

## Southern California Rapid Transit District

# METRO RAIL NEWS

### LOS ANGELES'S METRO RAIL PROJECT MOVES AHEAD

Propelled by mounting public support, the Los Angeles Metro Rail project continues to advance toward its goal of a high speed, high capacity rail transit system for Los Angeles County.

Latest advance in the 18-mile Metro Rail project has been the award by the Board of Directors of the Southern California Rapid Transit District of six major preliminary engineering contracts. These contracts have a combined first year value of \$5,987,000 and represent work assignments, including options, extending over a two-year period with a total value of nearly \$18,000,000.

All factors support the conclusion that at last, after three decades, the Los Angeles area is moving steadily ahead, despite obstacles, to provide its citizens with an effective rail system.

Never before has so much local support materialized in behalf of a Los Angeles transit program as that which the Southern California Rapid Transit District is receiving for the Metro Rail program. This support has helped keep the project moving despite the funding squeeze Washington has applied to transit improvements all over the country.

A recent editorial in the *LOS ANGELES TIMES* called for continued funding of the RTD

Metro Rail project. The *TIMES* said, in referring to federal funding policies, "Such priorities should be based on need, and the case for the Wilshire subway is very persuasive."

The *TIMES* has not been alone in supporting the Metro Rail system. Other print media and major television stations have spoken out in recent weeks for continued funding of the RTD's preliminary engineering phase.

The Los Angeles County Board of Supervisors, the Los Angeles City Council, Mayor Tom Bradley, the Los Angeles County Transportation Commission, and the Los Angeles Chamber of Commerce all have expressed strong support for the project.

Legislators in Washington and Sacramento representing Los Angeles County also have been universally supportive.

Los Angeles County voters have indicated they want rapid transit. Last November they cast a 54 percent majority vote for Proposition A that would levy a 1/2-cent sales tax to provide important transit improvements for the county, including a rail rapid transit system. Because the measure did not receive a two-thirds majority, as specified in Proposition 13, the validity of the measure has been challenged in court. The California Supreme Court will now determine if the measure is to become law.



**RTD**



## **RTD ASSEMBLES STELLAR TEAM OF CONTRACTORS**

The team of contractors assembled by the RTD to perform preliminary engineering for the Metro Rail project represent some of America's best known and most prestigious engineering firms. These firms are all widely experienced, due to their work on other Metro systems.

Because some uncertainty exists over when the District will receive additional federal grants for the Metro Rail project, the contracts provide that the RTD can terminate them at the end of the first year, or at its convenience.

The District presently has sufficient funds from state and federal grants specifically assigned to the Metro Rail project to cover the first-year segment of the two-year work assignments.

### **Ways and Structures**

The joint venture of Daniel, Mann, Johnson, Mendenhall of Los Angeles with Parsons, Brinckerhoff, Quade and Douglas of New York will be responsible for preliminary engineering of the Ways and Structures phase. This consists of developing plans for the subway tunnels, station structures, vehicle storage and repair facilities as well as track work and the tunnel ventilation system.

### **Major Sub-Systems**

Kaiser Engineers, Oakland, was awarded a contract to perform work on the major sub-systems. This assignment includes responsibility for transit cars, train control, communications, fare collection and traction power. This firm also will provide design support for escalators, elevators, and yards and shops, as well as contribute to the safety and security systems installations.

### **Station Design**

The firm of Harry Weese and Associates, Ltd., of Chicago, will be responsible for the architec-

tural, civil engineering, mechanical engineering, and electrical engineering for stations and for design coordination of surface areas around the stations.

### **Systems Interface**

Booz-Allen and Hamilton, Inc., of Bethesda, Md., will be responsible for systems engineering, including assisting the staff in assuring proper coordination of the work of the three general consultants. This firm also will be primarily responsible for developing a computerized simulation model of the proposed system which will enable us to test various design and operating alternatives.

### **Environmental Impact**

The firm of Sedway-Cook, San Francisco, was awarded a contract to make the second tier environmental impact analysis based on the results of preliminary system design. The Environmental Impact Study (EIS) will provide an accurate assessment of the effect of design, construction, and operation of the project on the community. An important element of this activity will be a citizen's participation program entailing continuing community meetings, workshops and individual interviews in order to provide citizens an opportunity to participate in development of a final impact report to be submitted after preliminary engineering.

### **Station Zoning Traffic & Utility Plans**

A project such as the RTD Metro Rail System necessarily becomes involved with land use, the control of surface and the relocation of utility lines. The District has awarded a contract to the City of Los Angeles to develop "specific plans" covering the area around each station and to supply data needed to prepare the second tier environmental impact report and for traffic and utility engineering assistance.

## **A NEW DIMENSION IN LEADERSHIP**

John A. Dyer, who led the successful efforts of Metropolitan Dade County (Miami) Florida to acquire a 20.5 mile rail rapid transit system, will become RTD general manager in mid-August. Dyer's extensive knowledge of federal funding and administrative policies weighed heavily in

his selection by the RTD Board of Directors to succeed Jack R. Gilstrap as general manager.

"John Dyer is one of the nation's foremost transit experts and leaders," commented Board President Thomas G. Neusom in announcing



WARM WELCOME: Welcoming John A. Dyer (second from left), the RTD's new general manager, to Los Angeles are Ed Edelman, chairman, Los Angeles County Board of Supervisors; Mayor Tom Bradley of Los Angeles; and Thomas G. Neusom, president of the RTD Board of Directors.

Dyer's appointment. His knowledge of federal transit policies and procedures, coupled with the leadership skills he has demonstrated as transportation coordinator in Dade County since 1973, will prove invaluable to the RTD," Neusom said.

"Mr. Dyer's expertise in helping develop a rail rapid transit system in Miami also will be an important asset to us," Neusom said.

Before tackling the Miami rapid transit assignment, Dyer served for three years as deputy regional director for the U.S. Office of Economic Opportunity in Atlanta, GA. From 1967 to 1970 he was special assistant to the mayor and federal programs coordinator at Chattanooga, TN.

Previously, he held executive positions in the Tennessee state departments of revenue and finance and administration and was an aide to the Governor.

Dyer earned a Ph. D. in public administration and government finance at the University of Alabama.

The Dade County Metrorail System is the nation's newest rail rapid transit system. It is now under construction. Dade County's transportation plan calls for the system to be extended to about 50 miles by the year 2000. The bus system also is being expanded to provide convenient feeder line service to the high speed rail line. The first segment, when completed, is expected to serve about 200,000 persons per day.

## **PEER REVIEW GROUPS PROVIDE VALUABLE COUNSEL**

In order to refine design criteria and to confirm the integrity of the overall concept, the Metro Rail Project has formed specialized peer review groups composed of engineers and executives from other major transit agencies.

Members of these groups come to Los Angeles to review details of Metro Rail design concepts at RTD Headquarters. This is much more efficient and cost-conserving than having a number of Metro Rail staff members visit various transit agencies in the eastern United States.

Meeting recently in Los Angeles at the invitation of Richard Gallagher, Metro Rail manager/chief engineer, and William Rhine, deputy chief engineer for sub-system, were members of the Electric Power Peer Review Group. Experts attending included George Donato, director of engineering for the Montreal Urban Community Transportation Commission, Edward K. Farrelly, assistant manager, rail planning division, for the Port Authority-Trans-Hudson, Jersey City, NJ.; George Pristack, chief

electrical engineer, MARTA, Atlanta, GA.; and James Stewart, director of equipment engineering, CTA, Chicago, ILL.

Other peer groups have convened in Los Angeles to review design criteria for Ways and Structures, Signals and Controls, Vehicles, and Operations. Peer groups also will meet here on Yards and Shops, Stations, Fire Protection, and Communications, Security and Fare Collection.

In golf, it is often an advantage to be the last of a foursome to putt on a particularly difficult green. In golfing parlance, the fourth player has the advantage of "going to school" on the experiences of the first three players to putt.

In utilizing the peer group review process, the Metro Rail project's management and engineering personnel have been able to "go to school" on the combined experience of those who have built and are operating rail transit systems in the world's largest cities.

The RTD is finding the peer review process to be an inexpensive and reliable way to avoid mistakes and to improve design concepts.

## **METRO RAIL FILM BEING PRODUCED**

The RTD Board of Directors has selected John J. Hennessy Motion Pictures of Los Angeles to produce a 16-mm sound and color motion picture depicting rail rapid transit operation in the United States, and how rail rapid transit can be used to improve public transportation in Los Angeles. The Hennessy firm has been producing informational films for 30 years. When completed, the RTD film will be shown at community and organization meetings and will be available for showing to the public on request.

## **COMMUNITY RELATIONS TASK FORCE**

Managers of community relations staffs from eight rail transit agencies across the nation met in Los Angeles earlier this year under auspices of the Community Relations Task Force, a national group supported by UMTA and the American Public Transportation Association. Purpose of the meeting was to exchange information and ideas on how to make communities aware of the advantages of rail transportation. Cities represented at the meeting included Baltimore, Buffalo, Washington D.C., Portland, Atlanta, Houston, Miami and Los Angeles.

## **WHY THE METRO RAIL SYSTEM IS THE CORRECT ANSWER**

The RTD Metro Rail System proposal is the product of the most thorough transit study in U.S. transportation history. To find the solution to transit needs in the Wilshire corridor, the district studied 11 alternatives that employed proven technology and that placed heavy emphasis on economic feasibility and environmental concern. The Urban Mass Transit Administration (UMTA) decided the RTD method was so thorough that it has used this procedure as a model for other cities to follow.

Among the alternatives studied was a proposal providing for the double-decking of Wilshire Boulevard and the running of a steady stream of buses in exclusive busways. Even with this approach, it was determined beyond all doubt that buses would not be able to handle efficiently the demand for transit that the future has prescribed for Los Angeles.

This is why buses cannot do the job. A six-car rapid transit train with one operator will be able to make a round trip between downtown Los Angeles and North Hollywood in approximately one hour at peak travel times. To duplicate this service with buses would require 28 buses with 28 operators and the trip would take approximately twice as long during peak hours when traffic congestion is at its height.

The most feasible alternative was the one chosen—an 18-mile fixed rail line subway in areas of very high population density, in combination with feeder bus lines.

When trains begin operation on the Los Angeles Metro Rail Line in 1990, the RTD will be able to reduce by 200 the number of buses that will operate in regional core, consisting of the

55-square-mile triangular area extending from downtown Los Angeles west on Wilshire Boulevard to La Cienega Boulevard and north to North Hollywood. This will result in a savings of over \$50 million in 1990 and each year thereafter.

Passenger demand projections indicate that the rail line will carry about 300,000 passengers daily.

### **Present Conditions**

The present bus system is often taxed beyond capacity in the Wilshire corridor with many passengers being passed up at bus stops by over-crowded buses.

Travel on major streets in the regional core is fraught with delay caused by traffic congestion.

Four bus lines serving the Wilshire corridor already carry 167,000 daily boarding passengers, which exceeds the ridership of most individual rail rapid transit lines in the U.S.

### **Economic Benefits**

The Los Angeles Metro Rail project will create an additional 20,000 to 30,000 man years of employment in this area during the five-to six-year construction period.

### **Benefits to Motorists**

The Metro Rail project will result in 100,000 fewer daily auto trips and 750,000 fewer daily vehicle miles travelled in the year 1990. This will materially reduce congestion on streets and in parking lots, and will mean a reduction in gasoline used by autos of 12.5 million gallons annually.

## NEED MORE INFORMATION?

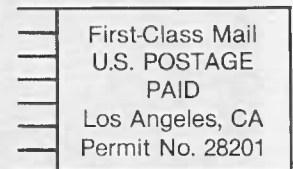
If you desire further information, or are interested in obtaining first hand information on the past, present and future of transportation in Los Angeles for your executives, employees, civic or service organizations, call or write:

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**Note:** The preparation of this document has been financed in part through a grant from the United States Department of Transportation's Urban Mass Transportation Administration under the Urban Mass Transportation Act of 1964, as amended.

### Metro Rail Project

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