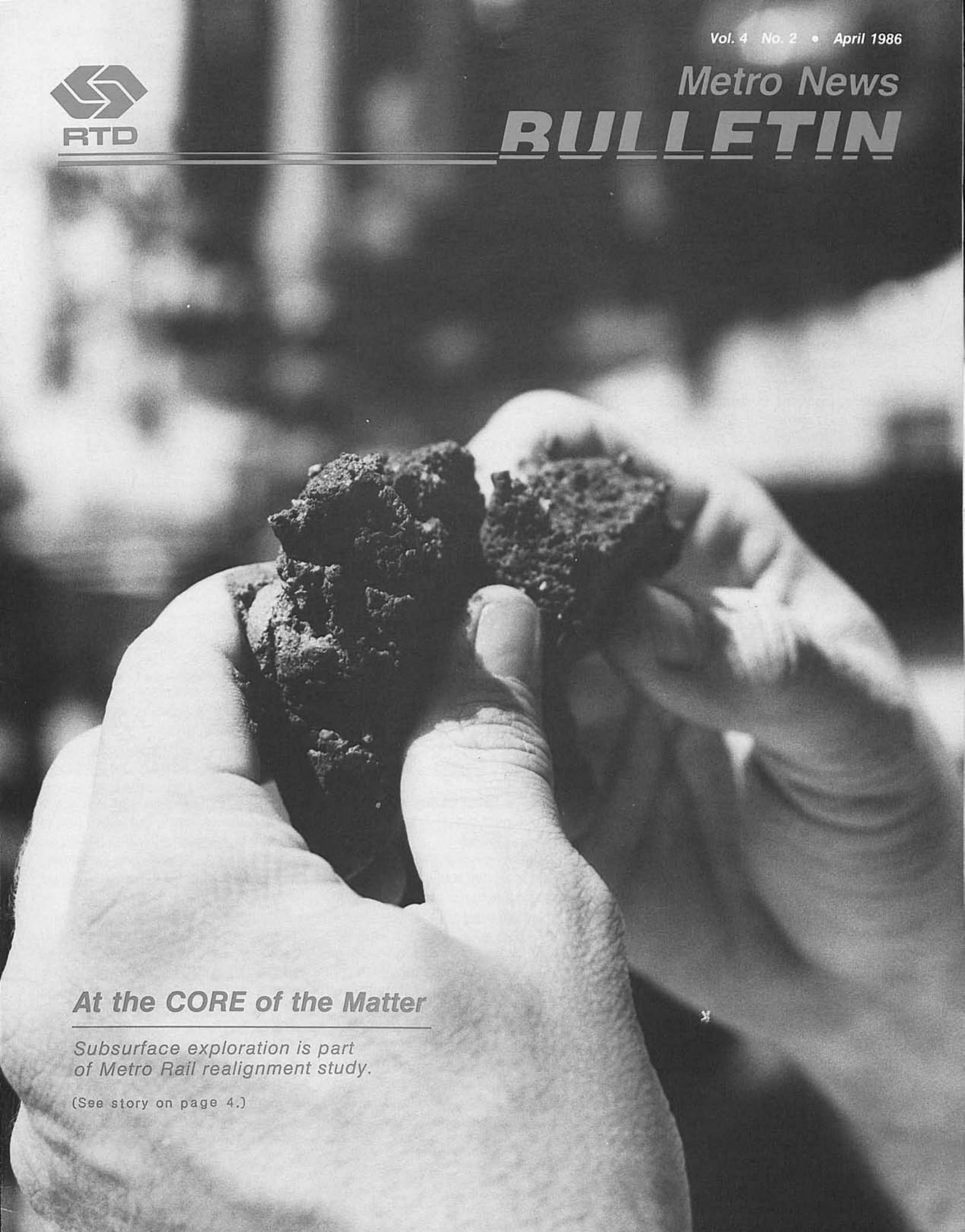




Metro News **BULLETIN**



At the CORE of the Matter

*Subsurface exploration is part
of Metro Rail realignment study.*

(See story on page 4.)

Effective June 29

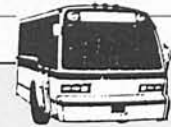
District Oks Service Cuts

RTD Directors recently approved the cancellation of 13 high-subsidy bus lines, effective Sunday, June 29.

The action was taken to prepare the District for an anticipated loss of federal operating subsidies estimated to be about \$12 million (25%). However, the loss of federal money and operational cost increases due to inflation will be partially offset by growing ridership levels and resulting increases in passenger fare receipts. RTD projects a \$5-million operating deficit for the fiscal year beginning July 1, 1986.

"These line cancellations are the first part of a four-phase program designed to restructure the District's bus service at a saving of \$5 million," said RTD Board President Nick Patsouras.

The cancellations should save the District \$1.5 million annually to help offset the loss of federal operating assistance. These lines require the highest operating subsidies in the RTD system. On the average, only 8.5% of operating costs for these lines are paid for by passenger fares, compared to a 40% systemwide average.



LINE CANCELLATIONS & ALTERNATE SERVICE

DAILY SERVICE

Line 203—Observatory Shuttle (Nearest alternate routes are Line 180—181 or 204 via Vermont. No service north of Los Feliz.)

WEEKEND SERVICE ONLY

Line 175—Fountain Ave.—Hyperion Ave. (Nearest alternate routes are Line 26 on Hillhurst, Lines 2—3 on Sunset, or Line 4 via Santa Monica Blvd.)

Line 250—Boyle Ave. (Nearest alternate routes are Lines 251—252 on Soto.)

Line 259—Eastern Ave.—Emery Park (Nearest alternate routes are Lines 483—485 on Fremont, Lines 78—79 on Huntington, Line 256 on Eastern or Line 260 on Atlantic.)

SATURDAY SERVICE ONLY

Line 119—108th St.—Fernwood Ave. (Nearest alternate routes are Line 117 on Century or Line 120 on Imperial.)

Line 126—Yukon Ave.—Manhattan Beach (Nearest alternate routes are Line 125 on Rosecrans or Line 130 on Artesia.)

Line 169—Saticoy St.—Sunland Blvd. (Nearest alternate routes are Line 163 on Sherman Way or Line 152 on Roscoe.)

Line 211—Prairie Ave. (Nearest alternate routes are Line 210 on Crenshaw or Line 40 on Hawthorne.)

Line 215—Inglewood Ave. (Nearest alternate routes are Line 40 on Hawthorne or Line 225 on Aviation.)

SUNDAY SERVICE ONLY

Line 103—Martin Luther King Jr. Blvd. (Nearest alternate routes are Line 40 on Martin Luther King Jr. Blvd. or Line 102 on East Jefferson.)

Line 154—Tampa Ave.—Burbank Blvd. (Nearest alternate routes are Line 420 on Chandler, Line 150 on Ventura, Line 183 on Magnolia, Line 424 on Reseda or Line 243 on Winnetka.)

Line 168—Lassen St.—Paxton St. (Nearest alternate routes are Line 158 on Devonshire or Line 420 on Plummer.)

Line 209—Van Ness Ave.—Arlington Ave. (Nearest alternate routes are Line 207 on Western or Line 210 on Crenshaw.)

For complete route and timetable information, write to **RTD, Los Angeles, 90001.**

RTD to Buy 90 Buses with Local Funds

RTD is moving forward with its plans to buy 90 new buses with local transit funds to meet critical equipment needs.

The new buses will replace aging coaches that RTD has drawn from its reserve fleet to meet the high demand for transit services in Los Angeles. Those coaches were manufactured in 1968 and have long surpassed their 12-year service life.

"For the first time since the early 1970s, RTD is buying new buses with local funds rather than relying on the federal government to underwrite 80% of the purchase," said Board President Nick Patsouras. "We've developed, in cooperation with the Los Angeles County Transportation Commission, an innovative solution for securing the equipment

we need to maintain quality service at a time when federal money for public transit is becoming scarce."

Patsouras noted that RTD is the nation's largest all-bus public transit agency and needs to purchase approximately 200 buses a year to replace those that should be retired.

"Due to the budget crunch in Washington, RTD has been unable to make a major bus purchase for almost two years," Patsouras noted. "At the same time, there's a continuing demand for more transit services in Los Angeles. We have had to press into service older buses from the reserve fleet which are not accessible, and which are no longer economical to maintain, on numerous District routes."

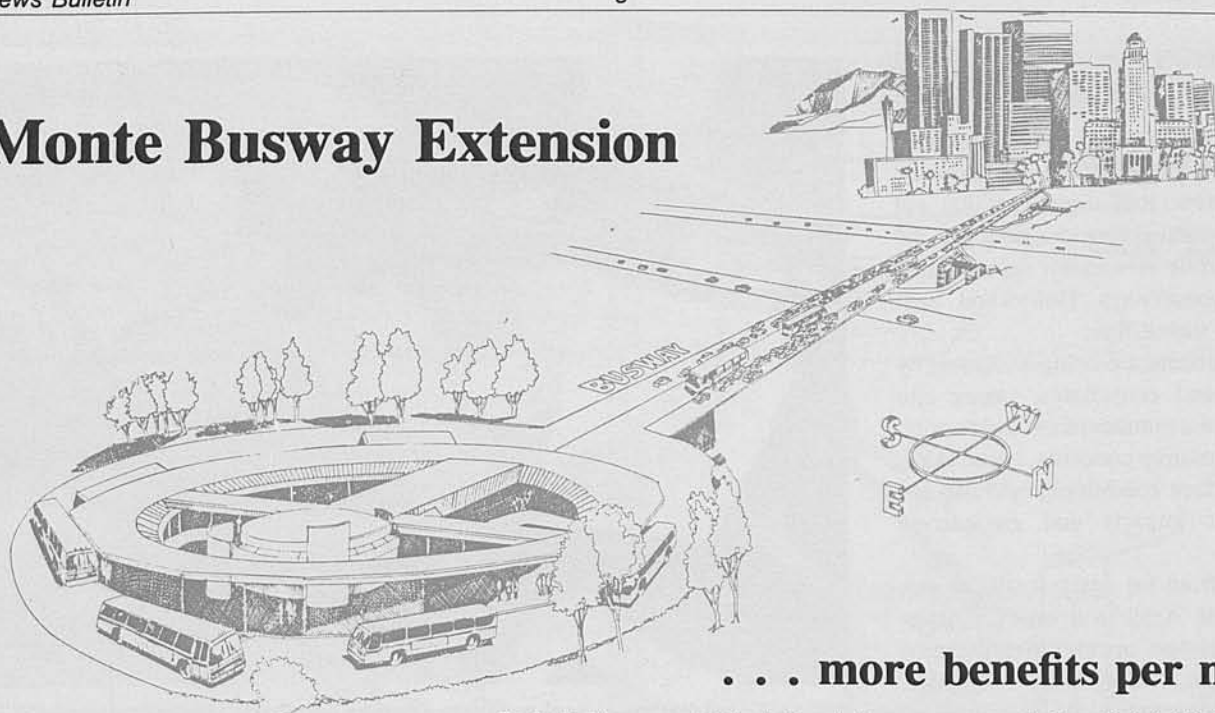
Against this backdrop, RTD plans to

sell \$20.4 million worth of equipment trust certificates to pay for the new fleet of standard-size buses. Certificates will be redeemed over a 10-year period with fare-box revenue and local transit sales tax funds.

"Using local funds, we expect to have these buses delivered before the end of the year," projects General Manager John A. Dyer. "It could take up to two years if we waited for federal funds to materialize. By then, the District would have faced a serious equipment shortage that could impair our ability to deliver quality service."

Dyer also noted that RTD is gearing up to completely renovate up to 75 coaches a year, a program that adds six years of service life to the refurbished buses.

El Monte Busway Extension



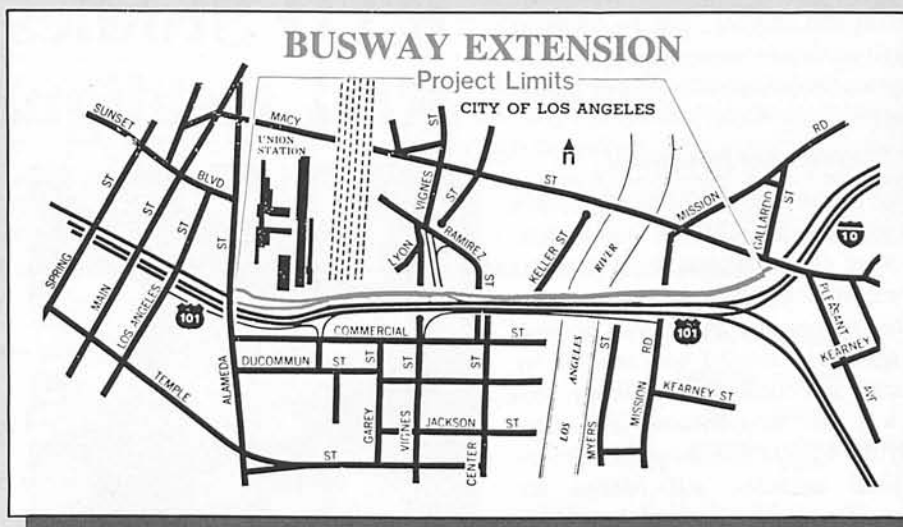
... more benefits per mile!

Today's Busway—Original 11-mile busway connects San Gabriel Valley with downtown Los Angeles, via exclusive center lanes of San Bernardino Freeway with stops at Cal State LA and County-USC Medical Center.

Groundbreaking ceremonies were held April 2 to initiate construction of the long-awaited extension of the El Monte Busway. The \$18-million project will extend the busway one mile from its present terminus at Mission Road to Union Station at Alameda Street (see map).

Planned to be completed in October 1988, the project includes the building of an exclusive elevated guideway designed to carry buses, car and van pools and high-occupancy vehicles. Also included in the contract is a \$1-million provision to rehabilitate Alameda Street, which will create a smooth transition for vehicles exiting the busway onto surface street traffic.

Speaking on behalf of RTD, Caltrans and the Los Angeles County Board of Supervisors, Caltrans Deputy Director Robert Datel noted that "public transportation and ridesharing are a vital link in the chain of future planning for the Los Angeles-area freeway network. This busway extension, which will save commuters more than 20 minutes per round trip and nearly \$4,000 each year in transportation costs, is another bold step in the direction of enhancing regional mobility."



The existing 11-mile backbone of the busway is nearly 13 years old and continues to serve as a working model for future rapid transit advances in the nation. It links the San Gabriel Valley and downtown Los Angeles via the San Bernardino Freeway (I-10).

Since the busway opened in July 1973, RTD ridership along this heavily traveled corridor has multiplied five times from 4,000 to well over 20,000.

Notes RTD General Manager John A. Dyer, "More than a decade ago, critics insisted that commuters would never forsake their cars for high-speed public transit. The busway program is proving them

wrong everyday. About a third of busway users park their cars for free at the 1,400-space parking lot at El Monte Station. In fact parking demand at El Monte has grown beyond capacity, thus necessitating the soon construction of a multi-level parking facility."

By 1990, Caltrans estimates that 35,000 bus patrons and 22,000 high-occupancy vehicles will use the busway each weekday. The agency further expects 394,000 fewer vehicle miles to be driven on the I-10 because of the busway, which translates into a daily saving of 25,000 gallons of gasoline, less auto pollution and fewer auto accidents.

COVER STORY

RTD Directors have approved for further study four proposed Metro Rail alignments that will serve the Wilshire Corridor and link the initial four-mile downtown segment and the Hollywood/North Hollywood segment of the transit line.

The alignments are being evaluated by RTD staff and consultants, taking into consideration a number of critical factors, such as community concerns, costs, ridership, subsurface conditions, land use and development impacts and engineering issues.

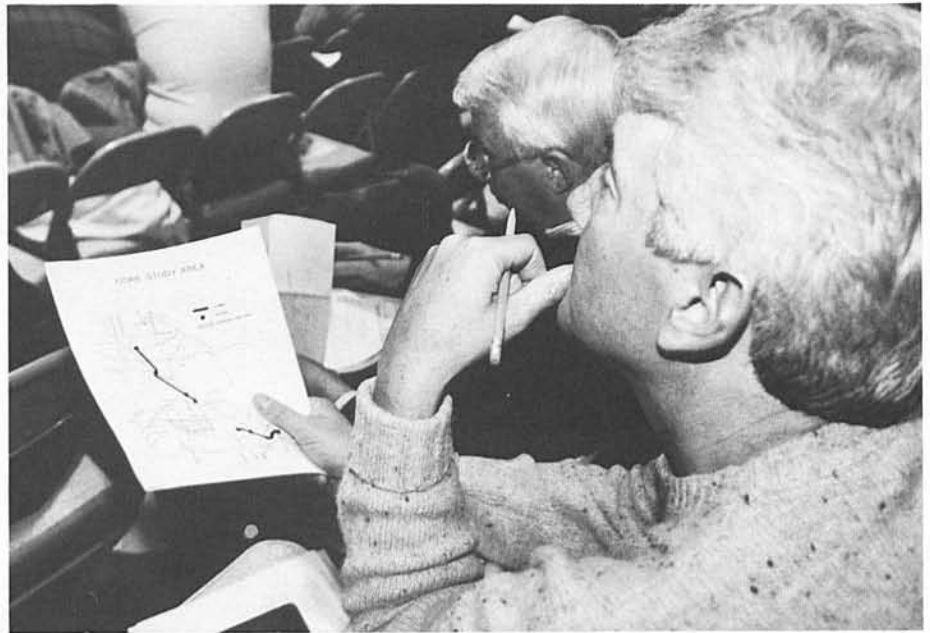
Findings from the analysis will be presented in late April at a series of community meetings in the Pico/Olympic area, Wilshire Center and Hollywood. After these meetings, all of the alignments will undergo a detailed environmental impact analysis. The results from this assessment, along with a favored alignment and stations, will be included in a draft environmental impact document in August, followed by a series of public hearings.

Evaluations Background

Three of the four candidate alignments were selected by RTD in mid-March. They were culled from a dozen preliminary recommendations based on input from the community and various government agencies, coupled with analysis by RTD staff and consultants. A fourth proposal was later recommended for evaluation by the City of Los Angeles and several local agencies. All options are subway proposals, except the fourth alignment, which includes several aerial segments. Most importantly, all alignments avoid tunneling through potential methane gas "risk zones" in the Fairfax area, as defined by a Los Angeles City task force. (See maps on page 5.)

Congressional Order

Though previous independent geotechnical analyses indicated favorable tunneling conditions in this area, Congress has ordered that "no part of the Metro Rail Project will be tunneled into or through any zone designated as a potential risk or high potential risk zone in the report of the City of Los Angeles, dated June 10, 1985." The gas zone referred to encompasses much of the Fair-



Public Consultation—Local residents examine candidate alignments at one of several CORE Study community meetings. — Photo by Mary Reyna

RTD Studies 4 Metro Rail Realignment Options



Probings—Technician uses natural gas indicator to measure level of subsurface gas at one of several locations in CORE area. Findings were released recently.

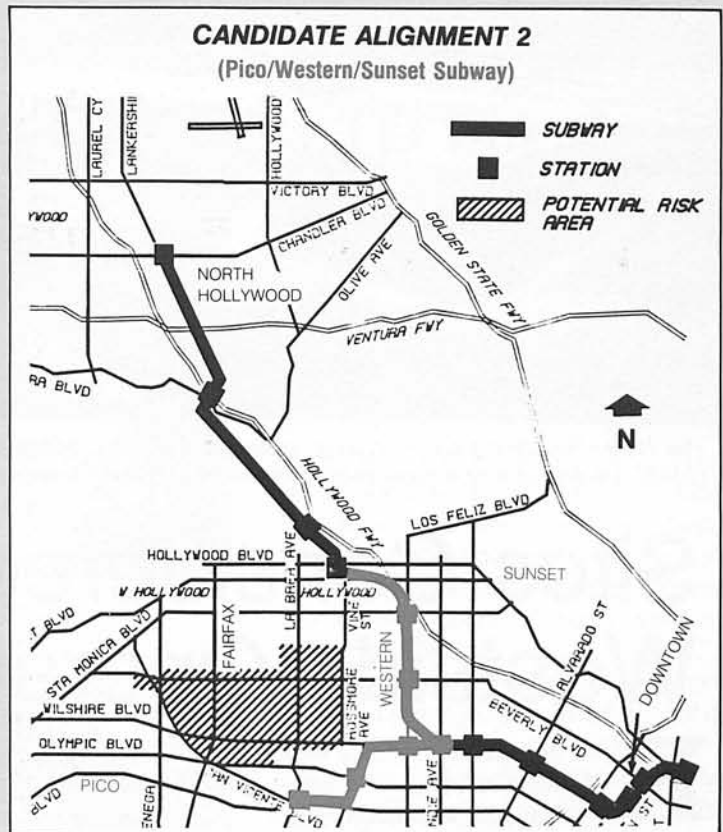
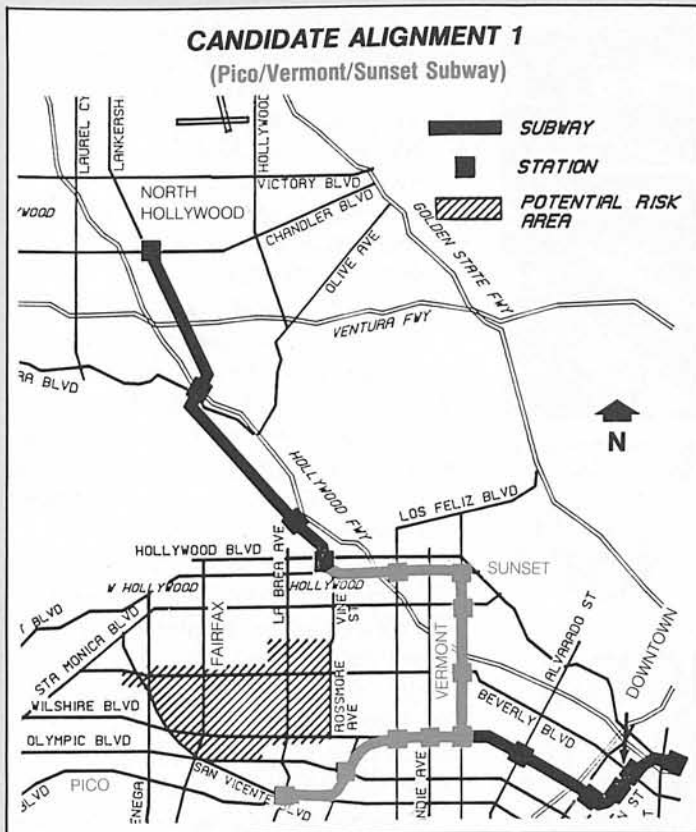
fax area and also extends into West Hollywood and parts of the Wilshire District.

In January, RTD formally notified the Urban Mass Transportation Administration (UTMA) of its commitment to comply with the Congressional mandate. However, with this compliance came the need to realign Metro Rail's Wilshire and Fairfax segments. Thus the purpose of this alignment analysis, officially called the Congressionally Ordered Re-Engineering (CORE) Study.

Public Process

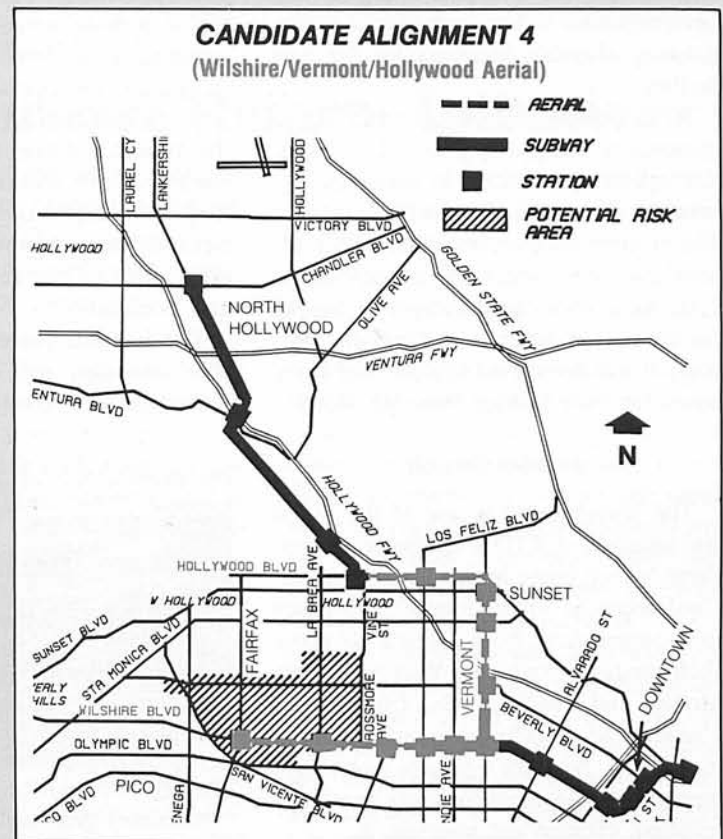
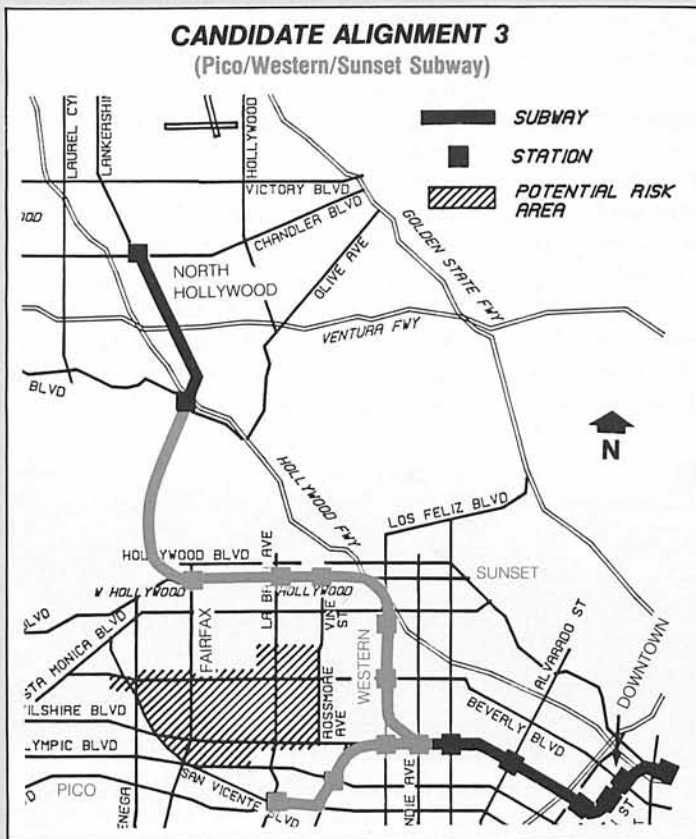
Through a systematic, public participatory process, RTD has been identifying and evaluating alternate alignments. The ultimate goal is to select a revised alignment that will still provide rail transit service to the heavily congested Wilshire Corridor (without tunneling through the risk zone) and at the same time link the downtown/Alvarado and the Hollywood/North Hollywood Metro Rail segments.

Since the start of the CORE Study in late January, considerable community input has been received. In fact, the final set of candidates currently being studied was developed from valuable comments and information obtained from local residents, businesses, public agencies and elected officials.



CANDIDATE ALIGNMENTS—These are the four alignments being studied by RTD over the next several months. Candidates 1, 2 and 3 are all-subway alignments, while Candidate 4 contains aerial (elevated) segments. All candidates avoid tunneling through the

methane gas zone, as mandated by the Congress. All alignments link the original North Hollywood/Hollywood and the downtown/Alvarado segments (indicated in black) and they address the critical transit needs of the Wilshire Corridor.





The New—Rendering shows typical, state-of-the-art RTD operating and maintenance facility, several of which have been built within the District's regional service area.

Sites Considered for Westside Operations

RTD recently convened a series of public meetings in Westside communities to consider feasible locations for a new West Los Angeles bus division. The division will replace an aging, outmoded facility in Venice.

The initial meetings were held in Venice, West Los Angeles, Marina del Rey and Santa Monica as part of a year-long environmental review process for considering alternate locations for the new facility.

RTD Directors requested the study in response to the growing need for a modern operations facility to serve the increasing transit ridership on the Westside. The existing division in Venice on a 3.13-acre site was originally established in 1902 as a streetcar maintenance facility for the now-defunct Pacific Electric Railway. It has been used to store and ready buses for daily service since the 1950s.

Smallest Division

The Venice yard is one of the oldest and smallest of RTD's 12 operating divisions, which range in size up to 20 acres. Until recently, approximately 100 buses were dispatched from Venice to serve such strategic routes as Wilshire, Santa Monica and Venice Blvds. That number was reduced to 75 buses in order to avoid impacting property owners who are immediately adjacent to where buses are refueled, cleaned and maintained.

"The neighborhood grew up around us," noted RTD General Manager John A. Dyer. "Residential dwellings now border the division property on three sides with less than 30 feet of space separating us in some cases. The facility is no longer practical and it is too small and outdated to meet today's needs or future needs. If at all possible, we're committed to moving to a more suitable location and constructing a modern facility with proper design and environmental controls."

RTD staff looked at nearly 25 sites on the Westside during the past year. These were initially screened to determine if they met RTD's operating needs on the basis of such factors as access, parcel size, zoning, compatible land use, cost and availability.

The list was pared down to five alternate sites that will undergo further environmental analysis, along with the op-

tion of improving the existing Venice Division.

Sites under consideration include:

- A 4.7-acre parcel at the southwest intersection of Olympic and Centinela Blvds., Santa Monica.
- A 6.9-acre parcel at the northwest intersection of Olympic and Stewart St., Santa Monica.
- A 4.4-acre parcel fronting Maxella on the north and bordered by Del Rey and Glenco Aves., Los Angeles.
- An 8-acre parcel bounded by Sawtelle, Pico, Sepulveda and Exposition Blvds.
- A 7.7-acre parcel at the southwest corner of Culver Blvd. and the Marina Freeway.

The list should be narrowed to two or three options by May and a preferred site is expected to be adopted by the RTD Board this summer. This location will be subject to a detailed environmental analysis, focusing on measures to minimize potential impacts on local traffic, land use, noise, air quality and other concerns.

A public hearing on a draft Environmental Impact Report is planned for the fall, and certification by state and federal agencies is expected early next year. At that point, RTD may seek funding to purchase land and construct a new bus division or improve the existing site, depending on the option selected. Construction of the new facility could take between three and five years to complete.

In the meantime, RTD has implemented a variety of improvements at the Venice bus yard to improve the appearance of the facility and make it more amenable to neighbors. The District has cut back on night maintenance work, reduced the number of coaches assigned to Venice, landscaped the property and leased an auxiliary parking lot for its employees.



The Old—Turn-of-the-century operating division in Venice can no longer accommodate Westside's growing transit needs.

News Briefs



Hall, Estrada Elected to Head RTD Board

Board members Jan Hall and Carmen A. Estrada were elected President and Vice President, respectively. Installation of both Board officers is scheduled for May 8.

President-elect Hall becomes the first woman Board chief in the District's 22-year history. She joined RTD in 1981 as the Fourth County Supervisorial District appointee.

A Long Beach City Councilwoman, Hall was recently appointed by Gov. George Deukmejian to serve on the Commission on the Status of Women. She is also co-Chairwoman of the Child Care Task Force. On the RTD Board, Director Hall is chairwoman of the Finance and Joint Development Committee and the District's Metro Rail Benefit Assessment Task Force.

Vice President-elect Estrada joined the RTD Board in May 1984 as one of two appointees by Mayor Tom Bradley.

She is an attorney with the Western Center on Law and Poverty. From 1978 to 1983, she served as Director of Employment Litigation for the Mexican-American Legal Defense and Education



JAN HALL



CARMEN ESTRADA

Fund. She also was a Reginald Heber Smith Community Law Fellow and staff attorney with Community Legal Services of Santa Clara County.

Estrada has received numerous awards, including the Hispanic Leaders Award, presented by the San Gabriel Valley Human Relations Committee and most recently was chosen "Woman of the Year" at the National Hispanic Women's meeting. In addition, she recently was lauded for her outstanding service to the community by State Senator Diane Watson, the County Board of Supervisors and Mayor Bradley.

The Board of Directors took the unprecedented action to delay installation of the new officers until May 8 in deference to the Metro Rail funding negotiations currently underway with the Urban Mass Transportation Administration. Those negotiations to fund the first phase of the Metro Rail Project are expected to be completed soon.

In the interim, RTD Board President Nick Patsaouras and Vice President Gordana Swanson will remain in office.

Directors Endorse Insurance Reform Initiative

The RTD Board of Directors has endorsed a statewide June ballot initiative that would provide relief to millions of California motorists and private and public corporations squeezed by skyrocketing liability insurance costs.

Proposition 51 on the June 3 election ballot would limit, to the degree of fault, the amount of damages an individual motorist or his firm would have to pay for pain and suffering and other so-called noneconomic damages. These claims account for the largest portion of rising court awards in accident cases.

A victim's medical costs, loss of earnings and other out-of-pocket expenses would still be paid by those responsible for an accident, and those agencies or individuals best able to pay could still bear the brunt of these costs despite culpability.

Many businesses and public agencies, including RTD, now bear the responsibility of paying 100% of all damages in an accident case, even though only marginally at fault in many cases.

"The courts have unfairly penalized RTD and other large agencies," said Board President Nick Patsaouras. "They argue we should bear the brunt of the costs in an accident settlement because we possess greater financial resources, or so-called deep pockets, especially when an under-insured or uninsured motorist is a co-defendant."

As a consequence, liability insurance premiums have skyrocketed in recent years and this expense has been passed on to individual consumers, as well.

RTD's premiums for liability coverage soared 4,600% last year, despite the fact that the District maintains one of the best

safety records of any major transit district in the nation. The District's premiums jumped from \$67,000 to \$3.2 million. Moreover, RTD's \$1.5-million deductible, which had never been exceeded in previous years, was raised to \$4 million.

"RTD's plight is shared by companies and individuals throughout the nation," observed Patsaouras. "It reflects the crisis engulfing the liability insurance industry. Proposition 51 will provide needed relief by requiring a more equitable sharing of damages in personal injury, death or property damage accidents where two or more persons are responsible."

RTD supported state legislation—SB 75—last year that mirrored the reforms incorporated in the ballot initiative. The legislation failed to pass the state Assembly, despite broad based support, due to stiff opposition by lobbyists of the trial lawyers association.

Youth In Transit Program Gets High Marks

RTD's eight Youth In Transit programs are receiving high marks from the academic community this year. That's because they are designed to give local students better insights into the local government decision-making process and how they and their peers can help improve the public transit system.

Last Fall, RTD launched the newest of the eight programs, called the Student Transportation Advisory Conference (STAC). It's primary goal is to create an informed student population that is knowledgeable about public transportation issues, services and trends in Los Angeles County. STAC also is a tool for providing feedback to the RTD Board of Directors and staff regarding the transportation needs and desires of the county's K-12 population.

Currently, more than 60 delegates are representing eight regional high schools in the STAC program. The schools are Belmont, Crenshaw, Ganesha, Downtown Business Magnet, North Hollywood, Hollywood, Huntington Park and University. Each STAC unit meets bi-monthly at its respective campus and works with a Community Relations Representative to address transit-related issues of interest to the students.

Semiannual Conference

Twice during the school year, the delegates convene a conference. In January, the winter conference was held at RTD headquarters. Students reviewed program

Students Play an Adult Role in Transit Development



On Tour—RTD's Jim Bernard explains operations at West Hollywood operating division to Hollywood and University High students.

goals and objectives and later broke into workshops that informed them about RTD operations. They also participated in panel discussions, involving community representatives, RTD operations staff and executives.

The Spring conference is set for late May, when delegates will submit position papers on transit-related topics of interest including crime prevention, pass ups, overcrowding, vandalism, passenger/driver relationships, and rail transit. Their papers will be compiled into a report and submitted to the RTD Board for review. The students' recommendations will be considered by the Board as part of its ongoing policy decision-making process.

Other Youth in Transit programs include Operation Teamwork (crime prevention), Thomas G. Neusom Memorial Awards (community service), Youth Motivation Task Force (school dropout prevention), Adopt-a-School (cultural enrichment), Summer Youth Employment Program, and the Los Angeles Collegiate Council.

An awards reception is set for April 26 at the Westin Bonaventure to honor winners of the fifth annual Operation Teamwork Poster/Essay Contest (for junior and senior high students) and the Neusom



Awards. Recipients of the latter award will be recognized for their contributions in the areas of criminal justice administration, community service and youth leadership.

"It is through intensive programs with the youth of our community that we can help educate the masses on transit, build local public support constituencies and fortify the important role of transit in the future development of the Los Angeles metropolitan area," notes RTD Community Relations Director Lou Collier, who created the Youth In Transit concept. "These youth programs are only a beginning in succeeding in that endeavor."



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 of the RTD Metro Rail Project and other District operations.

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