



METRO MOVES

Metropolitan
Transportation
Authority

SEPTEMBER/OCTOBER 1994

Smashing the Bus vs. Rail Myth

A balanced transportation system is the answer



The MTA has been at the center of a spirited public and legal debate these days. When the MTA board approved its 1994-95 fiscal year budget, part of the funds to reduce its \$126-million dollar operating deficit were to be obtained by raising the bus fares from \$1.10 to \$1.35.

Set to go into effect on Sept. 1, the fare increase prompted a lawsuit against the MTA by a coalition of grass-roots organizations who charge that the fare increase unfairly discriminates against minorities and the poor.

The complaint, filed in the U.S. Federal Court on Sept. 1, alleges that the MTA's rail construction program is too costly and it uses funds that could cover the MTA's operations shortfall. Further, the bus riders' coalition asserts that rail transit serves primarily the county's more affluent residents, while the poor and minorities make up the bulk of the bus ridership.

Temporary Restraining Order

U.S. District Judge Terry J. Hatter issued a temporary restraining order, and later a preliminary injunction, forbidding the MTA to raise its bus and Blue Line trolley fares. The MTA was unsuccessful in appealing the injunction before the U.S. 9th Circuit Court of Appeals. The bus fare therefore remains at \$1.10 until there is a full hearing on the matter before Judge Hatter. A hearing was

scheduled for Oct. 17, but the judge put the matter over again until Oct. 27.

Rail vs. Bus seems to be the real issue here. This article is not in defense of either transportation mode; rather, it is a statement of the facts concerning the MTA's responsibility to the citizens of Los Angeles County.

It's the MTA's job to plan, build and maintain a balanced transportation system that serves the needs of all its constituents — and such a system consists of bus, rail and highway programs. The MTA is working hard to accomplish this goal.

A Balanced Transportation System

It is often said that Los Angeles area residents live in their cars. While this may not be true for many who are transit-dependent, more than 30 million passenger trips are taken daily on Los Angeles' vast freeway and street system.

If L.A.'s population continues growing at its current rate, travel demand will rise 31% by the year 2015 due to a 33% increase in population and a 29% increase in employment. With only existing planned improvements, the average rush-hour speed will drop from the current 29 mph to only 7 mph by 2015, and street driving will slow to only 4.9 mph.

To help improve traffic flow and increase commuter options, an integrated Metro

(continued, page 3)

Transit Tokens - The Best Deal in Town!

Although the MTA has been prevented from implementing its new fare structure — at least until the results of a hearing in the U.S. Federal Court on Oct. 27 before Judge Terry Hatter (see accompanying article on Page 1) — the following is a breakdown of the new fare structure, as it compares with the existing fare structure, and how using the transit token can already be a cost-saving method.

Choose Tokens

A 90-cent token can be used to cover the base transit fare on MTA buses and Blue Line

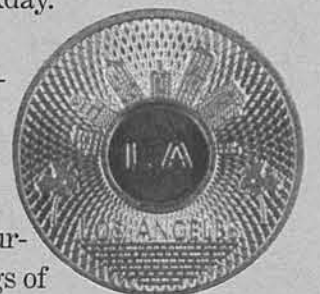
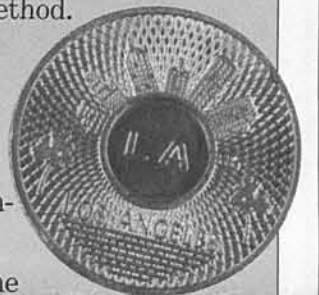
trains. Using a token is a 20-cent savings when applied to the current one-way base fare of \$1.10

If, and when, the MTA implements a new fare rate of \$1.35, using a token will amount to a savings of 45 cents per trip.

In fact, as much as \$4.50 a week can be saved this way for those who take one round trip every weekday.

About 25 million tokens are available to the public, and can be purchased in bags of 10 for \$9. Eighty percent of these

(continued, page 2)



INSIDE

Subway Update: Page 6



CEO Talk

BY FRANKLIN WHITE

Facts and Fictions



It seems ironic that the MTA should be accused of racial prejudice in setting fares when approximately 75% of our employees are minority and virtually every bus and rail line we operate serves

minorities. Odder still is the accusation that the rail lines under construction are to serve white communities, when statistics show every line under construction by the MTA will serve predominantly minority groups. Here are the facts:

- Minority population in the rail corridors that we now serve or in which rail projects are under construction averages 81%.
- The Long Beach Blue Line has a two-thirds minority ridership.
- The Pasadena Blue Line, singled out as an example of preference for wealthy white suburbanites, is actually defined by the Federal Transportation Authority as a minority line, with a 63% minority within its corridor.
- Metrolink, a creation of five counties with its own board of directors, is funded from several local voter passed initiatives, the revenues from which cannot legally be

used for buses. Total MTA subsidy to Metrolink for fiscal year 1995 is \$76 million — 2.6% of MTA's budget.

- Total cost of MTA's combined rail program, including construction and operations, is 29% of MTA's total \$2.9 billion budget — not the 79% claimed by the plaintiffs.

The facts regarding who is and will be using the rail lines debunk completely the plaintiffs' claims of racial bias. Indeed, the charges against MTA are not about discrimination, but rather about rail disenchantment coming from those who oppose rail construction. Their disenchantment is short-sighted.

The Southern California Association of Governments predicts by the year 2015 a 31% increase in travel demand arising from a 33% increase in population and a 29% increase in employment. Notwithstanding the rail lines we are presently building, with present behavior, in 2015 during the peak hour freeway speeds will average 7 mph and street speeds 4.9 mph.

Such conditions will destroy the regional economy and make it impossible to meet clean air mandates. Alternative modes, like rail, which supplement the road system, will clearly be needed.

Since the nay-sayers have no responsibility for and have failed to examine the future, they offer no solutions. But we, in positions of responsibility, recognize that the MTA has at least two fundamental obligations:


To provide good transportation to today's riders; and also

to prepare for the transportation demands of tomorrow.

I believe the MTA Board struck the right balance in pursuit of these two objectives and that their decision is confirmed by the fare data from other urban centers which clearly demonstrates L.A.'s proposed fares to be firmly in the mainstream. For example, Philadelphia's fare has been \$1.50 for several years. It was, after all, the MTA's first fare increase in six years.

Federal Court is no place for resolution of this argument. How much riders ought to contribute to the costs of transit and where to strike the balance between service for today and preparing for tomorrow are questions of public policy and better left to a board responsive to the electorate. Whether rail ought to be pursued also is a matter for the MTA Board, not the court.

Ironically, the judge's intervention may produce the opposite effect of that sought by the plaintiffs. The new fare structure, if implemented on Sept. 1, would have eliminated \$31 million of our 94-95 deficit. The court's injunction is costing us approximately \$110,000 per weekday, or roughly \$3.1 million per month. Even if we are successful, as I believe we will be, balancing the budget may require additional cuts in service.

Raising fares was no easy decision. Given a choice of a fare increase or significant service cuts, the public preference was to retain the service. In the end, the plaintiffs' pursuit of its anti-rail agenda may force us to both raise fares and cut service. 

("Tokens," continued)

tokens were newly minted in anticipation of the fare increase. In short, tokens are the best transit deal in town.

Transfers will continue to cost 25 cents, and only 10 cents for seniors, disabled. Monthly passes will still be available for the elderly and disabled, and K-12 and vocational students at discounted rates.

"Our long-term plan is to have up to 660 outlets available where riders may buy tokens," said MTA Chief Executive Officer Franklin White. "I strongly urge regular cash payers to use the convenient tokens."

Benefits When Traveling Between Zones

There's some good news for those MTA bus and rail patrons who must travel between zones on their daily commute. Once the new fare increase is implemented, which will raise the base fare rate from \$1.10 to \$1.35, patrons traveling between zones can use a 90-cent token to cover their initial fare, after that, each additional zone traveled costs 50 cents. Before the new fare structure goes into effect, zone changes remain at 40 cents.


"Even though our zone rates may go up by a dime," said Franklin White, the MTA's chief executive officer, "when a patron uses a token for the base fare, he or she is ahead of the game by 45 cents."

Bus passengers who ride an MTA express bus, with a freeway as part of its regular route, will be the most affected by the zone fare increase. Express buses travel a maximum of five zones, which can add as much as \$2.50 to the base fare. The new zone fare for seniors, the disabled and blind patrons will increase from 20 cents to 25 cents.

The new fare structure also assigns three zones to the Metro Blue Line system. One zone boundary is between Del Amo and Artesia Boulevards, and the other one is between the Firestone and Florence stations. Blue Line riders entering any portion of the zones, will also be required to pay an additional 50 cents for each zone.

For example, a Blue Line rider boarding in Long Beach intending to go all the way to downtown Los Angeles could use a 90-cent token to pay the base fare (\$1.35 without a token), plus the additional zone charges to pass through two zones (50 cents each), which amounts to \$1.00.

Also, northbound Blue Line riders wishing to transfer to the Metro Red Line subway system in downtown Los Angeles, may do so at no additional charge. Riders who transfer to the Red Line should keep their northbound Blue Line ticket handy in case of inspection.

The fee to transfer between bus lines will only cost 25 cents; seniors, disabled and blind passengers will only be charged a 10-cent fee for transfers to other routes. 

Receive Metro Moves Every Month

If you'd like to be on our mailing list, fill out your name and address, clip and mail to:

Mailing List Support Center/#10-Glen
Metropolitan Transportation Authority-MTA
818 West Seventh Street, Suite 1100
Los Angeles, CA 90017

Name

Street

Apt

City, State, ZIP

("Bus vs. Rail," continued)

transportation plan is being developed that will include all available transportation services. Designed to be user-friendly, the MTA's bus, highway and rail programs continue to expand and improve, making a case for better mobility as we go.

Meanwhile, the California Department of Transportation (Caltrans) continues to improve and expand the state's highways to provide a safe network of roads.

Proof is in the Pudding

The Northridge earthquake earlier this year, tragic as it was, provided the best case for an integrated transportation system. Buses, trains and emergency freeway car-pool lanes all worked together to keep people moving after the collapse of critical portions of L.A.'s freeway system.

For example, within three days of the earthquake, Caltrans had created temporary carpool lanes on the Santa Monica Freeway, considered a main artery for downtown commuters. Bus riders and ridesharing motorists were able to travel in half the time as those commuters in single-occupant cars.

The MTA and other municipal bus agencies provided extra buses, and many commuters took advantage of them. And, finally, the biggest boon of all proved to be the inter-county commuter rail network, Metrolink. Additional trains and extended routes were added within a few days of the earthquake.

Metrolink carried more than 30,000 daily passengers during the next two weeks. The majority of new riders on the Metrolink system were from the northern areas of the county and beyond, where the earthquake took its largest toll.

In addition, many of the county's employers joined the cause by providing company vans at Union Station to pick up their employees who had traveled downtown by public transit.

All of these efforts accomplished overnight what transportation planners have been trying to do for decades.

A similar experience occurred 10 years ago during the Los Angeles Olympics. Angelenos came together — through staggered work hours, use of public transit, ride sharing, etc. — to ease getting around during a time when many more people than usual were on our streets and highways.

L.A.'s experience during the Olympics and after the earthquake disaster proves that transportation solutions are not simply a matter of bus vs. rail. They are a matter of the public's acceptance and use of a variety of transportation methods and modes.

Ridership Numbers

It has been projected by transportation experts that when the Metro Rail System is completed (around the year 2001), there will be at least 500,000 daily rail riders. When you add that to the MTA's current bus ridership of 1.3 million, clearly both a rail and a bus system are necessary to keep Los Angeles moving.

Overall, the MTA's rail systems currently running have steady ridership. The Metro Blue Line averages almost 40,000 riders a day, and the short Metro Red Line (a 4-mile subway) carries 17,000 daily. Although Metrolink's ridership numbers later leveled off and is now about 16,000 riders a day, that's an impressive count, considering this system is only two years old.

Comparing Fares

The transit fare on the Metro Blue Line is the same fare a bus passenger pays — \$1.10 base fare, or \$1.35 if the fare increase is implemented; the current fare on the subway is only 25 cents.

Metro patrons can also take advantage of the best transit deal in town by using transit tokens. At 90 cents apiece, one token covers the base fare on either a bus or a Metro Blue Line train — a savings of 20 cents under the current fare rate, or a savings of 45 cents if the rate increases.

Considering that the trains must travel greater distances — from such outlying areas as Santa Clarita and San Bernardino — the fares on Metrolink are appropriately higher than those paid by most MTA bus riders for much shorter commuting distances.

Minorities and Rail Transit

The main impetus of the bus riders' complaint against the MTA is a contention that rail riders are primarily white and affluent.

(For further information about the actual numbers to the contrary, please see CEO Franklin White's column on Page 2.)

Stretching Dollars

The MTA oversees most of the money spent on transportation within Los Angeles County, which amounts to more than \$3.6 billion a year.

- 24% comes from taxes collected by the federal government;
- 17% comes from state-collected taxes; and
- 59% is from local revenues (primarily Propositions A & C).

In its complaint, the bus riders' coalition contends that the MTA can easily transfer its rail construction funds to cover the operations shortfall — instead of raising the bus fare. This is not possible, as the facts bear out:

- Shifting \$50 million from the Pasadena Line, as the coalition would have the MTA do, is not only unfeasible, it is illegal. The only possible Blue Line money that could be transferred to operations is about \$5 million, available only if MTA defaults on its bond obligations.
- Metrolink gets no funding from the FTA for construction or operation of its system. Funding is from local sources as a result of several voter-passed initiatives, and cannot be used for buses.
- The total MTA subsidy to Metrolink for fiscal year 1994 is \$76 million — which is only 2.6% of the MTA's budget.

Balanced Budget for a Balanced System

In order to build and maintain any transportation system, there must be a balanced budget.

(continued, page 5)

Fare Comparison Chart

The following information details the current bus and rail fare structure, and the MTA-approved new fares, which are subject to a ruling expected in the U.S. Federal Court on Oct. 27:

	Current	New
Cash base fare	\$1.10	\$1.35
Token (valid for base fare)	.90	.90
Zone Changes (per zone)	.40	.50
Transfer Charge	.25	.25
Senior, Disabled & Blind Base Fare	.45*	.45
Senior, Disabled & Blind Zone Changes (per zone)	.20	.25
Senior, Disabled & Blind Transfer Charge	.10*	.10/use
Monthly Pass	42.00	none
Express Stamps	12.00	none
Senior, Disabled & Blind Monthly Pass	10.00	12.00
Students (K-12) pass	18.00	20.00
College/Vocational Students	25.00	30.00

*blind passengers ride free

How to Get Information About the Fares and Tokens

- The MTA has published a series of information brochures explaining the use of tokens and how they can be purchased. They are available on MTA buses and trains.
- Tokens are available for sale at over 400 outlets throughout the greater Los Angeles area. For information on the nearest token sales outlet, call (213) 972-6235.
- For general information about fares and tokens, or to receive a brochure, patrons can call 1(800) COMMUTE.
- For a recorded message about routes and fares, call 1(800) 870-0MTA (1-800-870-0682).

Briefly Speaking

NEWS ITEMS OF INTEREST

Judith Pierce Hired as CAO

Judith Pierce, an attorney with 12 years senior-level transit management experience, has been selected as the MTA's Chief Administrative Officer. Pierce, who joined the MTA on Sept. 19, is responsible for managing the day to day operations at the MTA, and is specifically in charge of the administrative and finance functions, including labor

relations, procurement and the transit police.

Pierce was recently the Assistant General Manager for rail operations at the Southeastern Pennsylvania Transportation



Authority (SEPTA) in Philadelphia, where she also served as Chief Administrative Officer from January, 1990 through the end of 1992.

Before she joined SEPTA in 1990, Pierce was General Manager of the Brooklyn, and later the Bronx, bus divisions in the two largest boroughs of New York City. Before her transit experience, Pierce served as Assistant United States Attorney for the Eastern District of New York.

Pierce earned her Juris Doctorate from Rutgers Law School, Newark, New Jersey and her Bachelor of Arts in social and political sciences from The City College, New York. ●

Metrolink Celebrates 2nd Anniversary and Opens Cal State L.A. Station

October 26 marks the second year of Metrolink's operations. The anniversary celebration is being held on that date at the site of the Metrolink's newest station, which is located on the southeastern edge of the Cal State Los Angeles campus on State University Drive next to the I-10 freeway in East Los Angeles.

During the past 12 months, the Southern California commuter train system has grown to 350 miles, with 39 stations and 75 daily trains. Average ridership exceeds 16,000 passengers each weekday, making Metrolink the nation's eighth largest commuter train system.

Metrolink's biggest challenge came earlier this year when the ground shook violently on Jan. 17. Within a few days of the 6.6 Northridge earthquake, Metrolink had extended its service by 44 miles to Lancaster in the Antelope Valley and deep into Ventura County. Seven emergency sta-

tions were opened, and ridership nearly tripled as commuters searched for transportation alternatives to the quake-damaged freeways.

In March, Metrolink opened its Orange County Line with eight new stations and service to Oceanside. In September, the nation's first childcare facility associated with a major transportation center opened at Metrolink's Montclair Station. ●



MTA Moves Ahead to Landscape Metrolink's Santa Clarita Corridor

On Sept. 21, the MTA approved a funding agreement with the non-profit Los Angeles Conservation Corps (LACC) to plant trees, native grasses and wildflowers along Metrolink's Santa Clarita route between Sylmar and Burbank.

There is no impact on the MTA budget, since the agreement is fully funded by state and federal grants; one from the State of California Environmental Enhancement & Mitigation Program (EEMP) in the amount of \$183,000; and the other one from the federal Transportation Enhancement Activities (TEA) program for \$250,000.

Known as the Northeast San Fernando Valley Greenway Project, this demonstration project has been a coordinated effort between the MTA, Metrolink and local cities along the Santa Clarita right of way. It is the MTA's first large-scale greenway project on a right of way, and it will be a boon to both Metrolink riders and the businesses and residents along the route.

The planting and seeding work will provide job training and experience to local youth, as well as involvement opportunities for community volunteers. This project also allows for future developments along the Santa Clarita to Burbank corridor.

The total awarded under both grants is \$433,000, including \$12,000 for conceptual planning and design, \$292,000 for construction, \$14,500 for construction management, and \$114,500 for truck watering (using recycled water). The LACC will receive the \$292,000 amount for the planting and landscaping.

The project was first brought to the former Los Angeles County Transportation Commission (LACTC) board in 1992 when approval was given to apply for the EEMP funds. Then, in 1993, after the LACTC and

Southern California Rapid Transit District (SCRTD) merged to become the MTA, the MTA board approved the application for TEA monies. ●

MTA Supports Prop. 181

Statewide Initiative Could Generate \$500M For L.A.'s Rail Construction Projects

The MTA has joined state leaders and other state agencies in support of Proposition 181, a statewide initiative on the November ballot that, if approved, would provide \$1 billion in general obligation bonds for funding of rail projects in California.

"Passage of this proposi-

tion would allow some on-going MTA rail projects to proceed on schedule," said Franklin White, the MTA's CEO. "Projects that could receive funding include the San Fernando Valley East/West rail line and the Pasadena Blue Line," he said. ●

\$165M Federal Funds for Red Line and \$150M for Capital and Operating Needs Approved

President Bill Clinton signed the 1995 Department of Transportation Appropriations Act on Sept. 30, providing more than \$165 million to continue construction of Segment 3 of the Metro Red Line, and more than \$150 million for capital and operating expenses.

The \$165 million for the Red Line is the largest allocation for any transit project in the nation, and represents 26% of the total budget for new rail projects. The bill also provides:

- More than \$150 million in formula funds for mass transportation capital and operating expenses to be administered by the Federal Transit Administration.
- \$7 million for the continued construction of the Gateway Intermodal Transit Center at Union Station, a vital transportation hub linking five Southern California counties that can eventually serve over 100,000 passengers a day.
- \$6.5 million for the Advanced Technology Transit Bus, commonly referred to as the "Stealth Bus," a new generation bus that uses lightweight materials and clean, fuel-efficient technology.

Representative Julian Dixon, who was instrumental in holding Los Angeles funds intact throughout the appropriations process, said "I'm pleased that the Congress has affirmed its support for our region's efforts to build a modern and efficient transportation system. M

People Movers

NEWS ABOUT THE MTA'S BUS AND RAIL OPERATIONS

A Strike is Tough on Everyone

By Arthur Leahy

Executive Director of MTA Operations

Twice in the last three years, as contracts with the MTA's three principal unions drew to a close, a contingency service plan was in place so that as many buses as possible could serve the public if the unions walked out.

In 1991, the MTA and its unions reached agreements, and a contingency plan was not necessary. But, on July 25, 1994, the unions walked for nine days — and an emergency service plan was kicked into action.

When the strike started, Los Angeles was hit by major traffic jams and commuters faced lengthy delays in getting to and from work. People who depend on public transportation were stranded, and many who normally ride a bus to work, found themselves driving their cars instead, which added to the congestion.

The MTA's first priority is to serve its riders, a strike notwithstanding. Thanks to the dedication and skill of the MTA's non-contract employees (mostly management personnel), the contract bus providers that were commissioned to provide temporary buses and drivers, as well as the patience of our riders, we were able to transport more than 1.5 million passengers during the nine-day walkout. The MTA is literally the first transit property in recent history to operate bus and rail service during a strike.

The task of coordinating strike operations fell to MTA Assistant Transportation Director Ralph Wilson, a veteran of 27 years in virtually all aspects of bus operation, including being behind the wheel. Mr. Wilson's experience as a bus driver, division manager and staff assistant over the years served him well in his effort to coordinate the emergency service plan.

I want to commend the MTA accountants, planners, and other non-represented employees who suddenly found themselves learning how to drive 40-foot buses. By the time the walkout occurred, several hundred of these employees had already received the state-mandated training for a skill they thought they would never need.

I also want to commend union leaders and contract employees for their efforts in resolving the issues within a relatively short span of time, in a peaceful and cohesive manner. Strikes, notoriously, can go on for weeks, even months, and I know that union employees were concerned about getting the buses back on the street in full force to serve the Los Angeles community.

There was a blessing in disguise during this trying period because it afforded the employees of this fairly new agency — an agency that was created by last year's merger between the former LACTC and the

former RTD — the opportunity to develop closer working relationships. As a result, a deeper sense of teamwork between the two former entities has evolved. I think it's also safe to say that all of us at the MTA learned new ways our bus system can be improved. ●

APTA Honors MTA's Anti-Graffiti Program

The MTA has won a First Place Ad Wheel Award from the American Public Transit Association (APTA), the nation's premier transit advocacy agency. The annual Ad Wheel award program honors the best in transit marketing, advertising, public relations and communications in the United States and Canada.

The MTA's winning program, Take Pride-Stop Tag, was developed by the MTA's marketing department to halt the spread of graffiti and vandalism on MTA buses.

In its outreach efforts, the MTA has enlisted



(“Bus vs. Rail,” continued)

The fare increase was one of several steps taken this year to achieve a balanced MTA budget. After careful review over a period of months, and following two public hearings, the MTA's Board of Directors voted in July to raise the base transit fare by 25 cents — the first hike in six years, and one that brings Los Angeles up to par with transit fares in other major U.S. cities.

The board also voted to discontinue the use of monthly transit passes, which riders can use for unlimited boardings for a flat fee; however, discounted passes for elderly, disabled, and student riders were retained.

The board's decision was based on the facts regarding regular monthly pass users. Regular monthly pass users make up only 18% of MTA riders. The least affluent rider could not afford the \$42 pass rate, so by elim-

inating the regular monthly pass, fare levels equalized.

community support by launching several innovative programs. The strategy emphasizes prevention education for students and parents, as well as community involvement. Volunteer MTA employees have reached more than 500,000 county residents in presentations to churches, schools and civic groups, encouraging community action against graffiti and vandalism.

The program is active in South Central Los Angeles, Watts, East Los Angeles, Chinatown and the Pico Union area, as well as in some suburban communities throughout Los Angeles County. People are taught safe methods for using cleaning solvents and provided with paint, brushes, protective gloves and masks for cleaning bus shelters, benches, and surrounding walls.

Meanwhile, the Transit Police continue to be on the forefront of the agency's anti-graffiti campaign. The Graffiti Habitual Offender Suppression Team tracks, apprehends, and prosecutes hard-core taggers. In addition, the MTA's Transit Police Department's No TAG program helps third and fourth grade school-children develop responsibility and self-esteem so that they will resist graffiti, vandalism or gang involvement.

There is also a partnership program with the schools located in areas where a high degree of graffiti on buses has been reported. Called METRO-WATCH, school staff ride MTA buses and report student vandalism and other inappropriate behavior to a school-site coordinator. When the MTA announced its Zero Tolerance Program last year, the aim was to make 1,508 buses — or 66% of the total bus fleet — graffiti free by the end of this fiscal year — a goal that has been exceeded! The MTA countywide toll-free number for reporting graffiti activity is 800-STOP-TAG. M

Students busy at work in their neighborhood painting over graffiti as part of the MTA's Take Pride - Stop Tag program. The program won a First Place Ad Wheel Award from the American Public Transit Association (APTA), honoring the best in transit marketing and communications.

inating the regular monthly pass, fare levels equalized.

At the same time, the MTA instituted a large-scale marketing effort to introduce the 90-cent token to transit riders who may not be aware of its cost-saving advantage. A token can be used to cover the base transit fare — which is, in effect, a 45-cent savings.

In addition, MTA reduced its staff by 600, cut in half the number of contracts awarded to outside services, endured a 9-day bus workers' strike to reduce labor costs by \$20 million, reallocated capital funds to make more monies available for operating costs, and cut back on some bus routes.

None of these decisions were easily made, and at no time did the bus fare increase have anything to do with the money allocated for rail construction. M

Working on the Railroad

RAIL CONSTRUCTION NEWS

Subway Update - MTA's Rail Program to be Revamped

Franklin White, the MTA's CEO, has announced that an interim construction management plan aimed at strengthening the agency's rail construction program will soon be put into place.

"Effective immediately, I'm replacing Edward McSpedon as executive officer of construction and president of the Rail Construction Corporation," said White at a news conference on Oct. 11. "I believe a change of leadership and a different management approach is what is needed at this time in our rail construction program."

The plan also calls for the MTA to assume immediate control of construction management quality control and safety programs for all construction projects.

"This action will ensure appropriate quality control measures are in place, and safety standards are maintained," said White. "We hope these measures will improve the performance of the construction contractors and construction management oversight firm."

Problems Identified

Over the past few months, a series of problems have been identified around the construction of Segment 2 of the Metro Red Line. One leg of Segment 2 is under construction from the Metro Rail station at Westlake/MacArthur Park (where the completed Segment 1 ends) along the Wilshire corridor to a station at Wilshire/Western. The second and longer leg extends along the Vermont/Hollywood corridor and turns north on Vermont Ave. and west along Hollywood Blvd. It is along this second leg that construction problems have surfaced.

Tunnel construction was halted on Aug. 18 followed by ground subsidence along Hollywood Blvd. at Hudson Ave. Early explanations of the sinkage include soft, sandy soil, broken water mains, and possible earthquake damage.

In addition, it was discovered that the contractor, Shea-Kiewit-Kenny, apparently under the oversight of the management firm of Parsons-Dillingham, had used wood wedges of insufficient strength to brace the tunnel. Preliminary tests also indicate that contact grout of sufficient quality may not have been used, nor was it in adequate amounts or in a timely fashion. Thus, tunnel support may not have been capable of holding the weight of the soil load above it.

All of these suppositions are currently being investigated by the construction engineering firm of Wiss, Janney, Elstner Associates, hired by CEO White.

"Allegations also have been made by the construction manager (Parsons-Dillingham) that the tunnel contractor (Shea-Kiewit-

Kenny) deliberately concealed shoddy workmanship in filling the expansion gaps in the tunnel liner," said White. "These allegations have also been referred to our inspector general for investigation."

Local, State and Federal Review

White's announcement about McSpedon came six days after the Federal Transit Administration (FTA) suspended future funding for subway expansion, pending improvements in the management of L.A.'s rail construction program.



White's plan for resuming tunneling along Hollywood Blvd. was forwarded to the FTA on Oct. 17. The Los Angeles City Council has also provided a consultant to review the tunneling problems, and the report will be forwarded to him.

The State of California, which provides significant funding for the subway project, has indicated its concern in the matter. Senator Quentin L. Kopp will chair a committee that will meet on Nov. 2 in Los Angeles to review the MTA's rail construction program and project management. The hearing was requested by Senator Tom Hayden, who heads the state's transportation committee.

Interim and Future Possibilities

White has further stated that, subject to board approval, the MTA will notify Parsons-Dillingham, the construction oversight firm for the Red Line, that it will be phased out as construction manager for Segment 3 of the subway project, and he requested that Shea-Kiewit Kenny, the construction contractor currently building Segment 2, restructure its management team before it completes the Vermont/Hollywood tunnel contract.

The MTA will determine whether to retain these firms on the Vermont/Hollywood tunnel contract based, in part, on a report being prepared by the Wiss, Janney, Elstner inspection team.

Meanwhile, a nationwide search will be launched to find a permanent replacement for the official responsible for the MTA's rail construction program. In the interim, John Adams, RCC's vice president of construc-

tion, replaces McSpedon as the acting executive officer of construction. Adams, who has 43 years of construction experience — including 10 years on the Los Angeles rail projects — will manage the activities of the Metro Construction Division. ●

Jerry Baxter Joins MTA

In another move to revamp the rail construction program, White engaged Jerry



Baxter, the regional chief of operations for the California Department of Transportation (Caltrans). Baxter left Caltrans in mid-October and has joined the MTA as a Deputy for Construction

Management Review. Over the next four to six months, Baxter will study the MTA's construction management activities and make recommendations regarding organizational and procedural processes. ●

Disband the RCC

CEO White recommended to the MTA board that the RCC be disbanded in favor of a standing Construction Committee, and a Construction Division be established to operate within the MTA. The RCC's board function could be performed by the committee, made up of five MTA board members and two outside contracting or construction experts. White's recommendation was approved by the MTA board at its Oct. 26 meeting. ●

San Diego Metro to Buy MTA's Change Control System

The San Diego Metropolitan Transit Development Board (MTDB) has formally agreed to purchase the MTA's sought-after Change Control System (CCS). The MTDB, which operates the San Diego Trolley and other public transit systems, plans to use the system to manage several large rail extension contracts. The purchase agreement is expected to be finalized within the next few weeks.

(continued, page 7)

MTA CEO Praises McSpedon's Contribution to Rail Program

"Los Angeles owes Ed McSpedon a debt of gratitude for his years of leadership of the Los Angeles Metro Rail program," said Franklin White, the MTA's CEO. "Ed was instrumental in the design and construction of the Metro Blue Line, and in completion of the first segment of the Metro Red Line. He also was responsible for development of the Metro Green Line, planning for the Pasadena Blue Line, and much of the construction of the second segment of the Red Line, as well as the planning and design efforts for Segment 3."

White told news reporters on October 11 that he wanted to make it clear that McSpedon "has done outstanding work" for the citizens of the region. **M**

Community Outreach and Education

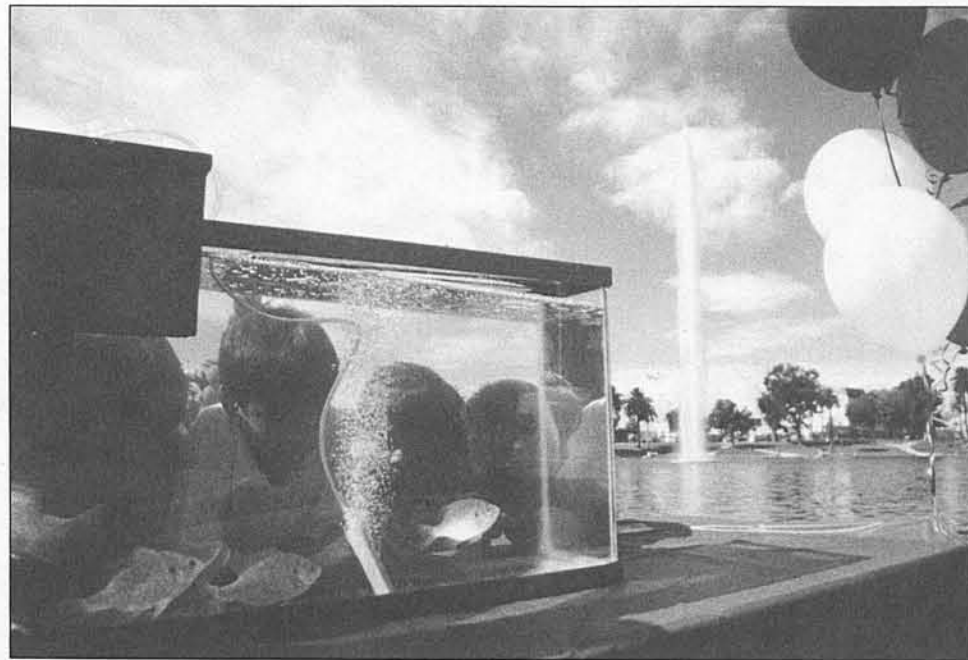
A Fish Tale: Kids Restock MacArthur Park Lake

With a collective flip of their tails, hundreds of mosquito-eating fish splashed into the limpid waters of MacArthur Park on Sept. 27. The guppy-sized fish were released by students from six Los Angeles elementary schools who raised them in a project sponsored by the MTA.

Restocking the lake with fish is one of the final steps toward full restoration of the south side of MacArthur Park, which was closed in April, 1991, for construction of the Metro Red Line west of the Westlake subway station. The children and their teachers were joined in the ceremony by officials from the MTA and the Los Angeles Department of Parks and Recreation.

The children spent many hours feeding and

caring for the fish, and, in the process, learned about biology, ecology and transportation planning.



Children on hand for the restocking of MacArthur Park Lake peer into one of the tanks used in the classroom to raise the new fish for the lake.

In restoring the lake after it had been drained for subway construction, the MTA rebuilt the lake with a new asphalt liner to improve maintainability, upgraded the lake's aeration system to improve the oxygen supply for aquatic life, provided new lighting, built a new walkway around the lake, provided a new lighted fountain as the lake's centerpiece, and enlarged the island in the lake's center. **M**

("Working on the Railroad," continued)

This will be the first sale of our system," said Jeff Christiansen, vice president of program management for the Rail Construction Corporation (RCC), the MTA's construction arm. "The CCS fills a major void that exists in the heavy construction industry, and because of the level of support it provides, the system is in big demand."

The system, which was initially developed for the MTA's in-house use, provides definitive contract change, claims, and document submittal tracking, generates forms, and has a mechanism for extensive retrieval of historical records. In 1991, the RCC determined that no existing software package supported large construction projects with their stringent federal, state and local funding regulations.

Implemented in 1992, the CCS has realized nearly a 75% reduction in change preparation time. The system also has been recognized as an important element in achieving more than 60% reduction in change cost on the second segment of the Metro Red Line.

News of the the state-of-the-art system has spread to other transit agencies and construction and engineering management companies, and several firms and agencies have expressed interest in obtaining the system. Since MTA board-approval was obtained in February to market the system, more than 35 demonstration packages have been shipped. Further, the system has been inspected extensively by federal, state, county and internal auditors, who continue to praise the system's effectiveness.

Revenues from CCS software sales will be used to offset the cost of continued maintenance of automated systems used by the MTA to manage rail project information. Such revenues will therefore to reduce overall project costs. ●

Metro Green Line Theme Selected

"The World Just Got a Little Bit Greener!"

Remember the above words. They will soon emblazon posters, banners, and public information giveaways at events planned around next year's opening of the Metro Green Line.



Kenneth Navran, Green Line theme line winner

The MTA's marketing department held a "name the theme" contest for MTA employees to submit their ideas for a Green Line theme. Transportation Operations Assistant, Kenneth Navran, came up with the grand prize winner among the more than 1,200 entries. For his idea, he was presented the grand prize of a Saturday night stay for two on the Queen Mary, along with a champagne brunch, tickets to the Philharmonic and the Los Angeles County Fair, and Metro Green Line memorabilia.

Some of the other themes suggested include "Grow With the Green," the first prize winner submitted by Thomas McCluskey, an RCC team field office representative, and second prize winner "Green All Year Round," submitted by Arthur Martinez, a sheet metal worker in the MTA's central maintenance facility. ●

Metro Green Line Celebrates Track Completion

Speaking of the Green Line, the recent completion of the its 20-mile trackway brings the system one giant step closer to a summer, 1995, opening.

The idea of running a dedicated track along a

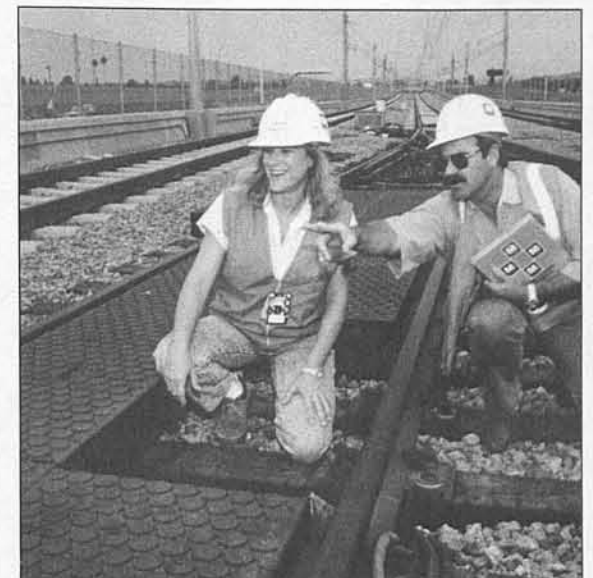
freeway median — in conjunction with the freeway's construction — created some rather unusual design and construction challenges. While Caltrans was responsible for construction of the I-105, Metro Rail contractors Morrison Knudsen (MK) and Herzog Contracting Corporation have installed the trackwork.

Though both contracts involved similar work, each presented different challenges. Herzog's work encompassed the 3.5-mile El Segundo guideway and Hawthorne Yard section, and MK completed the 16.5-mile freeway portion.

Herzog's work on the guideway called for installing rail onto a concrete surface of an elevated guideway. Trackworkers customarily work close to the ground, but here they found themselves 30 feet in the air.

For MK, it wasn't a matter of elevation, but of track section availability. The contract required installation of traditional railroad track elements — concrete ties, rail, rail chips, and ballast — on a 35-foot-wide earthen right-of-way flanked on either side for

(continued, back page)



Green Line Resident Engineer Harry Steelman and Office Engineer Janice Goodwin inspect completed trackway along the I-105 Freeway.)

METRO MOVES

A monthly publication produced by the MTA.

Managing Editor
Wendy Taylor

Art Director
Anne Roubideaux

Graphic Design
Terry McMahan

Photographers
George Gray
Wayne Salvatti

Deputy Director, Media Relations
Jim Smart



Metro Moves is printed entirely on recycled paper.

MTA BOARD MEMBERS

EDMUND D. EDELMAN

Chair / Supervisor
Los Angeles County

MARVIN L. HOLEN, Alt.

RICHARD ALATORRE

Councilmember
City of Los Angeles

NATE HOLDEN, Alt.

MICHAEL D. ANTONOVICH

Supervisor
Los Angeles County

NICK PATSAOURAS, Alt.

RAUL PEREZ

Councilmember
City of Huntington Park

TOM CLARK, Alt.

YVONNE BRATHWAITE BURKE

Supervisor
Los Angeles County

MAS FUKAI, Alt.

JIM CRAGIN

Councilmember
City of Gardena

HAL CROYTS, Alt.

DEANE DANA

Supervisor
Los Angeles County

ROBERT J. ARTHUR, Alt.

JOHN FASANA

Councilmember
City of Duarte

PHYLLIS PAPAN, Alt.

GLORIA MOLINA

Supervisor
Los Angeles County

VIVIEN C. BONZO, Alt.

RICHARD RIORDAN

Mayor
City of Los Angeles

ZEV YAROSLAVSKY, Alt.

STAN SANDERS

RUTH GALANTER, Alt.

DEAN DUNPHY

Ex-Officio Member
California Secretary of Business
Transportation and Housing

JERRY B. BAXTER, Alt.

JAMES W. VAN LOBEN SELS, Alt.

MEL WILSON

HAL BERNSON, Alt.

LARRY ZARIAN

Vice-Chair/Mayor
City of Glendale

JAN HEIDT, Alt.

FRANKLIN E. WHITE

MTA Chief Executive Officer

("Working on the Railroad," continued)

some 16 miles by four lanes of concrete free-way. The trackway's narrow configuration, coupled with more than 30 freeway over-passes and ramps, created clearance, construction staging and access restrictions. All this became more difficult once the free-way opened to traffic last year. ●


MTA Issues Reimbursements to Hollywood Businesses

Berta Selena, owner of El Golfo de Fonseca, a Salvadorean restaurant, receives one of the first reimbursement checks issued by the MTA in early September to Hollywood business owners. The check compensates Ms. Selena for loss of business revenues



when her restaurant was closed due to ground settlement that occurred during Metro subway construction in the area.

With Ms. Selena, (in photo, from left) are Joel Sandberg, Metro Red Line Segment 2 project manager; Icimar Selena, age 4, and Abdoul Sesay, MTA risk manager for rail construction.

The MTA has processed and paid a number of economic loss claims to businesses located along Hollywood Boulevard between Wilcox and Whitley avenues. The agency is also accepting claims for property damage that can be traced to ground settlement. Claims may be filed at the MTA's Field Office, 6286 Hollywood Blvd. 



METROPOLITAN TRANSPORTATION AUTHORITY-MTA
818 West Seventh Street, Suite 1100
Los Angeles, CA 90017
213/623-1194

FIRST CLASS
U.S. POSTAGE
PAID
INTERNATIONAL
PROCESSING
SERVICES

Jim Walker
P. O. Box 5416
Glendale CA 91221-5416