC). Participants in six local high schools will address the issues of safety and antivandalism through assemblies,



TACKLING VANDALISM—Mayor Tom Bradley presents L.A. Raiders tight-end Todd Christensen (2nd, l) a proclamation for his outstanding contribution to RTD's Anti-Graffiti/Vandalism Campaign. Observing in background (l-r) are RTD General Manager John A. Dyer and RTD Board members Nate Holden and Nick Patsaouras.



CLEAN UP—Monique Sorrell and Adrienne Norris inspect vandalism and graffiti on RTD bus. They were two of 60 youths hired in successful anti-graffiti project.

workshops and the annual poster and essay contest (set to begin in January).

This year's contest theme is "Down With Vandalism, Up With Pride."

The District is also involved in other programs geared toward youth, including the Youth Motivation Task Force (YMTF). As YMTF participants, District Community Relations personnel visit school campuses throughout the county and encourage students to complete their education and pursue productive careers.

At the elementary level, RTD serves as a "parent" through the L.A. Unified School District's Adopt-a-School Program. For the third consecutive year, RTD has provided cultural enrichment and in-kind services to the Lillian Street School in southeast Los Angeles. Recently the District sponsored a festive Halloween celebration, featuring Artie the transit ghost and a visit by Transit Police officers, who provided safety tips to hundreds of "costumed" students.

"We well recognize that young people are our greatest resources for the future," notes Community Relations Director Lou Collier, whose department oversees the Youth In Transit Program. "These programs help engender in their formative years a positive attitude toward transit and respect for public property and authority. Our hope is to help them recognize their social responsibility even at a young age."

Metro News BULLETIN

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