



BULLETIN

RTD Adopts Revised Metro Alignment

The RTD Board of Directors in April adopted a revised alignment for linking Metro Rail's initial downtown subway segment with the Wilshire Corridor, Hollywood and North Hollywood.

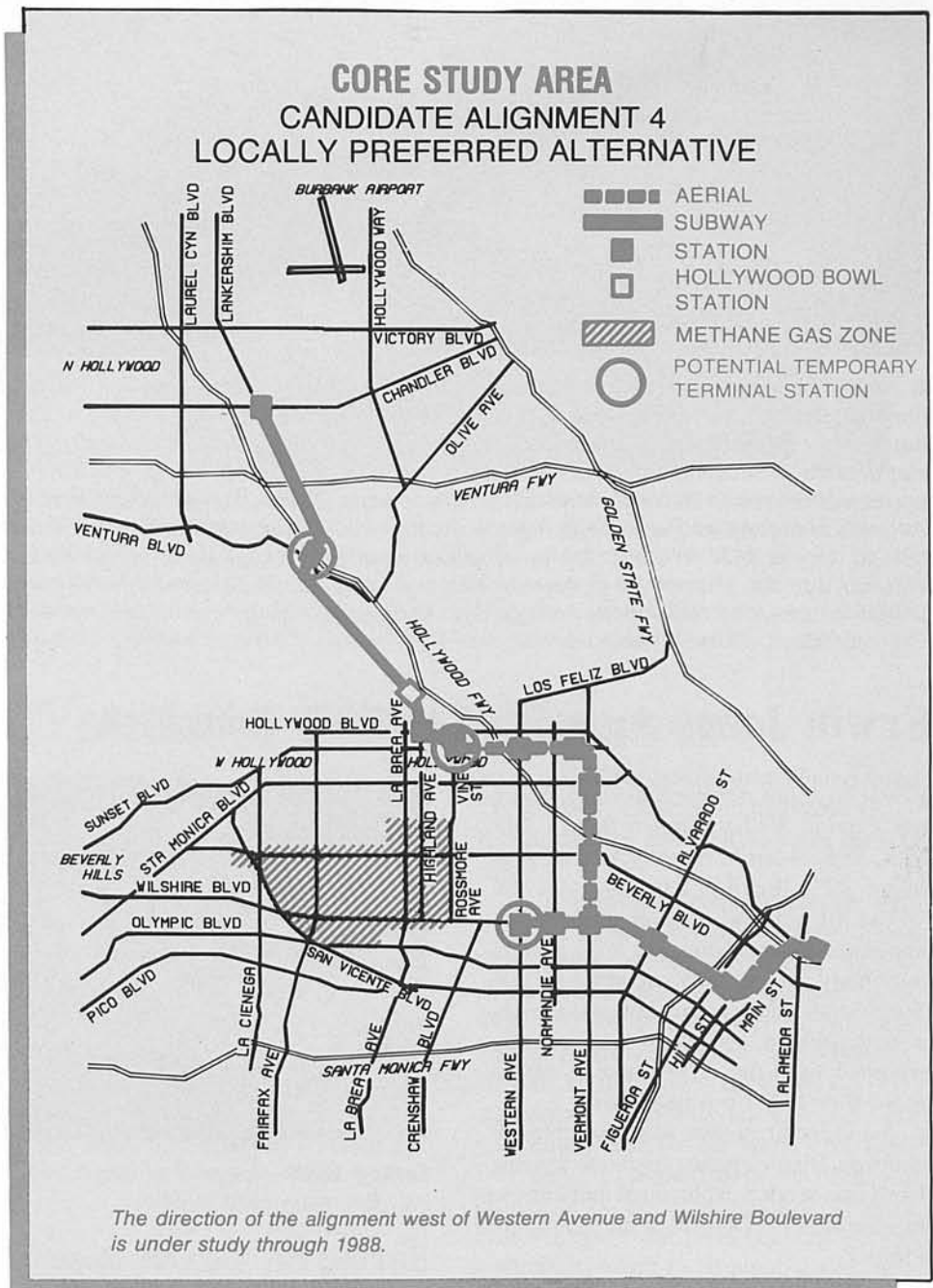
A resolution outlining the new alignment and calling for additional studies was considered by the RTD Board at two meetings in April. The new alignment will be identified as the Locally Preferred Alignment (LPA) in state and federal environmental documents. It includes elevated rail service on Vermont Avenue and Sunset Boulevard.

The Board concurred with the Los Angeles City Council in selecting "Candidate Alignment 4" (see map) as the preferred new Metro Rail alignment.

In December 1985, Congress ordered RTD to modify the original 18-mile Metro Rail all-subway alignment to avoid tunneling through a methane gas zone identified in the Fairfax area, although geotechnical studies showed that the subsurface conditions are favorable for tunneling. Since that time, nonetheless, RTD has been working closely with community groups and public agencies in developing options that comply with that requirement.

Candidate Alignment 4 is one of five alternatives examined by RTD in the state-mandated *Subsequent Environmental Impact Report* (SEIR), prepared for public review.

The new LPA features both subway and aerial configurations. It calls for an extensive subway segment from Union Station in downtown Los Angeles through the Civic Center and Financial District then west under Wilshire Boulevard to Western Avenue.



RTD directors agreed with the Los Angeles City Council that a decision on the precise location of the rail line west of Western Avenue should be deferred until late 1988. This will allow time for the District and City to jointly undertake additional studies and consult with the community to achieve a public consensus on an alignment that will serve the corridor west of Wilshire and Western.

The Board also affirmed that the eventual decision should not be in conflict with federal law, which prohibits constructing a Metro Rail subway system through the gas zone identified in 1985 by a city task force.

In addition, RTD directors passed a resolution calling for a locally funded study of a possible future extension of Metro

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RTD Notes



A Friend of Transit—RTD Board members John Day (l) and Marvin Holen (r) recently honored Senator Alan Cranston with an official Metro Rail groundbreaking shovel and hard hat in recognition of his continued support for the Metro Rail Project. Sen. Cranston was instrumental in securing federal funds for the first 4.4-mile segment of the project, currently under construction. That segment will run from Union Station through downtown Los Angeles to MacArthur Park. The Senator, a strong advocate of mass transit, also recently helped secure \$870 million in federal monies to extend the Los Angeles line along the Wilshire Corridor, through the Hollywood area to the San Fernando Valley. The RTD presentation coincided with the Los Angeles City Council proclaiming April 15, 1987 as "Alan Cranston Day" in Los Angeles.

Erwin Jones Appointed to RTD Board

Erwin N. Jones, former Superintendent of the Covina Valley Unified School District, was sworn in recently as a member of the RTD Board of Directors April 29.

The 61-year-old Covina resident was appointed to the 11-member RTD governing body by County Supervisor Pete Schabarum. He replaces Leonard Panish, a management consultant who recently resigned from the RTD Board to devote more time to his private business.

As Director, Jones is responsible for charting District policy on issues ranging from bus service deployment and fares to overseeing development of the Metro Rail Project.

"I look forward to joining the Board," said Jones. "There are many good employees here, and I'm glad to be part of the team. I'm also excited about the challenges the agency faces in providing transit services to residents throughout the region."

The new director retired as Superintendent of the Covina Valley Unified School District in June 1986 after 19 years of service there and 36 years as an educator and school administrator.



Taking Oath—Jones is sworn in by District Secretary Helen Bolen.

Spring St. Service Resumes

After a 22-month absence, RTD buses rolled again on the Spring Street contraflow lane. The change, effective April 12, involved the transfer of 15 bus lines and affects 7,800 daily boarding passengers.

The contraflow lane is reserved solely for buses and runs opposite to the main flow of traffic on Spring, which is one-way southbound. The lane had been closed since June 1985 to accommodate street and utility reconstruction.

Metro Rail Alignment

(Continued from page 1.)

Rail that would provide service through Beverly Hills, Century City and Westwood/UCLA. The study would be jointly conducted by RTD, the Southern California Association of Governments, and the cities of Los Angeles and Beverly Hills.

RTD directors also approved the northern branch of the Metro Rail system. Proceeding north along Vermont from Wilshire, Metro Rail will transition from subway to elevated rail service between Third and First streets. Elevated trains will operate down the center of Vermont approximately 20 feet above the surface. Just beyond the Vermont/Santa Monica station, Metro Rail will curve west on Sunset Boulevard and proceed west in an aerial mode until transitioning back to subway between Argyle Avenue and Gower Street.

A subway station is planned at Sunset and Vine. Beyond that, Metro Rail will turn northwest with a stop at Hollywood/Highland. A future station at the Hollywood Bowl will be possible with this alignment. The rail line then will proceed underground through the Santa Monica Mountains to Universal City and its terminus at North Hollywood.

Candidate Alignment 4, as presently defined with a temporary western terminal at Western Avenue, is 17.4 miles in length (13.9 subway miles/3.5 aerial) and includes 16 stations. Year 2000 ridership is projected at 294,000 daily boardings. If sufficient funding is made available, the Metro Rail system could be completed by 1998 at a cost of \$3.4 billion.

Groundbreaking for the first phase of this system, a 4.4-mile subway segment between Union Station and Wilshire/Alvarado, was held Sept. 29, 1986. Construction of this segment is on schedule and approximately \$30 million under budget.

Earlier in April, Congress authorized an additional \$870 million in federal gas tax monies to complete this first segment and fund construction of Metro Rail's second phase, along with matching state and local funding, which should extend the system to Hollywood, or perhaps as far as Universal City.



HONORES—Teamwork honorees include (back row, l-r) Pablo Crespo (North Hollywood High), Guillermo Pena (Belmont High), Hanh Duong (Berendo Junior High), RTD Director Marvin Holen, Tuyet Binh Tran (Berendo Junior High) RTD General Manager John Dyer, Susan Muro (Garfield High), Esther Niell (North Hollywood), Tommy De Marco (Downey High), Hanh Tran (Berendo Junior High), Lou Collier, RTD Director of Local Government & Community Affairs, and Carolyn Burger (Notre Dame Academy). Front row, from left: Kang Hee Seo, Dung Nguyen and Mario Ruiz (all of Berendo Junior High), Levine Shawn Thompson (Bellflower High School), winner of the Thomas G. Neusom Memorial Award for student/youth leadership, and RTD Community Affairs Representative Rissa Bernstein.

RTD Salutes Youth In Transit Honorees

Sixty-two area junior and senior high school students and two adults were honored April 25 at the Bob Hope USO in Hollywood for their participation in RTD's "Youth In Transit" (YIT) program, designed to involve young people in the development and enhancement of public transportation.

"Operation Teamwork," one phase of YIT, features an annual poster and essay contest designed to encourage students to participate in the enhancement of the local transit system. This year's theme was "Down With Vandalism, Up With Pride!"

In the high school division, Pablo Crespo of North Hollywood High took first place in the poster category. Second place winner was Guillermo Pena of Belmont High, and third place went to Tommy DeMarco of Downey High.

In the junior high division, Hanh Duong received first place honors, while Tuyet Binh Tran won second place and Hanh Tran took third place. All attend Berendo Junior High School in Los Angeles.

In the essay category, Carolyn Burger of Notre Dame Academy in Los Angeles



won first place, followed by Esther Niell of North Hollywood High (second) and Susan Muro of Garfield High (third).

In the junior high division, all three top awards went to Berendo Junior High School students Mario Ruiz (first), Kang Hee Seo (second) and Dung Nguyen (third). Nine other students received honorable mention certificates for their essays and posters.

First, second and third place winners received engraved plaques and U.S. Savings Bonds.

General Manager John A. Dyer presented the honors and acknowledged the youths' efforts in creatively conveying the message that vandalism of public property must be stopped.

Dyer also presented the Thomas G. Neusom Memorial Awards, which recog-

nizes individual achievements in the areas of criminal justice administration, community service and student/youth leadership.

Al Williams, a Reseda retiree and disabled veteran, received the honor for designing several new devices to aid disabled people and for his volunteer work with patients at the Veterans Hospital; Levine Shawn Thompson, a 17-year-old student at Bellflower High School, was recognized for youth leadership in his community and for his work with local Boy and Girl Scout troops; and Reserve Officer Esta Yonce of the Los Angeles Police Department, was honored for her community work in criminal justice. She also lives in Reseda.

In addition, 40 members of the Student Transportation Advisory Conference (STAC), representing five area high schools, also received certificates of appreciation. Schools recognized were Crenshaw, Belmont, and North Hollywood.

STAC serves as an advisory group to the RTD Board of Directors, offering suggestions on how to improve service for the local youth constituency.

RTD TAKES TOP HONORS FOR SAFETY ACCOMPLISHMENTS

RTD recently received 10 awards from the greater Los Angeles chapter of the National Safety Council. The District was recognized for outstanding accomplishments in the field of accident safety for 1986.

"Safety is the number one priority at RTD," said General Manager John Dyer. "It's gratifying to see that our efforts are being recognized."

This makes the 41st year that the contest has been sponsored by the National Safety Council, and approximately 530 local public and private companies were entered. The companies ranged from Ralphs Grocery Co. to Omnitrans bus service of San Bernardino.

Participants competed in specific classifications that matched them against drivers who faced similar hazards and conditions. RTD took top honors in all relevant categories.

RTD captured six awards in the Fleet Category, including the top three spots in the over-500,000-miles-operated-per-month category.

RTD Operating Division 9 (El Monte) took first place, with the lowest accident ratio of 28.5 accidents per 1 million miles driven; Division 8 (Van Nuys) was second, 40.5 accidents per million; and Division 15 (Sun Valley) took third with 41.5 accidents per million.

In the under-500,000-miles-per-month group, Division 16 (Pomona) placed second, 24 accidents per million; Division 6 (Venice) finished third, 46 accidents per million.

In the passenger car category of companies operating over 100,000 miles per month, RTD field supervisors took third place with a ratio of less than two accidents per one million miles driven.

In the Business and Industrial awards category, companies are judged on the number of hours lost due to injury compared to the number of hours worked. RTD took four top awards.

Division 15 (Sun Valley) took first place for companies with 300 or more employees. Its ratio was a low 12 hours lost per every 200,000 hours worked.

Division 8 (Chatsworth) earned second with 13.75 hours lost per 200,000 hours

worked, and Division 3 (Cypress Park) took third place, 14.8 hours lost per 200,000 hours worked.

In the under 299 employee category, RTD field supervisors took second place, 3.5 hours lost per 200,000 hours worked.

"These awards are the culmination of a total team effort," said Dyer. "RTD employees will continue to think safety first, and strive for a safe working environment."

Hearing on Bonds Held

The RTD Board recently convened a public hearing to receive testimony relating to the sale of bonds with a principal value of some \$200 million to help fund construction of the first 4.4-mile segment of Metro Rail (MOS-1).

The original amount of bonds to be sold was \$170 million, approved on December 11, 1986. However, two new resolutions must be adopted to increase the bonding limits to cover the revised financing plan resulting from the deferral of the assessment payments from 1987 to 1992. The Board of Directors voted to defer collection of the assessments in response to downtown property owners' concerns.



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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RTD Cancels High Subsidy Bus Lines

Bus fare remains at 85¢ for '88

RTD Directors voted May 7 to cancel service on 18 high subsidy bus lines. It is anticipated that the operation of the majority of those lines will continue by private operators under contract to the City and County of Los Angeles.

The RTD Board's action is subject to Los Angeles County Transportation Commission approval to provide "bridge" funding that will enable RTD to continue uninterrupted service on 16 of the lines until private carriers can assume service this fall.

The two remaining lines—Line 455 (L.A.-Paramount-Bellflower Express) and 685 (Palos Verdes-Rolling Hills-Torrance-El Segundo Employment Center)—will be discontinued effective June 21 unless alternate funding is arranged. Each line operates only one rush hour trip. Less than 60 passengers would be affected on each route.

By cancelling service on the 18 routes, RTD will be able to redeploy an estimated 30 buses in order to improve service on other RTD lines that are experiencing overcrowding.

The RTD lines targeted for cancellation include 13 express and five local lines. They are 147, 192, 194, 291, 293, 413, 419, 423, 430, 431, 437, 438, 448, 455, 492, 494, 685, and 686. The freeway express lines require an average of nearly \$10 per passenger in operating subsidies while the five local routes average a \$3.50 subsidy for every passenger.

In other action May 7, the RTD Board considered hiking the 85¢ base fare a nickel for the fiscal year beginning July 1 in order to offset a projected \$25 million shortfall in next year's budget. However, the Board failed to muster a two-thirds majority legally required to accomplish that action.

RTD General Manager John Dyer soon will present several options for dealing with the projected shortfall when the Board considers the Fiscal Year 1988 budget.