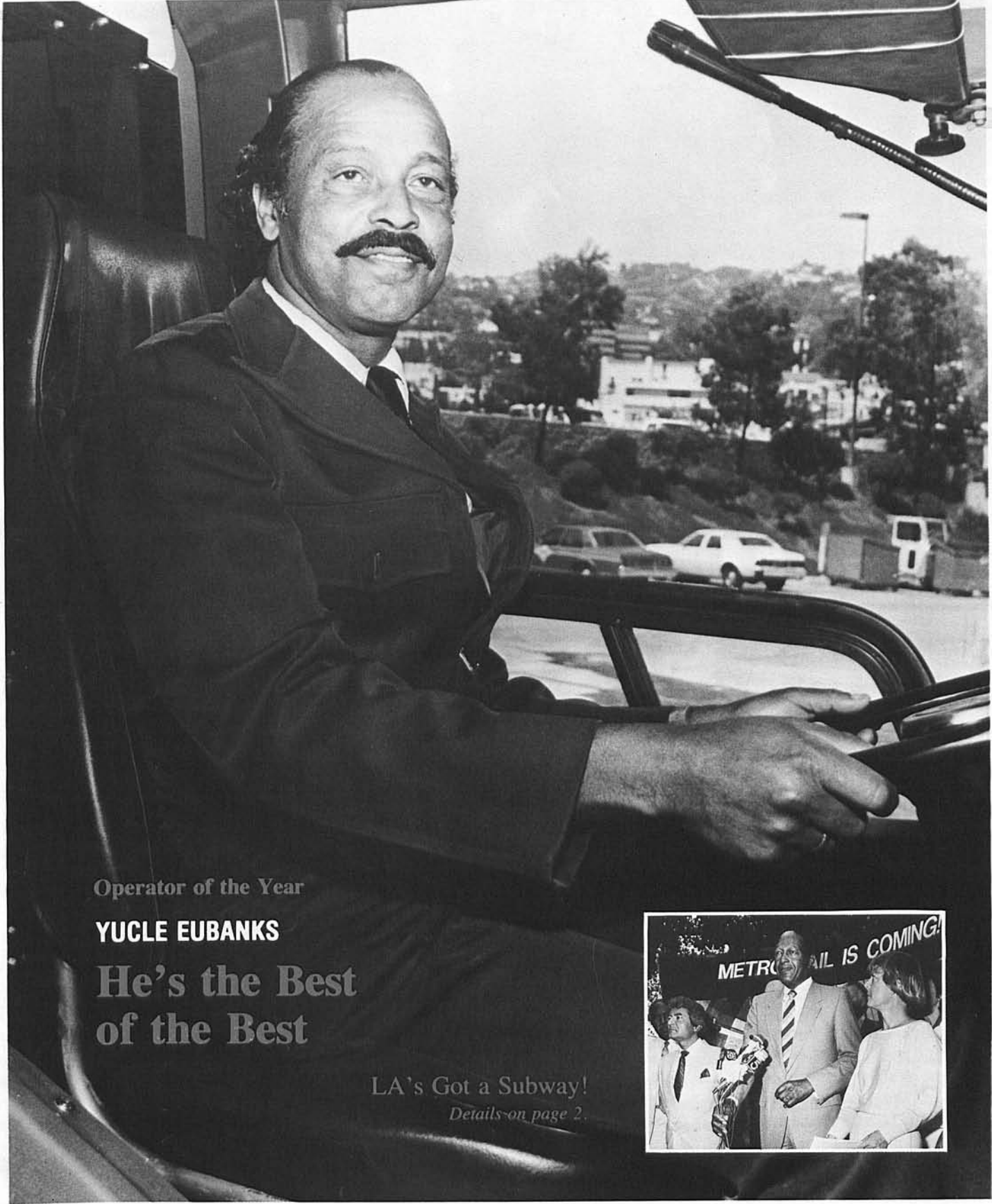


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Metro News **BULLETIN**



Operator of the Year

YUCLE EUBANKS

**He's the Best
of the Best**

LA's Got a Subway!
Details on page 2.



News Briefs



Contract Announced—Los Angeles Mayor Tom Bradley and RTD Board President Jan Hall announce contract releasing federal funds to begin construction of Metro Rail. Joining them (from left) are RTD Board Directors Nate Holden and Nick Patsouras.

L.A.'s Got A Subway!

Los Angeles is on the move again following the announcement that an agreement has been reached with the Reagan Administration on a federal full-funding contract that releases \$225.6 million in federal funds to begin construction of Metro Rail's initial 4.4-mile downtown subway segment.

The contract with the federal Urban Mass Transportation Administration releases federal gasoline tax monies previously appropriated by Congress for construction of the first phase of the subway extending from Union Station to Wilshire and Alvarado. The monies were withheld by the Administration until a construction funding pact could be negotiated.

"This historic agreement means that we are finally on the way toward the construction and operation of a modern rail system that will change the course of public transit in Los Angeles for decades to come," RTD Board President Jan Hall said. "We expect to begin Metro Rail construction within 90 days and start passenger service in 1992."



Best — General Manager John A. Dyer presents cash award to honoree Eubanks.

On the Cover

Yucle S. Eubanks of Los Angeles graces this month's cover as RTD's 1985 Operator of the Year. He was singled out for the award from the ranks of RTD's 4,700 full-time bus operators. Eubanks is considered the "best of the best" in that he personifies such attributes as courtesy, dependability and conscientiousness. Patrons who ride Line 10 along Melrose Avenue will agree that he indeed is a "perfect 10!"

FY87 Budget Adopted

The Board of Directors recently adopted a \$511.3-million operating budget for FY87, effective Sunday, June 29. The new budget is about 3.5% higher than that for FY86, and the rate of growth has been held within the anticipated rise (about 4%) in the local inflation rate.

The spending plan maintains the 85¢ base fare and current service levels for another year, and it anticipates a 3% increase in ridership.

In addition to the operating budget, the Board adopted a \$287-million capital spending program for FY87 and a separate \$4.7-million budget for contracting with private transit operators to run up to 1.4% of RTD service this year. Privatization is being pursued to achieve cost economies without cutting service or raising fares.

We've Got Spirit!

When it comes to community causes, RTD's got spirit! In April, the District celebrated the close of its most successful United Way fund-raising campaign ever with a total collection of \$400,000, nearly a 50% increase over last year's contributions by employees.

That same corporate spirit was revived in June when employees contributed over \$20,000 toward the Statue of Liberty Restoration Project. The District was proud to be a part of that historic moment on July 3 when Lady Liberty was finally unveiled in resplendent glory to an admiring — and grateful — nation.



Swanson Reelected

Board Director and former Vice President **Gordana Swanson** has been reelected to a second four-year term on the RTD Board as the representative of Corridor B, which extends from the Palos Verdes Peninsula to Santa Monica and Beverly Hills. A Rolling Hills City Council member, Director Swanson represents the transit interests of 19 cities and chairs the Board's Advance Planning Committee.

District Adopts New Service Policies

Policies Provide Los Angeles Region With 'Lifeline' Service

Some have extolled it as a major breakthrough in transit policy making. Others have termed it a landmark commitment.

Whatever the case, public reaction to the Board of Directors' newly adopted *Consolidated Transit Service Policies* has been overwhelmingly positive. That's largely because this new comprehensive set of policies provides for "lifeline" service—that is, a guaranteed minimum level of bus service throughout the District's 2,280-square-mile service area.

The guaranteed level is based on population density—that is, the more people who live in an area, the higher the minimum service level. The vast majority of the system will continue to operate above the minimum levels because the demand for service in these areas is high.

Among other things, the new policies guarantee that at least 90% of the present bus service levels will be maintained, although some lines may be rerouted and some service removed.

Other key aspects of the program call for the maintenance of the District's regional bus lines and provides that weekend service be given priority over night and holiday service. Though some weekend service and local circulation routes may be reduced, the District will work with affected municipalities and the private sector in an effort to preserve optimal service for the transit dependent.

"Our goal and commitment through these policies are to serve the greatest number of people with whatever resources we have available," says Board President Jan Hall.

The District formulated the policies as a fair, proactive approach to dealing with the adverse impact of declining federal operating assistance on transit service. RTD currently obtains \$48 million in such assistance, but President Reagan's budget proposal calls for elimination of all operating assistance not only to RTD but all transit operators in the nation.

Since 1981, the District has seen its federal assistance slashed by \$17 million, despite dramatic increases in ridership and demand for services.



Improved Service—Bus service improvements for Lines 161 and 423 are pointed out by RTD Director John F. Day for the benefit of Westlake Village and Agoura Hills officials. Looking on (l-r) are Councilman Ernest Dynda, Mayor Vicky Leary, Mayor Pro Tem Fran Pavely and Councilwoman Darlene McBane of Agoura Hills; Westlake Village Councilwoman Bernice Bennett, Assemblywoman Kathy Wright; Councilman Irwin Shane and Mayor Bonnie Klove of Westlake Village, Agoura Hills Councilman Jack Koenig and Mayor Pro Tem John McDonough of Westlake Village.

Already RTD has mapped plans to trim service as a result of anticipated federal cuts of up to \$5 million next fiscal year. Some of these changes went into effect June 29; others are anticipated in the fall and winter (see article below).

The plan ensures an orderly decision-making process that involves officials from every city in the region and the private sector before final service changes are submitted to the RTD Board.

To facilitate this effort, the District has established two committees in each of the four major transit corridors in its regional service area (*i.e.*, South Bay, Mid-Cities, Foothills, and San Gabriel Valley). The

"policy committees" are composed of local elected officials of each city in the corridors. Their responsibility has been to review and comment on the District's service policies before Board adoption. The "technical committees" are composed of the transportation staffs from the majority of the 84 regional cities, and their task has been to review the District's methodology for determining service adjustments whenever they are deemed necessary.

Input from the private sector has also helped shape the plan, which stresses maintenance of a regional system over frequency of bus service.

Board Considers Fall Services Adjustments

In anticipation of federal transit budget cuts during Fiscal Year 1987, the RTD Board of Directors held a public hearing June 26 to discuss proposed adjustments or cancellations to 11 bus lines and the establishment of two new lines.

The changes, if approved by the Board, will be implemented Sunday, September 28.

Three of the 11 lines would be cancelled in areas where existing routes offer alternative transportation. Five other lines would be partially rerouted and/or shortened. Service on two lines would be extended, while two new services are designed to replace all or major portions of cancelled bus routes.

The proposed service changes are grouped into three planning packages, each of which is considered as a separate proposal. They include the affected area and specific service changes for each line. The areas affected are Echo Park (Lines 33 and 200), North Hollywood (Lines 183, 420, 421, 422), and the east San Fernando Valley (Lines 150, 161, 424, 425, 427).

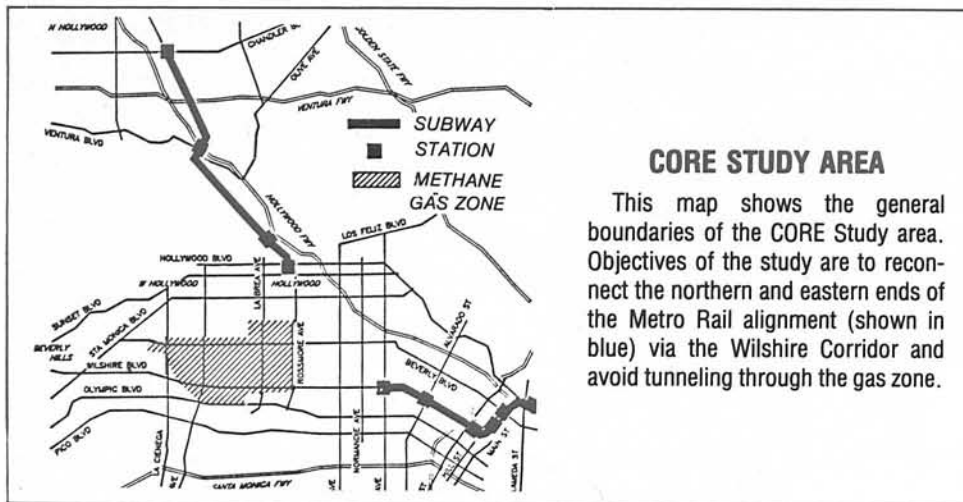
The service revisions are necessary, because several federally funded programs are anticipated to be reduced or eliminated in FY87 to meet federal budget objectives under the Gramm-Rudman-Hollings (balanced budget) Amendment. The RTD service modifications would partially offset the anticipated loss of \$5 million in operating revenue.

For further information on the proposed service changes, contact RTD Community Relations at (213) 972-6456.

Metro Rail Update



CORE Study Progresses



CORE STUDY AREA

This map shows the general boundaries of the CORE Study area. Objectives of the study are to reconnect the northern and eastern ends of the Metro Rail alignment (shown in blue) via the Wilshire Corridor and avoid tunneling through the gas zone.

While federal funding negotiations were in progress for the first Metro Rail segment, the local community continued to work with RTD in determining the route and station locations of the second set of segments.

This selection process embodies the Congressionally Ordered Re-Engineering (CORE) Study, which RTD initiated in January. The study is being conducted in response to a congressional mandate that prohibits RTD from tunneling Metro Rail's Wilshire segment and its northern extension through a methane gas zone, as defined by a Los Angeles city task force.

Four alignment alternatives have been identified as the most promising options to the originally adopted plan, which provided for deep-bored tunnels beneath Wilshire Boulevard and Fairfax Avenue. The alternatives range from all-subway segments (detouring around the gas zone via Olympic and Pico Boulevards) to a mixture of subway and aerial (elevated) segments—a cost-effective option that provides direct service along Wilshire. To date, all of the alternatives have received mixed public reaction. A detailed technical evaluation ranked the aerial option highest, particularly in terms of cost and ridership potential. But the technical results are only a part of the overall alignment selection process—albeit an important one.

On June 24, RTD staff presented three scenarios for each candidate alignment, as to how each could be built and operated in phases (or in incremental operable segments) beyond the Wilshire/Alvarado terminus of the initial 4-mile segment.

Those scenarios are contained in the CORE Study Milestone 4 Report, which is available upon request of the RTD Community Relations Department.

The next series of community meetings will be held soon to consider the initial findings of the environmental impact analysis conducted for each candidate alignment. Selection of a "preferred alignment" by the RTD Board is expected in the fall.

2 House Panels Ok Metro Funds

In first-round action on federal transportation spending for 1987, two House panels recently recommended \$110 million be appropriated for Metro Rail.

The actions were taken by the appropriations subcommittee on transportation, which drafts transit spending bills, and the House Public Works Committee, which authorizes federal transportation projects.

In addition, the Public Works Committee, as part of its recommendations on a multiyear plan for use of federal gas tax dollars, called for a total of \$870 million to be earmarked for Metro Rail through 1991.

That bill, for the first time, signals Congress' intent to provide construction funds for the second, Westside phase of the downtown-to-San Fernando Valley segment of the 150-mile regional rail system.

Both actions require concurrence by the full House, the Senate and President Reagan.

WASHINGTON—Now that I've had my first ride on the D.C. Metro, I understand why the Reagan administration is trying to abort L.A.'s Metro Rail.

It's not because we've got enough money to build it ourselves. The feds know that's nonsense, unless they expect us to dig the tunnels with volunteer help, using little tin pails and shovels scavenged from the beach.

It's because having a new subway system is so invigorating for the life of a city that the politicians in Washington want to keep all the fun for themselves.

To be sure, the D.C. Metro is not all that new, and building the system entailed plenty of the confusions, infighting, backtracking and cost overruns that Los Angeles can expect to suffer. It's new to me, however, and a heady discovery at that.

On previous visits to our nation's capital, I'd avoided it like the plague I knew the New York City subways to be.

That's one of the problems of going through life as an ex-New Yorker. You measure progress by the lack of it in your home town. I grew up associating subways with ancient, decrepit equipment, unbreathable air, unbearable noise, unbelievable filth and unendurable crowding. And as awful as the New York subways were when I last lived there 10 years ago, they're worse today, and still hurtling downhill.

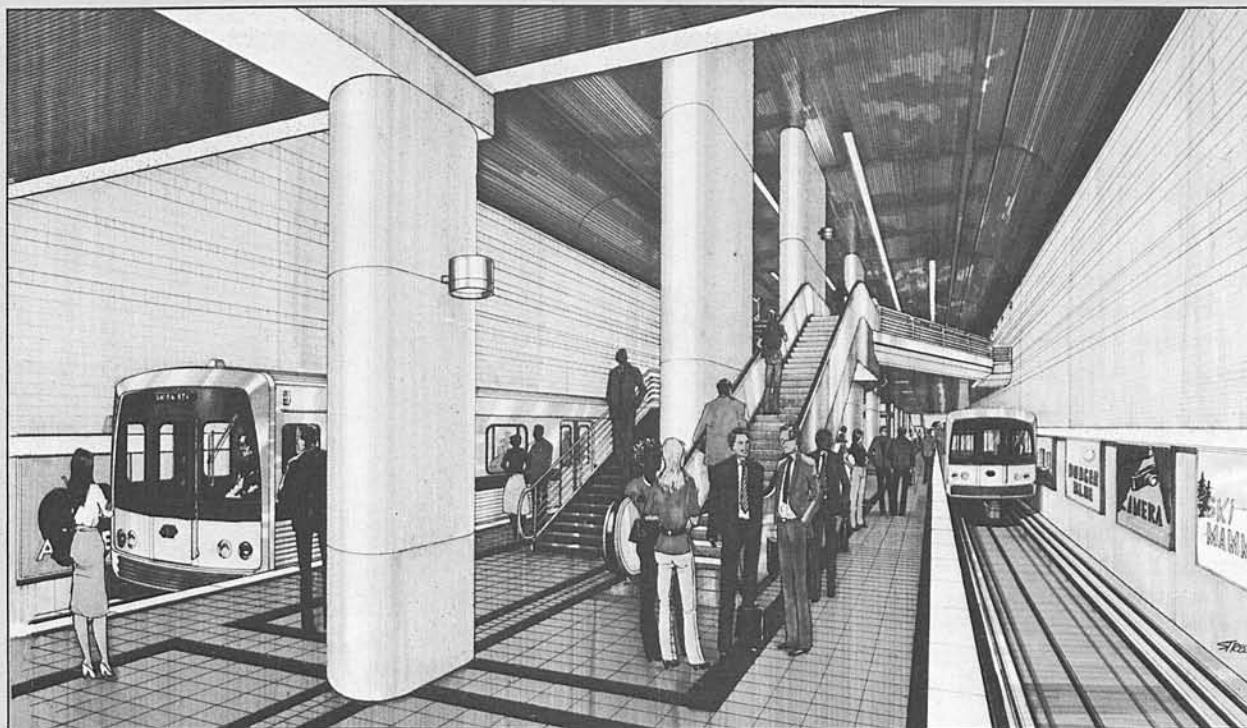
As a result, I assumed in Washington, as I had in San Francisco with BART, that the Metro was a substantial improvement on the cattle cars of the IRT and the IND, but not enough of an improvement to justify forsaking sidewalks, tourist sights and open sky.

What changed my mind was a sudden realization, one morning during rush hour, that most Washingtonians emerging at street level from their underground travels on Metro looked refreshed.

They looked better than refreshed. They looked happy, in contrast to New Yorkers who emerge from the bowels of their subway system looking like lobotomized fugitives from the Gulag.

So I took the plunge.

I bought a ticket, from who knew where to who cared where. Instead of buying tokens from some sallow-faced depressive in a security booth, I dealt with a high-IQ, user-friendly machine



It's Metro Rail or the end of the line

By Joe Morgenstern

that dispensed a magnetically coded fare card. Then I descended to meet my fate on an escalator at least as long as, maybe longer than that epic escalator on the Lexington Avenue line somewhere in the '50s. (It's all fading . . . my former life as a New Yorker is going blurry, like sky-writing in a summer breeze . . .)

At the bottom, I found the 21st century.

That's right, I'd been living in the 20th century with a 19th century notion of what subways were, or could be, while the 21st century was whirring merrily along beneath the District of Columbia's streets.

I found sleek, clean cars with delicious air conditioning and even carpet, for Pete's sake.

I found trains sliding in and out of well-lit, boldly designed stations, and making less noise in the process than a marbel-mouthed conductor in New York makes announcing stops on the Brighton Beach Express.

Best of all, I found people enjoying all this fancy technology, and enjoying one another.

Secretaries met on the way home from work, rode together for a few stops, then said, "Goodbye, see you tomorrow." A guy dressed in the full Italian bicycle racer costume, with his 10-speed bike on board, talked with an attache case-carrying businessman about the merits of side-pull brakes vs. center-pull brakes. A scholarly fellow from Foggy Bottom stood swaying and reading *Foreign Affairs Quarterly* next to an intense adolescent reading *Steppenwolfe*.

It was big city life at its best: casually convivial, entirely non-threatening, exactly the kind of experience we're forced to be strangers to in L.A.

We in Los Angeles are strangers to each other. We go to and fro on the freeways in seemingly endless isolation, in a solitude relieved only by stereo speakers. We seal ourselves off in little four-wheel capsules and call that commuting, as if we'd solved all the problems of cityhood.

I don't think we have. I think we need Metro Rail badly, and that it will become as much of a unifying, citifying force in Los Angeles as the Metro has become in Washington.

We're told that we can't afford it, by opponents in Washington and Los Angeles. We're told we can't solve the problems of putting tunnels through methane fields, or that Metro Rail will destroy the city as we know it, and we'd be committing fiscal suicide to even undertake such an unpredictable project.

But the city will destroy itself without mass transit, or destroy its chance to fulfill its long-term destiny as a great metropolis. And mass transit doesn't mean putting together some jerry-built network of light rails. It means taking the big plunge, persevering in our efforts to build a proper subway.

Joe Morgenstern is a columnist for the Los Angeles Herald-Examiner. This column is reprinted from the May 27 issue by permission.

Accessible Service

Operators Saluted

Bobby F. Taylor and Teddie E. Cheaves were recently presented the RTD Accessible Service Operator Recognition Award for providing outstanding transportation service to senior and disabled passengers.

Taylor, of Division 7 in West Hollywood, has been with the District since 1968, maintaining an excellent performance record with no missouts since 1983. Among his credits are a five-year safe driving award and the attainment of the maximum 90 merit points. Taylor is married and has three daughters. His hobbies are collecting old phonograph records and videos, and roller skating.

Cheaves works out of Division 5 in South Central Los Angeles, having driven buses since 1972. He has been absent from work only twice in his nearly 14 years of District service and has never had a missout. He currently drives Lines 40 and 111.

In presenting the awards, Board Director Jack Day noted, "It is an honor to salute these two outstanding operators. They have set a wonderful example in providing excellent service to senior and disabled passengers. And we are proud of their accomplishments."



READING & RIDING — Blind students from Francis Blend Elementary School for the Handicapped put theory into practice as they board bus and read new Braille version of Guide for the New Bus Rider brochure. RTD Instructor James Greene shows Luis Anaya how to signal for a stop, while school instructor Judy Koch (l) helps Lamar Upshaw and RTD's Jamee Bayan assists SoVann Phlek. Brochure was a joint effort of RTD and Braille Institute and has been distributed to institutions that serve the visually impaired.

New Application Process Easier

Life is now a little easier for disabled bus patrons who wish to apply for reduced fare identification cards via a new process that enables them to obtain applications at any of the District's 10 regional Customer Centers.

In the past, RTD Reduced Fare Applications have only been available through the mail or at RTD's Reduced Fare Office.

Because many applicants choose to obtain the forms and subsequently return them in person, two trips to the Reduced Fare Office were required to complete the process.

Patrons near downtown Los Angeles and the San Gabriel Valley gain an additional benefit with seven-day-a-week service at the Customer Centers in El Monte and the California Mart.

Mail-in service continues to be available.

Directory Offered

As a public service, RTD has published a 146-page directory outlining paratransit services for elderly and disabled citizens residing in Los Angeles County.

The first edition of the *RTD Paratransit Directory*, scheduled to be updated annually, includes information on more than 280 paratransit organizations offering various forms of transportation.

These operators include bus, van and dial-a-ride services and, in some cases, also offer special youth services.

The free directory is available at all RTD Customer Centers and more than 1,000 community service organizations throughout Los Angeles County.



HONORED — Taylor (2nd, l) and Cheaves are congratulated by Division 7 Manager Roy Starks (l) and Division 5 Manager Bill Griffin (r), and (rear, l-r) CACAT Chair Charles Devlin, Board Directors Carmen Estrada, Jack Day and Charles Storing, and General Manager John Dyer.

Among the recent blitz of newspaper articles dramatizing bus-related accidents, one editorial column stands out in the minds of many of the 5,000 RTD operators. It was written by *Los Angeles Herald-Examiner* columnist Gordon Dillow on May 19. The satirical essay characterized District drivers as an A-Team commando force.

Perhaps the most objectionable excerpt was this: *Quietly recruited from police lockups, drug counseling centers and remedial driving schools across the nation, they were brought to Los Angeles in sealed minivans for top-secret training in bus warfare. The "cover story" was that they were training to be RTD bus drivers.*

Several RTD operators have responded in various ways, but with one common message: that "one or two bad apples don't spoil the whole barrel."

Among the first to represent the operators' views was United Transportation Union General Chairman Earl Clark. He observed, "It seems like only the bad news is broadcast, never the good news. Our operators are entitled to fair treatment."

Echoing Clark's sentiments, but in a more personal manner, was operator Virginia Adams, who works out of Division 1 in downtown Los Angeles. She wrote a rebuttal to Dillow, candidly noting:

After reading your article, I can tell you in simple language, you have a lot of nerve. You have taken one incident and run wild with your thoughts. You have no proof of your statements. . . I challenge you to spend one day with me. I guarantee you, you will apologize to each operator for what you have written.

I have been driving since 1976. My training as a student was the best. I am now a Line Instructor and I pass on the teaching I had. If I didn't believe in God, I would have quit this job a long time ago; for some of the things that happen on the bus [by the public] are unbelievable. You have no idea what an operator goes through. Why didn't you try and find out before you started mouthing off?

[Accidents are] unfortunate, but you or anyone else didn't put all policemen in the same shoes when they arrested the policemen in Hollywood for stolen goods. No one puts all politicians in the same barrel when we had Watergate. So what gives you . . . the right to put all RTD Operators under fire to the public because of the [irresponsibility of one driver]?



APOLOGY ACCEPTED

Writer Admits Column Misrepresented RTD Drivers

RTD offers stress classes, drug abuse [programs], etc. Any operator can enroll in them. We have yearly defensive driving classes and many opportunities that if an operator applies himself, it's there. I am speaking for all operators; you don't know what you are talking about!

In response to her rebuttal, Dillow wrote: *You're right. After re-reading the column, it does sound like I'm attacking all RTD operators, even though I did say in one paragraph that most operators are hard-working people who have to deal with very difficult conditions. But I guess I didn't make that clear enough.*

I'm not saying that I don't think there are some problems in RTD. But I shouldn't have lumped all operators together. I was wrong in that, and in the future I will not make the same mistake.

The fact of the matter is that RTD maintains a commendable safety record (see news brief on page 8). Over the past five years, the number of passenger accidents has declined by 25%. The frequency rates, or the number of passenger accidents occurring each 100,000 miles of operation, has declined by 33%.

The District's traffic accident history within that same timeframe saw a 16%

reduction in the number of traffic accidents. The number of traffic accidents experienced per 100,000 miles of operation dropped by 15%.

Further, the District has gone on official record that it "will not tolerate employees working under the influence of drugs." To enforce this mandate, the District has implemented a no-nonsense anti-drug, anti-alcohol abuse policy comparable, if not superior, to that of any other transit property or corporation in the nation.

Since the policy went into effect last September, 284 District employees have voluntarily participated in an employee assistance rehabilitation program. Also, 32 employees have been terminated in the past year as a result of on-the-job screens.

Through careful monitoring, counseling and assistance to employees, the District is working toward maintaining public confidence in the regional transit system and toward fostering a spirit of pride and high morale among its personnel. At the same time, District personnel is committed to providing the best quality service possible and to do so with the same fortitude and pride that has made RTD truly one of the world's finest and efficient transit systems.

'Riding Safely' Is Workshop Theme

Tips on how to protect oneself from pickpockets, purse snatchers and backseat comen were shared with participants at the recent 1986 RTD Crime Prevention Workshop.

The participants were members of the East Los Angeles Retarded Citizens Association, who represent a special rider group that tends to be particularly vulnerable to transit criminals. Community Relations Representative Tom Chung demonstrated how personal belongings should be concealed and held to discourage criminal activity.

"Some people are walking targets unknowingly," Chung noted. "They carelessly drape their purses on their shoulders, not realizing that criminals can either snatch the bag altogether or steal wallets and money in a flash."

Workshop attendees participated in role-playing demonstrations to illustrate how simply protective measures can be employed.



Safety—Workshop participant examines packet containing RTD information on safety tips.

First in Safety

The District was recently honored by the Greater Los Angeles Chapter of the National Safety Council for its outstanding safe performance record in 1985 at the Council's annual Safety Awards Dinner at the Beverly Hilton. The District won first-, second- and third-place honors in various categories, including fleet operations.



Transit Buffs—General Manager John A. Dyer (rear, l) and Director Carmen A Estrada (rear, 2nd l) congratulate participants of the first RTD Student Transportation Advisory Conference (STAC) 1985-86. These local students spent the past school year studying transportation issues and getting an inside look at RTD operations. Their findings and recommendations were submitted to the Board of Directors in June, at which time their efforts were recognized and lauded.

District Extends Student I.D. Cards

RTD will honor through October 31 its current elementary/junior and high school student identification card, which expires September 30.

The extension will allow the District ample time to process the anticipated large volume of new cards for fall registration.

The current student identification cards are used by students K-12, age 20 and under.



Expansion—Gathering near overcrowded El Monte Busway parking lot to announce plans for a new three-level, 500-car parking structure are (l-r) RTD Director Charles H. Storing, County Supervisor Pete Schabarum and Los Angeles County Transportation Commission Chairman Deane Dana, El Monte Mayor Don McMillan and RTD San Gabriel Valley representative Nell Soto. Financing for the \$3-million facility will be covered by grants from federal, county, RTD and local sources.



Metro News
BULLETIN

METRO NEWS BULLETIN is published by the Southern California Rapid Transit district to inform the greater Los Angeles community of progress and developments relative to District programs and services.

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John A. Dyer/General Manager
Lou Collier/Community Relations Director
Clarence Brown/Editor

Submit all inquiries to:

RTD Community Relations Department
425 S. Main St. • Los Angeles, CA 90013
(213) 972-6456