

# 1983

## RTD Enjoys Challenging Year of Exceptional Accomplishment



By **MICHAEL W. LEWIS**

*President, Board of Directors*

Southern California Rapid Transit District

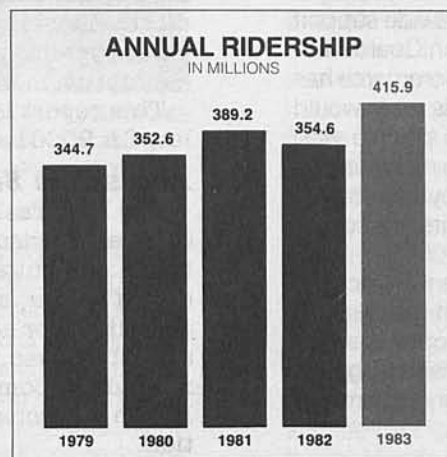
1983 was a year of exceptional accomplishment at RTD. Ridership reached an all-time high. Major progress in productivity, safety and reliability was also recorded.

One of the most important accomplishments of all was the concerted action by thousands of citizens which enabled Los Angeles to secure a funding appropriation from a budget-conscious Congress to begin construction of the RTD Metro Rail.

Both Houses of Congress voted to appropriate \$117 million, one of the highest sums ever awarded to an American city in a single year for new rail transit construction. This action enhances the chances for starting construction of Metro Rail this summer — the beginning of a 150-mile rail transit network throughout Los Angeles County.

Winning congressional approval of a project such as Metro Rail in today's political and economic climate was not an easy task. The outcome confirms the validity of the Metro Rail Project as being the most cost-effective in the nation; and is a tribute to the non-partisan manner in which public officials, business leaders and concerned citizens worked side by side.

It would be impossible to express appreciation for all who worked so effectively on behalf of Metro Rail. Senators Pete Wilson and Alan Cranston wholeheartedly and diligently garnered support in the Senate. Governor George Deukmejian, Lieutenant Governor Leo McCarthy, Mayor Tom Bradley, the entire Los Angeles City Council, the Los Angeles County Board of Supervisors, the overwhelming majority of the Los Angeles



County Congressional Delegation, the California Congressional Delegation, and the Transportation Subcommittee of Congress are all due much credit.

In addition, approbation is due the Greater Los Angeles Transportation Coalition, the Los Angeles Area, Wilshire, West Los Angeles, Hollywood, and the Beverly/Fairfax chambers of commerce, the chambers and support groups in the San Fernando Valley, and numerous other civic, religious and business groups.

Never before has Los Angeles displayed such unity in its support of high-speed, high-capacity rail transit, further demonstrated by the thousands of concerned citizens who attended more than 100 public meetings conducted by the RTD to obtain public commentary on the project.

To all of these groups and individuals, plus all others who have given so freely of their time and energies, I express on behalf of the Board of Directors, and the men and women of the RTD, our heartfelt appreciation.

Concurrently, the RTD was also busy providing bus service to more than 415 million boarding passengers — a new annual record. Another record was set when RTD recorded more than 1.6 million boardings in a single weekday, the highest one-day ridership in District history.

Our average weekday ridership increased more than 17% in the past fiscal year, due mostly to the 50-cent base cash fare initiated in July 1982, along with the new half-cent sales tax under Prop. A.

With patronage of our bus system increasing constantly, we are operating nearly all available buses. In 1984, we will face the challenge of providing bus service for the thousands of tourists who will flock to Los Angeles in mid-year for the Olympic Games. Our staff is deeply involved in preparing for this event. We expect as many as 300,000 additional riders a day during the Olympics. Our receipt of more than 400 new buses currently on order is expected in time to place them in service for the Games.

1983 contained a note of sadness, however, with the sudden and untimely death on June 29 of Thomas G. Neusom, the dean of the RTD Board of Directors. Mr. Neusom, who served as President of the Board for three terms, made a tremendous contribution to public transportation in Los Angeles County. Since his appointment to the Board in 1969, he occupied a leading role in effecting important transportation improvements. He will be sorely missed, and the tradition he helped establish of bettering public transit for all people — commuters, senior citizens, students, handicapped persons and minorities — is a legacy we intend to uphold.



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

# what's hot

## HOLLYWOOD SECTOR

### WILBUR C. MILLER, JR.

Sector Representative (213) 972-3524

□ RTD Community Transportation Forums have been formed in communities around the Sunset/La Brea Metro Rail station and the Hollywood/Cahuenga station. Initial meetings were held in January, during which members discussed important issues relative to Metro Rail's impacts on the area.

These meetings have given local residents and community leaders a forum through which to voice their views on the pertinent issues. Among the committee members are some of Metro Rail's most outspoken supporters. One is community leader Bill Welsh, President of the Hollywood Chamber of Commerce, Chairman of the Metro Rail Special Analysis Committee for Hollywood, and a member of the areawide support group, The Greater Los Angeles Transportation Coalition.

Notes Welsh: "The Hollywood Chamber of Commerce has supported Metro Rail with the assurance that its route would be through our community. When it arrives, people who choose to live in Hollywood will get to their jobs much easier. Of equal importance, people who will be employed in the by-then expanded labor market in Hollywood will find it a convenient means of getting to their jobs.

"Coupled with our Community Redevelopment Project, the coming of Metro Rail means developments in the heart of Hollywood that will not only enhance the beauty of the area but also stimulate the local economy. The Chamber's slogan is 'We're Building the Hollywood of the 21st Century.' Metro Rail forms an important part of that plan!"

## SAN GABRIEL VALLEY SECTOR

### WANDA FLAGG

Sector Representative (213) 972-3473

□ Community Transportation Forum members in the Mid-Valley recently met at Baldwin Park Public Library to discuss transit issues and concerns of Valley residents. Among the topics discussed were proposed park-'n'-ride facilities in the Mid-Valley and the various options that local cities have in using their Proposition A tax dollars to improve local transit. Members were also updated on the status of the Metro Rail Project and how it relates to the 150-mile Proposition A rail transit system. Among the committee's staunchest supporters is Baldwin Park City Councilman Robert McNeill, who is also involved in transit development in other areas of the county.

□ The District kicked off yet another "Shop by Bus — Ride on Us" RTD bus token program on Saturday, February 25. This time, the participants are several stores of Puente Hills Mall in the City of Industry. RTD Director and La Puente City Councilman Charles H. Storing headlined the slate of dignitaries and participants in the inaugural ceremony. Mall shoppers now receive a free 50-cent RTD token for every \$10 purchase made at participating stores. Proven highly successful in other Valley communities, the token program serves as an incentive for shoppers to use the bus and patronize local merchants.

## News Briefs

### FY '83 Annual Report Available

RTD's newly published Fiscal 1982-83 Annual Report reflects a year of exceptional accomplishment for the District as it moved toward becoming a multimodal transit agency.

Among the topics discussed in this 16-page, four-color illustrated report are highlights of the District's Metro Rail subway project, RTD's service plan for the 1984 Summer Olympic Games and placement of the second largest bus order in District history.

The document also includes comments from RTD Board President Michael W. Lewis and General Manager John A. Dyer, financial statements and discussions about new RTD bus facilities, and computer systems to streamline bus maintenance, as well as improvements in productivity.

This report is available by writing RTD, Los Angeles, CA 90001.

### Accessible Service Efforts Progress

The RTD Task Force on Accessible Service and the Citizens' Advisory Committee on Accessible Transportation are putting final touches on a comprehensive set of goals and objectives which will serve as guidelines for accessible transit planning. These goals and objectives will be reviewed by the RTD Board's new ad hoc committee on accessible transportation in March and considered later by the full Board for adoption.

### Lewis Named to Key APTA Committee

RTD Board President Michael Lewis has been named chairman of the Finance and Taxation Subcommittee of the American Public Transit Association Legislative Committee.

Lewis will be responsible for developing federal legislative recommendations for Congress on the funding of mass transit projects nationwide. He notes the significance of this appointment to Los Angeles County as "we work to seek funding for an 18-mile subway system to initially serve the region and continue efforts to upgrade our bus fleet."

## MID-CITIES SECTOR

### MARY LOU ECHTERNACH

Sector Representative (213) 972-6640

□ Community Transportation Forums have been formed in the Mid-Cities area to encourage citizen input and review of transit proposals, issues and projects on both the regional and local levels. Membership is now open to the public. For further information on the committees and their next meeting dates, contact Mary Lou Echternach at the phone number listed above.

(Sector reports continued on Page 8.)



# ppening?



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

## SOUTH BAY/WEST L.A. SECTOR

### SANDRA LEARMAN

Sector Representative (213) 972-6654



**'Main Event'** — RTD General Manager John A. Dyer (r) discusses facility improvements with Cheri Leslie (c), chairperson of Little Main Committee, and concerned resident who attended recent Venice Division open house.

□ RTD convened an open house on January 21 to launch the District's "Good Neighbor and Facility Beautification Program" at its Venice bus division. The open house was part of an RTD program designed to improve the District's relationship with the local community. In past months, residents near the facility have asked the District to investigate various environmental impact concerns relative to the facility's operations. In response, RTD formed a task force to address these concerns. At the open house, RTD General Manager John A. Dyer noted some of the mitigation measures already implemented. "Within the past six weeks, we have implemented a number of measures to curb noise at the division," said Dyer. "We have also initiated a beautification program with weekly cleaning of the bus yard." Dyer further cited the provision of a new employee parking lot, which should reduce use of on-street parking by RTD employees. In addition, a temporary barrier to shade neighboring homes from bus headlights also has been installed at the division.

The RTD task force and the Little Main Committee (composed of local homeowners) will continue their joint efforts to address future concerns of the community.

□ In an effort to have the involvement of the community in transit development issues, an RTD Community Transportation Forum has been organized in South Bay. The committee met in January and began discussing current and future transit issues, such as the possible bus service reductions that could occur once transit fare subsidies are reduced in July 1985 under the Proposition A funding formula.

Members of the committee include Redondo Beach Councilman Archie Snow, Torrance Councilman Mark Wirth, El Segundo Councilman Marvin Johnson, Palos Verdes Peninsula School Board member Pat Johansen, Heli Lanz of the Friends of the South Bay Trolley, Helen Anderson of Manhattan Beach and Suzanne Distaso of Torrance.

## NORTH CENTRAL / EAST L.A. SECTOR

### CAROL TAYLOR

Sector Representative (213) 972-6644

□ Bus riders in the Montecito Heights area of Highland Park are smiling broader these days. Effective February 20, the RTD modified Line 45 (Broadway St.) to provide direct bus service into downtown Los Angeles. This new branch has been numbered Line 46, providing service along Avenue 43, North Griffin Ave. and Broadway. Service is being provided every 35 minutes on weekdays from 6:00 a.m. to 6:00 p.m.

The second modification was the extension of Line 81's mid-day and week-end service on Figueroa St. to Eagle Rock Plaza. This service began March 4. Patrons anywhere along Figueroa St. will now have direct access to the plaza by simply boarding Line 81.

These changes came about after Assemblyman Richard Alatorre arranged for RTD representatives to meet with senior citizens from Montecito Heights to discuss transportation alternatives for their community.

"Once the RTD was made aware of the needs of the residents, they were very responsive to helping solve the problem," stated Assemblyman Alatorre.

— Submitted by Manny Hernandez



**Improved Service** — Albert Perdon, RTD Assistant to the General Manager, points out route of Line 46 to Esther Rangel (l), President of the Montecito Heights Recreation Center, and Linda Miller, Field Representative to Assemblyman Richard Alatorre. Line went into effect February 20 and will provide direct bus service into downtown Los Angeles.

## FAIRFAX / WEST HOLLYWOOD SECTOR

### JEFF ALPERT

Sector Representative (213) 972-3520

□ RTD is giving interested citizens throughout its 2,200-square-mile service area an opportunity to participate in transportation planning. In the Wilshire/Fairfax and Beverly/Fairfax areas, Community Transportation Forums have been created to provide RTD with citizen input regarding such issues as bus service, Metro Rail impacts and other transit-related issues of concern to the local communities. Formed in January, these citizen groups are meeting regularly to share concerns, discuss issues and provide feedback for all aspects of public transportation in the community. Persons interested in participating in such activities are encouraged to contact Jeff Alpert at the number listed above.

# METRO RAIL '84

1983 marked a dynamic and active year for RTD. Months of unprecedented achievements in the major... The following summary only highlights the major...

## Bipartisan Capitol Hill Leadership



Sen. Pete R. Wilson  
(R-California)



Rep. Edward Roybal  
(D-Los Angeles)



Rep. Julian C. Dixon  
(D-Los Angeles)



Rep. Carlos Moorhead  
(R-Glendale)



Rep. Glenn Anderson  
(D-Long Beach)



Rep. David Dreier  
(R-Claremont)

## FUNDING

*Historic milestones achieved at both federal and local levels.*

**Federal Gains.** President Reagan signed historic legislation August 15, 1983, earmarking \$117.2 million in federal funds to start Metro Rail construction in the summer of 1984. Never before has the federal government funded rail rapid transit construction in Los Angeles, and it did so in spite of the Administration's previous "thumbs down" attitude toward new transit starts. At this time, the federal Urban Mass Transportation Administration affirmed its assessment of Metro Rail as the nation's "most justified and cost-effective new transit project."

**Current Status.** All of Los Angeles is awaiting a final funding decision by Transportation Secretary Elizabeth Dole and UMTA, which is anticipated by early spring. Considering that the federally mandated Environmental Impact Statement for the project has been certified, and the grant application for the \$117.2 million has been filed, a positive decision is expected soon.

**The Funding Saga.** The road ultimately leading to federal funding approval was long and paved with painstaking effort on the part of the RTD leadership, the local, state and federal legislative community, and the private sector. Last spring, this bipartisan coalition of public officials and private-sector representatives effectively argued the case for Metro Rail before the House and Senate appropriation subcommittees on transportation.

*Principally, they noted that the Los Angeles urbanized area, with a population greater than 41 states and the second most densely populated area in the nation, is by far the largest urbanized area in North America and the Western world without a rail rapid transit system. They pointed out that RTD buses were carrying a record 1.5 million boardings a day, up 400,000 in the past year. That increase alone is twice the ridership Houston public transit carries each day and almost 100,000 more than Atlanta carries daily.*

Meanwhile on the home front, the Metro Rail constituency in Los Angeles was adding its own touch of drama to the scenario. Public agencies, individual bodies of government throughout the county, the Greater Los Angeles Transportation Coalition, local chambers of commerce, cultural, social and professional homeowner groups and even senior citizen and college groups — all united with the statewide bipartisan coalition for Metro Rail. They effectively made their voices heard on Capitol Hill by sending literally thousands of support letters, telegrams, resolutions and other communiques to members of Congress, Transportation Secretary Elizabeth Dole and President Reagan. New support groups sprang up and joined the vanguard for rapid transit.

A major voice among this growing Metro Rail constituency was Lieutenant Governor Leo McCarthy, who toured the area, underscoring the issue of equity. "The citizens of Southern California have been paying taxes to build transit systems in cities across the nation," he noted. "It is about time we told Washington we are entitled to the benefits of some of those transit dollars they have been collecting from us. We must shout loud and clear enough that they can't ignore the justice of our position or the strength of our determination."

After several painstaking months of maneuvering through the congressional budgeting process, Metro Rail faced its greatest challenge June 22, when the full House debated more than two hours whether to fund the project, the only rail rapid transit system debated on the House floor at that time.

California's elected officials at local, state and national levels presented a nearly unanimous bipartisan front in support of Metro Rail. Senators Alan Cranston and Pete Wilson, 15 of 17 Los

## Authors of Metro Rail Local Funding Legislation



Sen. Diane Watson  
(D-Los Angeles)



Sen. Art Torres  
(D-Los Angeles)



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## An eventful year of unprecedented milestones.

*Metro Rail. It will be long remembered as an eventful 12  
r areas of funding, design progress and public participation.  
milestones accomplished last year.*

Angeles-area congressional representatives, Governor George Deukmejian, the County Board of Supervisors, Mayor Tom Bradley and the Los Angeles City Council actively supported and achieved a resounding victory when House members voted 2-to-1 (280-139) to appropriate \$127.5 million for Metro Rail construction in the next fiscal year (FY '84). In August, a compromise funding level of \$117.2 million was agreed upon by a joint House/Senate conference committee as part of the overall FY '84 federal Transportation Department appropriation bill, subsequently signed into law by the President.

□ **Local Gains.** While federal support is paramount, Metro Rail could never be built without substantial matching contributions from state and local government and the private sector. During the past year, RTD received important commitments from these sources. Construction of the project will cost an estimated \$3.3 billion, and that includes a 7% inflation factor. Altogether, RTD is seeking about 69% funding through federal grants. The balance will be derived from local sources. These include a commitment of \$400 million from the California Transportation Commission, whose statewide independent analysis of 69 potential rail projects ranked Metro Rail as one of the 10 most cost-effective and high-priority rail projects in California.

Underscoring the need, the Los Angeles County Transportation Commission has pledged \$412 million in local and state sales taxes for Metro Rail construction. The remaining 5% "local match" will come from direct private-sector investments. In a precedent-setting financial plan, the RTD has turned to the private sector to acquire about \$170 million of Metro Rail's construction costs. Unlike any other public transit district that has built a rail rapid transit system in the past 20 years, RTD is looking for private investments *before* the system is in place.

The mechanisms to accomplish this were established by newly enacted legislation, allowing RTD to engage in joint development ventures and to create benefit assessment districts around Metro Rail stations. With the passage of state Senator Art Torres' Senate Bill 1159, the District can now work closely with private developers interested in building shopping, housing and office complexes above Metro Rail or on adjoining properties. Of course, these developments will comply with city and county zoning policies.

Last October, RTD announced the approval of the first joint development agreement. It will be a joint venture with Parklabrea Associates at the Wilshire/Fairfax station site. It will result in a \$30-million saving in construction and property acquisition costs. (See *Metro Rail News*, November 1983.)

SB1159 is the companion legislation to state Senator Diane Watson's Senate Bill 1238. Approved last October, the new law provides RTD a means of recovering a portion of the economic benefit owners of commercial property in the immediate station area will realize because of the substantial investment of public funds in the Metro Rail Project. These benefit assessment districts will be limited to a one-mile radius around stations in the Central Business District and a half-mile radius around stations outside of the downtown area. RTD and the City of Los Angeles have passed resolutions exempting single-family residences from assessments.

RTD intends to bond projected revenue from these assessment districts to defray some of the stations' construction costs.



Lt. Gov. Leo McCarthy



Mayor Tom Bradley (l), Supervisor Ed Edelman at recent press conference celebrating funding appropriation.

□ **Funding Profile.** To date, RTD has received about \$90 million for design and engineering work for Metro Rail. Such a sizeable investment constitutes a tangible vote of confidence in the need and viability of this project on the part of the federal, state and local levels of government.

□ □ □

## PRELIMINARY ENGINEERING

*Design work completed on schedule and within budget.*

□ **Completed Tasks.** Preliminary engineering on the Metro Rail Project was concluded last summer on schedule, within budget and with approximately 30% of the station and tunnel design work completed. But the pace never slackened as Metro Rail staff and consultants advanced to the continuing preliminary engineering phase. By the fall of last year, 18 architectural and engineering firms were selected by the RTD to bring design work on segments of the project to between 50% and 85% completion, a level necessary to meet the construction timetable.

To expedite this program, RTD contracted with Metro Rail Transit Consultants (MRTC), a joint venture of four consulting firms that have been involved in Metro Rail from the start of preliminary engineering. MRTC is also serving as the general engineering consultant to oversee and coordinate all other design work during the current design phase. The MRTC firms are:

- Harry Weese & Associates
- Daniel, Mann, Johnson & Mendenhall (DMJM)
- Parsons, Brinckerhoff, Quade and Douglas (PBQ&D)
- Raymond Kaiser Engineers, Inc.

□ **Looking Ahead.** As the District geared up for construction, the Metro Rail staff was increased and will top 110 positions by next June. Last year, Robert J. Murray replaced retired Manager/Chief Engineer Richard Gallagher as the new RTD Assistant General Manager for Transit Systems Development. Murray supervised the completion of Baltimore's Metro Rail system from preliminary engineering through construction and start-up.

□ □ □

## COMMUNITY INVOLVEMENT

*Public participation sets a national precedent.*

□ **Milestone Process.** During 1983, the local constituency of private citizens, business people, legislators and community leaders demonstrated unprecedented, broad-based support and involvement in the decision-making process for Metro Rail's development. This 15-month process, called the Milestone Decision-Making Process, was a major component of the preliminary engineering program. It began in the spring of 1982 and concluded on schedule last summer. Basically, the process entailed the coordination of public participation and input in the 12 critical design and policy issues (milestones) that guided the preliminary engineering work. Acting on its commitment of public responsibility, the RTD Board of Directors carefully considered this valuable input in making tough — and at times delicate — policy decisions on each milestone.

"From the outset of Metro Rail planning, our Board stood firmly committed to public involvement in decision making, since the critical decisions made during preliminary engineering will shape the scope and direction of future transit planning in the region through the next century," noted Board President Michael Lewis. "We want to ensure that the Metro Rail system meets both the needs and desires of the people it will serve."

Milestones of particular public interest included Metro Rail route and station locations, safety and security measures, the bus supporting plan, cost estimates and property acquisition/relocation policies.

Community meetings were the catalyst for coordinating the public's input. And the response was overwhelming. Some 10,000 persons voiced their views at a hundred meetings held along the proposed alignment in downtown Los Angeles, and the communities of Wilshire, Fairfax,

*(Continued on Page 8.)*



During preliminary engineering, exploration holes were drilled and soil samples taken to determine construction techniques. Also, minority firm of Delon Hampton Associates signed largest of Metro Rail continued engineering/design contracts.



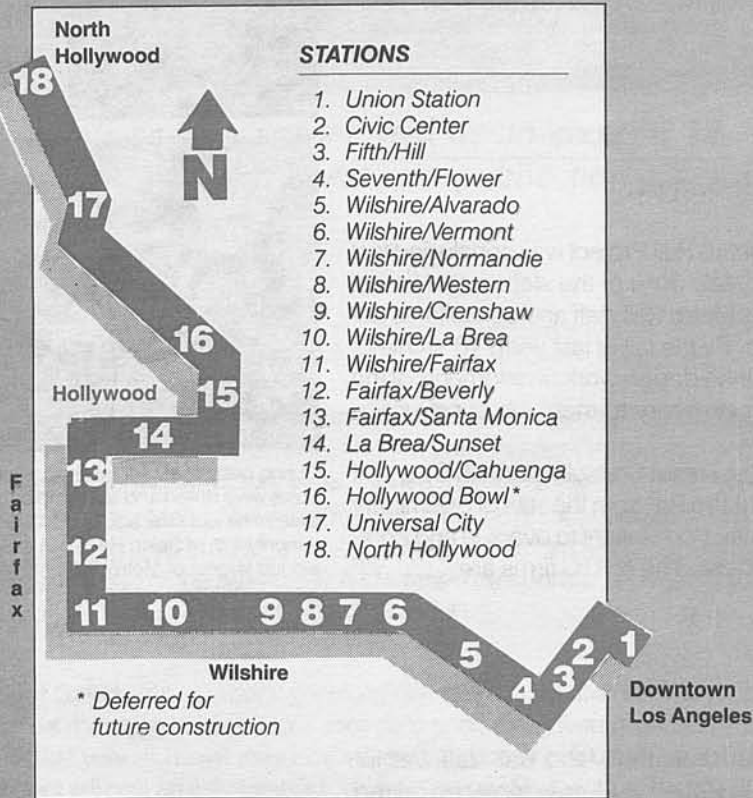
Hollywood/North Hollywood residents inspect BART system as part of Metro Rail public decision-making process.



RTD Board hears public testimony on milestone issue.



**Metro Rail Route and Stations**



**Viewing Tomorrow's Transit Today**

In 1983, the RTD Board of Directors finalized the Metro Rail station locations. Seventeen were approved for immediate construction, and one additional station (to serve the Hollywood Bowl) was approved for future construction. This 18-mile subway line will be the backbone of the county's ultimate 150-mile rail transit network, approved by the voters of Los Angeles County in 1980. Thanks to the artistic genius of nationally renowned illustrator Gene Streett, we are able to get a glimpse of tomorrow's transit today. His renderings shown below illustrate a prototype center mezzanine station at the platform level, and a preliminary design of the Metro Rail vehicle. Construction is scheduled for this summer, and system operation is set for 1990.



# METRO RAIL MILESTONES

## COMMUNITY INVOLVEMENT *(Continued from Page 6.)*

Hollywood and North Hollywood. At the end of each series of community meetings, the RTD Board convened a public hearing for each milestone to obtain additional citizen input. Subsequently, the Board adopted each milestone. Such an open public involvement process proved invaluable and has resulted in widespread public support of Metro Rail.

□ **Environmental Process.** The public review process was capped in July when more than 1,000 persons attended public hearings on the Metro Rail *Draft Environmental Impact Statement/Report*. More than 200 persons testified at the eight public hearings and voiced their views on the environmental, social and economic impacts of Metro Rail in Los Angeles County. Of those who testified, 88% were in favor of building the project "as soon as possible;" 31 out of 32 elected officials expressed similar support.

□ **Current Status.** The RTD Directors have adopted both the *Final Environmental Impact Statement* and the *Final Environmental Impact Report*. RTD's formal grant application has been submitted to the federal Urban Mass Transportation Administration. Once UMTA approves this application, the \$117.2 million Congress earlier earmarked for start of Metro Rail construction next summer can be released.

□ **Present and Future Involvement.** Since the conclusion of the Milestone Process and the environmental analysis, RTD continued its efforts not only to inform the public, but also to keep the two-way communication channels open. In September, the Community Relations Department extended its role as primary coordinator of public liaison activities. The department launched a new series of community meetings called **SORT (Stay On the Right Track)**. They were designed to keep the public abreast of the latest developments and the important decisions that had to be made as the project advanced toward final design and construction.

As pre-construction activities accelerate and other related programs (*i.e.*, property acquisition, benefit assessments and joint development) are implemented, direct community communication on an individual and collective basis will be imperative. Community Transportation Forums have been established in each of the five Metro Rail alignment sectors to assist the District in dealing with these issues as they arise.

As in 1983, the Community Relations Department will continue its efforts to keep the greater Los Angeles community informed through its various publications — *Metro Rail News*, *Metro News Bulletin*, *Metro Rail Update* and a wide assortment of topical brochures and booklets. The new bimonthly *RTD Transit Reader* brochure was recently introduced to the bus-riding constituency. It not only informs the thousands of RTD riders of Metro Rail developments, but also provides them an inside look at overall District programs.

Augmenting these activities are the various exhibits and public presentations that Community Relations staff members make each day within the 83 cities of the county through the RTD Speakers' Bureau, not to mention the department's daily liaison with community groups, local elected officials, public agencies and the private sector.



Public displays graphically tell the "Metro Rail story." Below, John Dyer guides Rep. Henry Waxman (c) and Bill Welsh through "tour" of Western/Wilshire station model.



## WILSHIRE SECTOR

*Continued from Page 3.*

### CHERYL BROWNE

*Sector Representative (213) 972-3413*

□ More than 100 Crenshaw station-area residents attended an RTD-sponsored workshop January 7 at the Wilshire Ebell complex to give their input on the various alternative station site plans currently under study. RTD staff described station site layouts and impacts to the participants. They noted that all site proposals conform to the Los Angeles City Specific Plan for the area and the Park Mile Ordinance. Attendees evaluated the seven alternatives on response forms and indicated their choice. The public's comments, along with RTD staff's recommendations were presented to the Board for consideration this month.

□ General Manager John A. Dyer will present an update on the Metro Rail Project when he speaks at the Wilshire Chamber of Commerce luncheon set for March 15 at 11:30 a.m. at the Wilshire Hyatt Hotel, 3515 Wilshire Blvd. His report will focus on such issues as construction funding, joint development potential, benefit assessment districts and land use policies relative to the project.



**John A. Dyer**



# RTD Orders 30 New Small Buses

## Texas minority-owned firm wins lucrative contracts

The RTD Board of Directors has approved the purchase of 30 additional new 30-foot buses manufactured by Carpenter Body Works of North Vernon, Ind.

The new \$4.3-million bus purchase is in addition to 32 small Carpenter coaches ordered last June. All are scheduled for delivery by this summer.

"RTD needs these buses to replace older small coaches in its fleet and meet increased service demands," said RTD General Manager John A. Dyer. "Each of the new small buses is 10 feet shorter in length than a standard size bus. Each seats 27 passengers and is accessible to wheelchair patrons. Other features include tinted windows, air conditioning and power steering."

RTD presently deploys 30-foot buses in downtown Los Angeles, Westwood and Pomona on special routes where there is less passenger demand or in residential areas where it would be difficult to operate larger buses. Moreover, the District may deploy its new small buses on regular routes where ridership is light, so more full-size buses can be shifted to lines experiencing overcrowding.

Lawson National Distributing Company of Houston, Tex., a minority-owned business that represents Carpenter Body Works, was awarded both bus contracts. These are the first major new bus orders RTD has awarded to a minority-owned business. It is also the first time the District has purchased buses built by Carpenter Body Works, which manufactures many of the nation's school buses.



**NOW ON SALE** — Los Angeles Mayor Tom Bradley (l) and RTD Board President Mike Lewis were the first customers to purchase the RTD 1984 Olympic Commemorative Token Set that went on sale January 27 at RTD Customer Service Centers and selected retail stores. Sales of the Olympic souvenir sets will help pay for extra RTD bus service during the 1984 Olympics. The brass bus tokens are produced in 24 distinctive designs featuring the various Olympic sporting events from archery to yachting. The reverse side of each is engraved with the official Olympic "Star in Motion" symbol. Single bus tokens can be used to pay RTD's 50-cent base fare on regular bus service. A complete set of all 24 bus tokens packaged in a blue faux calfskin gift box is available for \$24.95 plus tax at RTD Customer Service Centers. Sets are also available at many retail stores. For a complete list, write RTD, Los Angeles 90001.

## New Signs Make Riding Easier

RTD has launched a systemwide program of new bus stop signs to replace some 20,000 signs in the District's 2,280-square-mile service area. The new rectangular signs identify the RTD bus line number, destination and service hours for each bus route serving a particular RTD stop. The two-sided, 12-gauge aluminum signs are highly reflective and designed so changes can be made easily. The signs have the red and black RTD trademark and tri-color striping (red, orange and gold) on a white background. The basic sign denotes single-line bus stops. Up to six lines — as shown at right — can be highlighted on each sign. Signs will be mounted a minimum of 7½ feet above ground for easy reading. Installation began in West Los Angeles and will be completed by May 1984 in time for the many visitors expected in Los Angeles this summer.



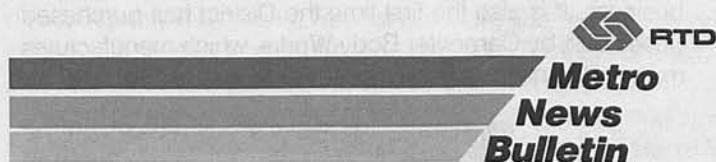
### Sharing Experiences . . .

RTD Community Relations staff and representatives from Miami's Metro-Dade transit system and Metropolitan Atlanta Rapid Transit Authority (MARTA) recently participated in a three-day peer review seminar at RTD headquarters. They provided valuable input into the development of the Metro Rail Community Relations Construction Work Program, based on their experiences with rail construction in their cities. RTD staff led a walking tour of the Metro Rail alignment. Here in Hollywood, Wilbur C. Miller Jr. (r) traces route alignment as (l-r) RTD Community Relations representatives Jeff Alpert, Mary Lou Echternach and Cheryl Browne; Metro-Dade Director of Revenue Marketing Rita Fenwick; RTD Assistant to the General Manager Albert Perdon; and MARTA Customer Relations Director Harold Sims observe.



### . . . Sharing Opportunities

RTD Board member Nate Holden (c) recently convened one of a series of briefings geared to involve minorities and women in the continued preliminary engineering phase of Metro Rail. Participating in the briefing (l-r) were local architects W. Christopher Jones, Carl Kinsey and James E. Silcott. Other participants not shown were architects Ernest P. Howard and Robert Kinnard. Minority firms desiring information about engineering opportunities are required to register and be certified by RTD. Certification applications may be obtained by contacting the Equal Opportunity Office at (213) 972-6078.



**METRO NEWS 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.

Submit all inquiries to:  
**RTD Community Relations**  
 425 S. Main St.  
 Los Angeles, CA 90013  
 Phone: (213) 972-6456

**CLARENCE BROWN**  
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### ADD PUNCH TO YOUR LUNCH!

#### Through the RTD Speaker's Bureau

Need a dynamic speaker for your organization's next luncheon? Our community relations staff is available to make provocative presentations on a wide range of transit topics, including RTD services and programs, rail transit planning, transit careers and the role of public transportation. Presentations can consist of speeches, graphics, slides, video tapes and/or our award-winning film on Metro Rail, entitled *Starting Under*. Our Speaker's Bureau is the best way to add punch to your lunch. For details, contact Albert Reyes, Community Relations Coordinator, at (213) 972-6622.