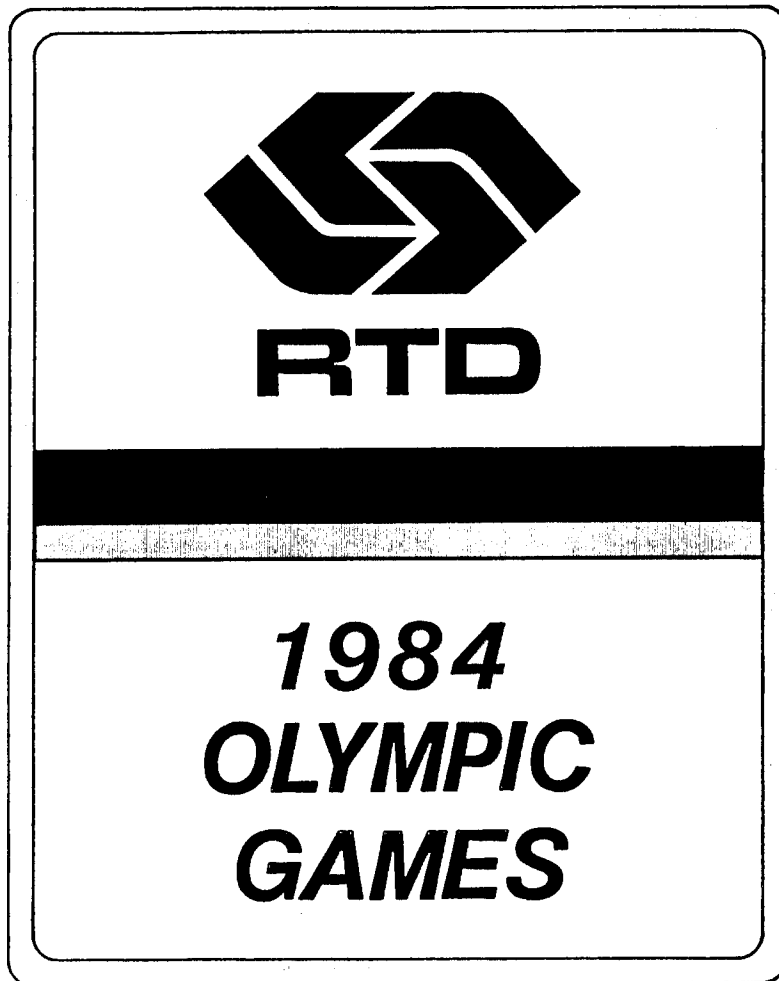


1984 OLYMPIC GAMES

Transit Service and Control Plan

June 1984



HEADWAY ARTICLE

YOUR RESPONSIBILITY AS AN DISASTER SERVICE WORKER UNDER CALIFORNIA STATE LAW

Did you know that under the California Government Code all District employees automatically become Disaster Service Workers when and if an **emergency is declared** covering the County of Los Angeles or Southern California as a whole. The important words in the first sentence are "emergency is declared". Who can declare an emergency which would affect District employees? The Los Angeles County Board of Supervisors can. Also, the state governor and the President of the United States.

Section 3100 of the code states:

"It is hereby declared that the protection of the health and safety and preservation of the lives and property of the people of the state from the effects of natural, manmade, or war-caused emergencies which result in conditions of disaster or in extreme peril to life, property, and resources is of paramount state importance requiring the responsible efforts of public and private agencies and individual citizens. In furtherance of the exercise of the police power of the state in protection of its citizens and resources, all public employees are hereby declared to be disaster service workers subject to such disaster service activities as may be assigned to them by their superiors or by law."

Section 3101 of the code defines disaster service worker as follows:

"For the purpose of this chapter the term "disaster service worker" includes all public employees and all volunteers in any disaster council or emergency organization accredited by the California Emergency Council. The term "public employees" includes all persons employed by the state or any county, city, city and county, state agency or public district, excluding aliens legally employed."

Now you may say "What does this mean to me?" In case of a declared emergency all District employees automatically become disaster service workers. They are expected to make every effort to report to their regular place of work or designated alternate location. Once there they become subject to direction from County authorities via District management. This does not mean that they will be doing their normal work, but any type of directed needed work. This also can mean that the normal eight hour day is not in effect.

By: Jon R. Vandercook, Senior Safety Specialist
District Emergency Preparedness Coordinator

TRANSPORTATION DEPARTMENT

SPECIAL
DETOUR NOTICE
NO. 88-4

LINES: 16, 18, 48, 53, 456, 460, 462 & 470(RTE.471)
IN EFFECT: FROM 8:00 P.M., FRIDAY, MAY 21, 1988, ONLY WHEN ORDERED BY
RADIO DISPATCHER OR SUPERVISOR
SUBJECT: TEMPORARY DETOUR
LOCATION: 5TH ST. BETWEEN HILL ST. AND OLIVE ST.
REASON: DOWNTOWN AREA CONSTRUCTION

LINE 16

WESTBOUND ONLY: Regular route to Spring St. and 5th St., then continue on Spring St. to (R) 7th St., (R) Olive St., (L) 5th St. and regular route.

LINES 18, 48, 53, 456 & 470(RTE.471)

WESTBOUND ONLY: Regular route to 5th St. and Main St., then continue via 5th St. to (L) Spring St., (R) 7th St., (R) Olive St. (L) 5th St. and regular route.

Make passenger stops at the following locations while operating over detour route:


- 1) Mid-block - Spring St. between 5th & 6th Sts.
- 2) Nearside - Spring St. and 7th St.
- 3) Nearside - 7th St. and Broadway
- 4) Farside - 7th and Hill Sts.
- 5) Farside - Olive & 7th Sts.
- 6) Farside - 5th & Olive Sts. (after left turn)

LINE 460 & 462

WESTBOUND ONLY: Regular route to 5th St. and Main St., then continue via 5th St. to (L) Spring St. (R) 8th St., (L) Grand Ave., (R) 11th St. to layover zone just west of Figueroa St.

Make passenger stops at the following locations while operating over detour route:

- 1) Mid-block - Spring St. between 5th & 6th Sts.
- 2) Mid-block - Spring St. between 7th & 8th Sts.
- 3) Nearside - 8th and Hill Sts.


Operations Control
and Services Superintendent
Districts 1, 2 & 3/F-85

Issued: May 18, 1988
Divisions: 1, 5, 9, 12 & 18
Transp: JU:AW
8.61

TRANSPORTATION DEPARTMENT

SPECIAL
DETOUR NOTICE
NO. 91-1

LINES: 4 (RTE.304) & 33 (RTE.333)

IN EFFECT: MONDAY, JANUARY 21, 1991, AND EVERY WEDNESDAY THEREAFTER,
UNTIL FURTHER NOTICE (APPROXIMATELY ONE (1) YEAR) BETWEEN
THE HOURS OF 8:00 A.M. AND 5:00 P.M. OR WHEN BARRICADES ARE
ERECTED.

SUBJECT: TEMPORARY RELOCATION OF LAYOVER ZONE

LOCATION: 2ND ST. & SANTA MONICA BLVD. AND ARIZONA AVE.

REASON: FARMER'S MARKET

LINE 4 (RTE.304)

NORTHBOUND: Regular route to Ocean Ave. and Arizona Ave., then continue
via Ocean Ave. to temporary layover zone on Ocean Ave. just
south of Wilshire Blvd.

SOUTHBOUND: Depart temporary layover zone via Ocean Ave., (R) Wilshire
Blvd., (R) 4th St., (R) Broadway and regular route.

Depart temporary layover zone four (4) minutes prior to
scheduled departure as shown on paddle.

LINE 33 (RTE.333)

NORTHBOUND: Regular route to 2nd St. and Broadway, then continue via
2nd St., (L) Santa Monica Blvd., (R) Ocean Ave. to temporary
layover zone on Ocean Ave. just south of Wilshire Blvd.

SOUTHBOUND: Depart temporary layover zone via Ocean Ave., (R) Wilshire
Blvd., (L) 2nd St., (L) California Ave., (L) Ocean Ave.
to Arizona Ave. and regular route.

NOTE: All buses depart temporary layover zone two minutes
before scheduled departure time at 2nd St. and Santa Monica
Blvd.


Operations Control and Services
District 10/F-81

Issued: January 17, 1991
Divisions: 6, 7 & 10
Transp: JU:AW
11.74

TRANSPORTATION DEPARTMENT

1ST REVISION
SPECIAL
DETOUR NOTICE
NO. 91-2

LINES: 442, 443, 444, 445 & 446(RTE.447)
IN EFFECT: SATURDAY, MARCH 2, 1991, UNTIL FURTHER NOTICE (APPROXIMATELY ONE (1) YEAR) WHEN BARRICADES ARE ERECTED OR WHEN ORDERED BY RADIO DISPATCHER OR SUPERVISOR.
SUBJECT: TEMPORARY DETOUR AND RE-ESTABLISHMENT OF BUS STOPS
LOCATION: HARBOR (110) FWY. & MARTIN LUTHER KING BLVD.
REASON: FREEWAY CONSTRUCTION

LINE 442

NORTHBOUND: Regular route to Manchester Ave. and Vermont Ave., then continue via Manchester Ave. to (L) Figueroa St. to Martin Luther King Blvd. and regular route.

SOUTHBOUND: Regular route to Figueroa St. and State Dr., then continue via Figueroa St. to (L) Slauson Ave., (R) Flower St., (L) Harbor Freeway on-ramp - South, Harbor (110) Freeway and regular route.

LINES 443, 444, 445 & 446(RTE.447)

NORTHBOUND: Regular route to Harbor (110) Freeway and Manchester Ave. bus stop, then continue via (R) Manchester Ave. off-ramp, (R) Manchester Ave., (R) Figueroa St. to Martin Luther King Blvd. and regular route.

SOUTHBOUND: Regular route to Figueroa St. and State Dr., then continue via Figueroa St. to (L) Slauson Ave., (R) Flower St., (L) Harbor Freeway on-ramp - South, Harbor (110) Freeway and regular route.

ESTABLISH STOPS

NORTHBOUND: Figueroa St. and Manchester Ave., farside, after right turn (Line 442 after left turn) Line 81 zone.

Figueroa St. and Slauson Ave., farside.

Figueroa St. and King Blvd., nearside.

SOUTHBOUDB: Figueroa St. and King Blvd., farside.

Flower St. and Slauson Ave., farside, after right turn.


Operations Control and Services
Districts 5, 9 & 12/F-81

Reissued: April 22, 1991
Divisions: 5, 12 & 18
Transp JJ:AW

FREEMAY DIVERSION ROUTINGS
IN EFFECT 7/28/84 THROUGH 8/12/84

DIVISIONS 1, 12 & 18
PAGE 7

7.0 LONG BEACH FREEWAY - NORTHBOUND -

LINES 455, 456, 457, 459 AND 750

7.1 via Long Beach Fwy. to Washington Blvd. off-ramp, R-Washington Blvd., R-Soto St., L-Whittier Blvd., then regular route of line.

7.2 via Long Beach Fwy. to Santa Ana Fwy., continue via Long Beach Fwy., to Ford-Olympic Blvd. off-ramp, L-E. Olympic Blvd., R-Soto St., L-Whittier Blvd., then regular route of line.

7.3 via Long Beach Fwy. to Santa Ana Fwy., continue via Long Beach Fwy. and Pomona Fwy. to Santa Ana Fwy., then regular route of line.

7.4 via Long Beach Fwy., to Washington Blvd. off-ramp, R-Washington Blvd., R-Soto St., L-Whittier Blvd. - Sixth St., R-Alameda St., L-First St., R-Broadway to off-street terminal.

Lines: 455) 457)
456) 459) Use Rte. 7.1, 7.2 or 7.3 as directed.

Line: 750 Use Rte. 7.4 as directed.

FREEMWAY DIVERSION ROUTINGS
IN EFFECT 7/28/84 THROUGH 8/12/84

DIVISION 1 & 9
PAGE 6

6.0 SANTA ANA FREEMWAY - NORTHBOUND -

LINEs 460, 462, 464 466 AND 760

6.1 Regular route to Paramount Blvd. and Santa Ana Fwy., continue via Paramount Blvd., L-Telegraph Rd., L-Washington Blvd., R-Soto St. and L-Whittier Blvd., then regular route of line.

6.2 Regular route to Telegraph Rd. and Atlantic Blvd., then R-Atlantic Blvd., R-Washington Blvd., R-Soto St., and L-Whittier Blvd., then regular route of line.

6.3 Regular route to Santa Ana Fwy. and 605 Fwy., via R-605 Fwy., -North- R-Telegraph Rd. off-ramp, then R-Telegraph Rd., L-Washington Blvd., R-Soto St., L-Whittier Blvd., -Sixth St., R-Alameda St., L-First St., R-Broadway to off-street terminal.

6.4 From Atlantic Blvd. and Telegraph Rd., R-Atlantic Blvd., L-East Olympic Blvd., R-Soto St. and L-Whittier Blvd., then regular route of line.

Line: 460) Use Rte. 6.1 as directed.

Line: 462) Use Rte. 6.2 or 6.4 as directed.

Lines: 464)
466) Use Rte. 6.3 as directed.
760)

FREEMAY DIVERSION ROUTINGS
IN EFFECT 7/28/84 THROUGH 8/12/84

DIVISIONS 8 & 15
PAGE 5

5.0 GOLDEN STATE FREEWAY - SOUTHBOUND -

LINES 406, 407, 410, 412, 413, 418 AND 419

5.1 via Golden State Fwy. to Stadium Way transition road, then via Golden State Fwy., R-Pasadena Fwy. - Broadway transition roadway, R-Broadway off-ramp, R-Pasadena Ave., R-No. Broadway, R-First St., L-Hill St., then regular route of line.

5.2 via Golden State Fwy., R-Los Feliz Blvd. off-ramp, R-Los Feliz Blvd., L-Riverside Dr., R-San Fernando Rd., R-Pasadena Ave., R-No. Broadway, R-First St., L-Hill St., then regular route of line.

5.3 via regular route to San Fernando Rd. & Pepper St., continue along San Fernando Rd., R-Ave. 19, R-Pasadena Ave., R-No. Broadway, L-Sunset Blvd. and R-Spring St., then regular route of line.

LINES 406, 407, 410, 412, 413, 418 AND 419

5.4 via Golden State Fwy. to Pasadena Freeway transition road., L-Riverside Dr. off-ramp, R-Riverside Dr., R-San Fernando Rd., R-Pasadena Ave., R-No. Broadway, R-Sunset Blvd., and L-Figueroa St., th regular route of line.

Lines: 410) 418)
419)

413) Use Rte. 5.1 or 5.2 as directed.

Lines:

406) Use Rte. 5.4 as directed.

Line:

412) Use Rte. 5.4 as directed.

FREEMAY DIVERSION ROUTINGS
IN EFFECT 7/28/84 THROUGH 8/12/84

DIVISION 3
PAGE 4

4.0 PASADENA FREEWAY - SOUTHBOUND -

LINES 401 AND 402

- 4.1 Regular route of line to Pasadena Fwy. & Glenarm St., R-Glenarm St., L-Fair Oaks Ave., R-Huntington Dr., R-Mission Rd., R-Macy St., L-Spring St., R-First St., and L-Olive St., then regular route of line.
- 4.2 via Pasadena Fwy., R-Ave. 52 off-ramp, L-Ave. 52, R-Griffin Ave., R-No. Broadway, R-First St. and L-Olive St., then regular route of line.
- 4.3 via Pasadena Fwy. to Ave. 43 off-ramp, continue via Pasadena Fwy., R-I-5 Fwy. transition roadway - South - R-Pasadena Ave., Broadway off-ramp, R-Pasadena Ave., R-No. Broadway, R-First St., and L-Olive St., then regular route of line.

Lines: 401) Use Rte. 4.1, 4.2 or 4.3 as directed.
402)

3.0 HARBOR FREEMAY - NORTHBOUND -

LINES 442, 443, 444, 445, 446 AND 448

3.1 via Harbor Fwy. to Century Blvd. off-ramp, R-Century Blvd. off-ramp, R-Century Blvd., L-Broadway, L-Washington Blvd., R-Flower St., to 12th St., then regular route of line.

3.2 Regular route to Manchester Ave. & Harbor Fwy., continue via Manchester Ave., L-Broadway, L-Washington Blvd., R-Flower St., to 12th St., then regular route of line.

3.3 Regular route to Harbor Fwy & Manchester Ave. off-ramp, R-Manchester Ave. off-ramp, R-Manchester Ave., L-Broadway, L-Washington Blvd., R-Flower St., to 12th St., then regular route of line.

Lines: 443) Use Rte. 3.1 as directed.
444)
446)

Line: 442 Use Rte. 3.2 as directed.

Lines 445)
448) Use Rte. 3.3 as directed.

FREEMAY DIVERSION ROUTINGS
IN EFFECT 7/28/84 THROUGH 8/12/84

DIVISIONS 2, 5 & 6
PAGE 2

2.0 SANTA MONICA FREEWAY - EASTBOUND -

LINES 430, 431, 434, 436, 437, 438, 439, 576 AND 720

2.1 Regular route to Apple St. & Fairfax Ave., via Apple St., L-Washington Blvd., and L-Grand Ave., then regular route of line.

2.2 Regular route to Apple St. & Fairfax Ave., via Apple St., L-Washington Blvd., L-La Brea Ave., R-Venice Blvd., and L-Grand Ave., then regular route of line.

2.3 Regular route to Apple St. & Fairfax Ave., via Apple St., R-Washington Blvd., L-Fairfax Ave., L-Adams Blvd., R-Western Ave., then regular route of line.

2.4 via Santa Monica Fwy., R-Apple St. off-ramp, Apple St., L-Washington Blvd., L-La Brea Ave., R-Venice Blvd., and L-Main St., then regular route of line.

Lines: 430) 437)

431) 438)

434) 439)

720)

436) Use Rte. 2.1 or 2.2 as directed.

Line: 576 Use Rte. 2.3 as directed.

Line: 720 Use Rte. 2.4 as directed.

FREEMAY DIVERSION ROUTINGS
IN EFFECT 7/28/84 THROUGH 8/12/84

DIVISIONS 7 & 8
PAGE 1

1.0 HOLLYWOOD FREEWAY - SOUTHBOUND -

LINES 420, 421, 422, 423, 424, 425, 427 AND 429

1.1 via Hollywood Fwy., R-Hollywood Blvd. off-ramp, L-Hollywood Blvd., R-Sunset Blvd., R-Grand Ave., L-Temple St., R-Hill St. then regular route of line.

1.2 via Hollywood Fwy., R-Vermont Ave. off-ramp, L-Rosewood Ave., R-Vermont Ave., L-Beverly Blvd., L-Temple St., R-Hill St. then regular route of line.

1.3 Line 420 - via regular route of line to Santa Monica Blvd. & Western Ave. then via Santa Monica Blvd., R-Sunset Blvd., R-Grand Ave., L-Temple St. then regular route of line.

1.4 Line 429 - via regular route of line to Hollywood Blvd. & Van Ness then via Hollywood Blvd., R-Sunset Blvd., R-Grand Ave., L-Temple St., R-Hill St. then regular route of line.

1.5 All service - via Hollywood Fwy., R-Alvarado St. off-ramp, R-Alvarado St., L-Temple St., R-Hill St. then regular route of line.

Lines: 421) 424) Use Rte. 1.1 or 1.2 as directed
422) 425)
423) 427)

Line: 420 Use Rte. 1.3 as directed.
Line: 429 Use Rte. 1.4 as directed.
All Lines: Use Rte. 1.5 as directed.

FREEMAY DIVERSION ROUTINGS
DURING SUMMER OLYMPIC GAMES
IN EFFECT 7/28/84 THROUGH 8/12/84 ONLY
TO BE USED ONLY AS DIRECTED

REVISSED 7/23/84

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By: Jon R. Vandercook, Senior Safety Specialist
District Emergency Preparedness Coordinator

1984 OLYMPIC GAMES

Transit Service and Control Plan

June 1984

Issued To _____

Report Number _____ **of** _____



Southern California Rapid Transit District

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1.0 INTRODUCTION

1.0 - INTRODUCTION

1.1 OVERVIEW OF OLYMPICS TRANSIT SERVICE

For sixteen days in July and August 1984, the greater Los Angeles area will host the 23rd Olympic Games. The challenges associated with meeting the public transportation demands generated by the Games are impressive, particularly in view of the following facts:

- (1) The Los Angeles Olympic Organizing Committee (LAOOC) estimates that 7,000,000 ticketed spectators will attend the events;
- (2) The majority of the venues are in the greater Los Angeles area at 17 separate locations;
- (3) For the first time since 1960, the Games will be held in a city that does not benefit from a rail transit system;
- (4) The Southern California Rapid Transit District will be required to start-up, operate, and close down an independent bus system equivalent in size and scale to rank as the fourth largest transit system in California; and
- (5) Public subsidies will not be available for transit service support.

Due to the need to operate a large independent service network dedicated to Olympic travel, the District has had to confront constraints or problems relating to funding, manpower, and equipment.

Since public funds are not available to subsidize Olympic transportation, the District has had to devise a means of generating sufficient revenue to defray the cost of providing the service. A premium fare tariff and a commemorative token program have been developed to recover Olympic expenses. Moreover, approximately 400 temporary operators will be required to supplement existing operator rosters. Finally, patronage estimates indicate a 550 bus fleet will be required for Olympic service. In addition to 447 new buses currently on order to supplement the existing fleet, the District is prepared to lease additional vehicles if necessary.

1.2 PRELIMINARY SERVICE PLANS

District planning efforts for the Olympic Games began in December 1982. As the LAOOC released information regarding venue sites, spectator capacities, and event timing, staff developed preliminary estimates of transit service requirements to accommodate various mode split targets. In early June 1983 the Initial Transit Plan was presented to the Board of Directors for consideration. The Initial Transit Plan served as the framework around which continued plan refinements were made regarding types of service, venues and associated mode splits, and estimated patronage.

1.2.1 TYPES OF SERVICE

The Initial Transit Plan proposed that a network of shuttle, express, and park-ride routes be established to serve major venue sites. These temporary routes would be operated during the 16 days of the Games and would be independent of the current service network.

1.2.2 VENUES AND MODE SPLITS

Service would be limited to major venues; venues in remote locations or with limited spectator access would not be served. For these reasons, the Initial Transit Plan proposed to exclude Lake Casitas, Coto de Caza, El Dorado Park, and Prado Dam Recreation Park from the SCRTD Olympic transit service network.

Based on input from the Olympic Advisory Group (OAG), public transit was assigned a 40% share of capacity at major venues at Exposition Park and UCLA; a 10% to 20% mode split target was assigned to most other venues.

1.2.3 ESTIMATED PATRONAGE

The Initial Plan estimated that over the 16 day period of the Games, the SCRTD would carry approximately 3.47 million spectators via the Olympic

service network; it was further estimated that daily ridership would fluctuate between 84,000 and nearly 330,000 passengers depending upon the number of active venues each day.

1.3 FINAL SERVICE PLAN

During the Summer and Fall of 1983, staff continued to meet with the LAOOC and the Olympic Advisory Group as part of the plan refinement process. Based on input from these sources as well as a comprehensive ticket sales analysis by SCRTD staff, a Final Service Plan was developed and presented to the Board of Directors in February 1984. Highlights of the Final Service Plan are presented below.

1.3.1 TYPE OF SERVICE

As in the earlier plan, the SCRTD Olympic transit services will be comprised of a network of special shuttle, park-ride, and express routings.

1.3.2 TARGET MARKETS

Due to the ticketing policies adopted by the LAOOC, residents of Southern California will comprise the primary market for SCRTD Olympic transit services. It is likely that foreign visitors, U.S. residents from other states and perhaps guests of sponsors will attend through group arrangements including chartered transportation. However, it is believed that spectators from these groups will comprise a significant secondary market.

1.3.3 PRICING OF SERVICE

Because of constraints imposed by the Proposition A fare reduction program, public subsidy will not be available to support the District's Olympic services. To ensure that the services are self-supporting, premium fares will be charged ranging from \$2.00 to \$6.00 depending upon the service. A \$10.00 daily pass will also be available good for use on all Olympic and regular service lines.

1.3.4 VENUES SERVED

Dedicated Olympic service will be provided to the following major venues:

- Exposition Park
- Santa Anita
- Rose Bowl
- Forum
- Dodger Stadium
- Loyola-Marymount
- Long Beach
- Anaheim
- UCLA

1.3.5 VENUES SERVED BY EXISTING SERVICE ONLY

Regular line service will be provided to venues at:

- Cal State Fullerton
- Cal State Dominguez Hills
- Pepperdine University
- Cal State Los Angeles
- East Los Angeles College

1.3.6 VENUES NOT SERVED

Service will not be provided to venues at:

- Lake Casitas
- Coto de Caza
- Fairbanks Ranch
- El Dorado Park
- Prado Dam

1.3.7 ESTIMATED PATRONAGE

It is estimated approximately 3.5 million passengers will be carried on the District's Olympic services over the 16 day period of the Games. Daily ridership will range between 84,000 and 330,000 passengers depending on the number of active venues.

1.3.8 INTERFACE WITH BASE RTD SYSTEM

The Olympic services will be independent of the existing base system in that special routes and schedules will be operated, and a special tariff will govern revenue return. Because the Olympic route network is comprised of special, independent services, transfers either to or from the regular

system will not be permitted. Additionally, regular system monthly passes will not be accepted as full or partial payment of fares established for the Olympic services.

It is anticipated, however, that the base system will serve as an important mode of access to the Olympic system, particularly as a connector to the downtown shuttles. As a consequence, some level of schedule coordination will be required, particularly in the evenings. It is also likely that regular services may need to be augmented due to increased demand generated by riders connecting to or from the Olympic services.

2.0 PURPOSE, GOALS, AND OBJECTIVES

2.0 - PURPOSE, GOALS AND OBJECTIVES

2.1 PURPOSE

The Olympic services will place a strenuous demand upon both the District's equipment and manpower. In fact, additional vehicles and personnel will be required to implement the necessary services.

The purpose of this document including Exhibits is to formalize the plans and procedures to be followed before, during and after the Olympic Games. This document is to be used as a guide by every person involved in Olympic-related activities.

2.2 GOALS

The District is basically orienting its Olympic sights toward achieving six basic goals. They are:

- (1) To develop a SCRTD Olympic Service Plan and a SCRTD Olympic Operations Plan which will be used to describe and to guide the provision of Olympic bus transportation.
- (2) To effectively manage the coordinated implementation of these plans up to, and including, the July 28 - August 12, 1984 Olympic Game period.
- (3) To successfully provide the Olympic services; to quickly adjust operations as necessary.
- (4) To return the District to regular operations as quickly as possible after the conclusion of the Games.
- (5) To continue to operate the regular District service without interruption and at normal service levels during the Olympic period.
- (6) To generate sufficient revenues to cover both the start-up and actual operating costs of the Olympic service.

2.3 OBJECTIVES

In order to meet these goals, the District has established the following objectives.

2.3.1 PREPARE PLANS

Four major objectives have been identified to meet this goal. They are:

- (1) To develop a Final Service Plan by March 16, 1984 which will be used as the policy and procedural guide for allocating service and manpower.
- (2) To develop an Operations Plan by May 1, 1984 which will detail specific tasks and procedures to be instituted to implement the Service Plan.
- (3) To create a special Olympic Task Force (Task Force) responsible for developing these plans.
- (4) To develop a schedule of activities and tasks needed to: complete the plans; coordinate implementation; provide the Olympic service; and close down operations.

2.3.2 COORDINATE IMPLEMENTATION

Nine major objectives have been identified to meet this goal. They are:

- (1) To use the Task Force as the forum to coordinate implementation of the plan, and to ensure that tasks are completed on schedule.
- (2) To develop appropriate financial control procedures to ensure that costs and revenues are accurately reported and collected.
- (3) To identify equipment and facility requirements and to institute measures to assure that they are ready or installed before July 28, 1984.
- (4) To identify manpower requirements and to institute procedures to hire, assign and train prior to July 28, 1984.
- (5) To prepare routes, schedules, stops, and other route specific information needed to operate both the Olympic service, and to maintain the SCRTD regular service.
- (6) To ensure that the public and other agencies are made aware of our operations and services.

- (7) To ensure that necessary security measures have been developed which will safeguard the public, and SCRTD employees, equipment and revenue.
- (8) To develop special Olympic administrative procedures to be used during the Olympic period.
- (9) To field test the Service Plan and to make whatever changes are required from the field testing.

2.3.3. PROVIDE SERVICES

Eight major objectives must be completed in order to meet this goal. They are:

- (1) To institute procedures designed to ensure coordination and communication both internally within the District, and also between SCRTD and outside agencies.
- (2) To implement Olympic services and maintain regular operations as scheduled.
- (3) To assign necessary equipment and manpower to Olympic services.
- (4) To ensure that necessary contingency operations are instituted to address changing requirements for regular and Olympic services.
- (5) To institute security procedures designed to protect bus passengers, employees and equipment.
- (6) To institute necessary fare collection procedures to ensure that revenues are quickly, accurately and safely collected and processed.
- (7) To institute special Olympic administrative procedures to efficiently implement the Olympic services.
- (8) To inform the public of the availability of, or changes to, provided Olympic service.

2.3.4 RETURN TO REGULAR SERVICE LEVELS

Demand generated by the Games require that the District procure additional manpower and equipment. In order to return to normal pre-Olympic levels of operation, it will be necessary to reduce staffing levels and remove excess

equipment. A comprehensive closedown plan has been developed (Exhibit 19) which will serve as a guide in executing the following tasks:

- (1) Reduce manpower to pre-Olympic levels within 45 days.
- (2) Reduce equipment to pre-Olympic levels within 30 days.
- (3) Reduce or eliminate special Olympic facilities within 30 days.
- (4) Perform audits and determine actual costs and revenues of the Olympic service within three months of the conclusion of the Games.
- (5) Evaluate the impact on SCRTD of gearing up for, providing for, and closing down of the Olympic operation as quickly as possible.

3.0 MARKETS AND TARGET MODE SPLITS

3.0 - MARKETS AND TARGET MODE SPLITS

3.1 SIZE AND SCOPE OF OLYMPICS

The LA00C estimates that approximately 7,000,000 ticketed spectators will attend the 16 days of Olympic events. Tickets have been allocated as follows:

- (1) 50% to residents of Southern California;
- (2) 20% to residents of the United States;
- (3) 20% to foreign visitors; and
- (4) 10% to Olympic sponsors.

Along with this allocation policy, the Organizing Committee has placed limitations on the number of tickets for premium (limit 2) and semi-premium (limit 4) events local households or businesses may purchase. These limitations tend to preclude local group purchasing of tickets and also make more difficult the acquisition of tickets for a sequence of events. Due to these policies, residents of Southern California comprise the largest market for tickets and for transportation via the District's Olympic transit services. While non-residents and foreign visitors form a large market for tickets, it is anticipated that many of these spectators will attend through group arrangements which include chartered transportation to events. In proportion (and numbers), therefore, non-residents and foreign visitors will constitute smaller secondary markets for the District's Olympic transit services.

As mentioned in Chapter 1, it is estimated daily ridership will range between 84,000 and 330,000 passengers based on assumptions regarding venue capacities, target mode splits, and scheduling of events. Applying the ticket allocation policies established by the LA00C suggests that at least half of the daily passengers (from 42,000 to 165,000 boardings depending upon the day) will be residents of Southern California. Application of the ticket allocation policies also suggests that 20% of the daily passengers (from 16,800 to 66,000 boardings) will be residents of other states in the

U.S. and 20% will be foreign visitors. It is estimated that the remaining 10% of the daily boardings (from 8,400 to 33,000 depending upon the day) will be generated by guests of Olympic sponsors.

3.2 TARGET MARKET

Three markets have been identified which will comprise the majority of District ridership.

3.2.1 LOCAL RESIDENT (NON-TRANSIT USER)

It is assumed that local residents with little experience using public transportation will comprise a large percentage of the local market. With little transit experience to draw upon, it seems that most of these users would attempt to access the Olympic system via private transportation. It is assumed that park/ride service will prove to be the mode of choice. Needs for this group include access to adequate, secure parking which is reasonably close to their point of origin.

3.2.2 LOCAL RESIDENT (TRANSIT USER)

The experienced local transit user may be more flexible to an extent in terms of modes of access to the District's Olympic system. It is believed that members of this group will be more inclined to use the existing regular system to bring them to the terminal locations of the various Olympic services provided. Access to the regular system, however, may be difficult due to the lack of capacity during certain times of the day.

3.2.3 NON-RESIDENT

The non-resident group will probably use a variety of modes of access to the Olympic system. Foreign visitors, for example, may be inclined to use the existing regular system while some non-residents from other states may use private transportation to an extent. It should be noted that the recreational vehicle (RV) market may provide a significant number of Olympic system riders. In the San Gabriel Valley, for example, RV parks

are proposed to be established at the Pomona Fairgrounds and Whittier Narrows Recreation Area. It appears that some effort will be made by the RV park operators to provide an interface with the SCRTD regular system. The regular system, in turn, would be used to access the Olympic system. Depending on the time and day of travel and the number of riders involved, the regular system may have difficulty absorbing these passengers.

Finally, a need common to all groups is access to adequate information regarding the Olympic services. Printed material and telephone information must be available to handle queries regarding services, schedules, and fares. Emphasis will be placed on Olympic service through marketing material and telephone information rather than on the existing service.

3.3 TARGET MODE SPLITS

Mode split targets were developed by the Olympic Advisory Group as information regarding venue capacity and event timing was released by the LAOOC. It was apparent early in the planning process that, with multiple event scheduling coupled with a relative lack of parking at major venues, public transit would have to play a significant role in overall traffic management plans. As a consequence, the public transit "share" of the spectator market has been large from the very start. As more information became available, target mode splits were refined and adjustments made to the Olympic service network. Spectator capacities at each of the Olympic venues, associated mode split targets, and patronage are summarized in Figure 1.

FIGURE 1

SPECTATOR CAPACITY AND ESTIMATED PATRONAGE BY VENUE

| VENUE | CAPACITY | TARGETED MODE SPLIT (%) | ESTIMATED PATRONAGE |
|---|----------|----------------------------|------------------------|
| Exposition Park (includes Coliseum, Sports Arena, USC Swim Stadium) | 120,750 | 40 | 48,300 |
| Santa Anita | 34,650 | 10 | 3,500 |
| East Los Angeles College | 19,200 | 10* | 1,900* |
| Rose Bowl | 105,000 | 15 | 15,800 |
| Pepperdine | 5,250 | 5* | 300* |
| Forum | 17,325 | 5 | 900 |
| Loyola | 4,200 | 25 | 1,100 |
| Long Beach (includes Conven- tion Center and Sports Arena) | 13,125 | 55 | 7,200 |
| Anaheim | 7,770 | 20 | 1,600 |
| UCLA (includes Pauley Pavilion and Tennis Courts) | 19,950 | 40 | 8,000 |
| CS Dominguez Hills | 5,250 | 5* | 300* |
| CS Fullerton | 4,200 | 10* | 400* |
| CS Los Angeles | 8,400 | 10* | 800* |
| Dodger Stadium | 52,500 | 5 | 2,600 |

* Mode splits and patronage estimated for existing regular service.

Following the determination of the overall mode split targets, further refinements within the overall targets were used to develop patronage estimates and vehicle requirements for each type of service: shuttle, express, and park/ride. Within the overall targets, initial plans suggested that 50% of the Olympic ridership would be carried by shuttle, 40% by park/ride and express, and 10% on the regular system. As part of the plan refinement process, targets have shifted for various venues although the overall share has remained constant.

The patronage estimates generated by the target mode splits have been used to determine vehicle and manpower needs. In turn, this information has been used to determine cost and revenue return for the Olympics.

3.4 TICKET SALES ANALYSIS

The LAOOC has supplied information to the District regarding the number of tickets sold to Olympic events to spectators in Southern California Zip Code areas for Exposition Park and UCLA venues. Zip Code data has been aggregated to show sales by event to spectators originating in over twenty geographic sectors (Exhibits 1 through 4).

3.4.1 DETERMINATION OF SERVICE NEEDS BY SECTOR

Analysis of ticket sales provided information needed to determine appropriate park/ride terminal locations for the Olympic services. While much of the initial staff assessment of park/ride needs was confirmed, the analysis further demonstrated the need for park/ride facilities in the West Los Angeles and South Bay Sectors. As a consequence, approval has been obtained permitting the establishment of an Olympic park/ride terminal in Century City. In addition, staff has secured the use of Alpine Village as an Olympic park/ride terminal for the South Bay sector.

3.4.2 INCOME LEVELS AND TICKET DISTRIBUTION

The Zip Code analysis also shows the relationship between income levels for areas and ticket distribution. Most important, however, the data indicates

the day-to-day variance in points of origin for spectators destined to the different venues.

Not surprisingly, data shows that the distribution of tickets within Southern California reflect the general level of affluence of an area. As indicated in Figures 2 and 3, tickets to more expensive premium events have been purchased largely by residents living in the more affluent sections of the County.

3.4.3 DAY-TO-DAY VARIANCE IN TICKET DISTRIBUTION

The analysis of ticket sales also shows that the percentage of sales in sectors for events at a specific venue varies significantly from day-to-day, and even within the day for venues with multiple events scheduled (Exhibits 1 through 4). Since the zones of origin for ticketed spectators varies, Olympic service deployment will also change significantly on a daily basis. For example, although the Coliseum will be active on a given number of days, the majority of the Coliseum's spectators could originate in the San Fernando Valley on one day, while most could originate in West Los Angeles on another day and so on. As a result, District service deployment would have to focus on the Valley some days and shift to West Los Angeles on others. Thus, each day is different, and the market to be served each day varies from event to event.

3.4.4 SEASON TICKET IMPACTS

Further complicating service deployment problems are the sale of season tickets good for all events in a sport. Although exact numbers are unknown at this time, it is estimated that up to 40% of the spectators for events at the Coliseum, for example, will be season ticket holders. On many days, two or more events will be staged at the Coliseum and it is likely that season ticket holders will elect to tailor their arrival/departure times around specific activities of interest within each event. By doing so, rider demand may be spread out during the day. Spectators with season tickets could elect to leave a venue between events and then return later in the day. Mode-of-arrival in this case is probably not important since

spectators could leave parked cars and then use the Olympic shuttle during the midday break if they wished to leave the venue site. While the demand for the going move may well be spread out on days when multiple events are scheduled, it is anticipated that the evening return will be the heaviest. Past experience with stadium events has shown that more riders leave by bus than arrive. Because of these factors, Olympic services, particularly the downtown shuttles, will need to be carefully monitored since demand on days with multiple events will be difficult to determine.

3.5 RESERVATIONS

Since the points of origin for spectators varies so significantly from day-to-day and even within the day, a reservation system geared toward the local resident will be used to determine service and parking needs at each of the six Olympic park-ride facilities. Olympic park-ride patrons will be encouraged to make reservations 10 - 14 days in advance in order to guarantee bus seating and to reserve parking space. Details of the reservation system have not been determined as yet but it is likely passengers will pay in advance and receive passes and parking verification through the mail prior to the day of travel. Additionally, the ratio of reserved seating to all park-ride seats is yet to be determined. In the event passengers are accepted on Olympic park-ride lines without reservations, they will be transported on a stand-by basis with preference given to those with reservations.

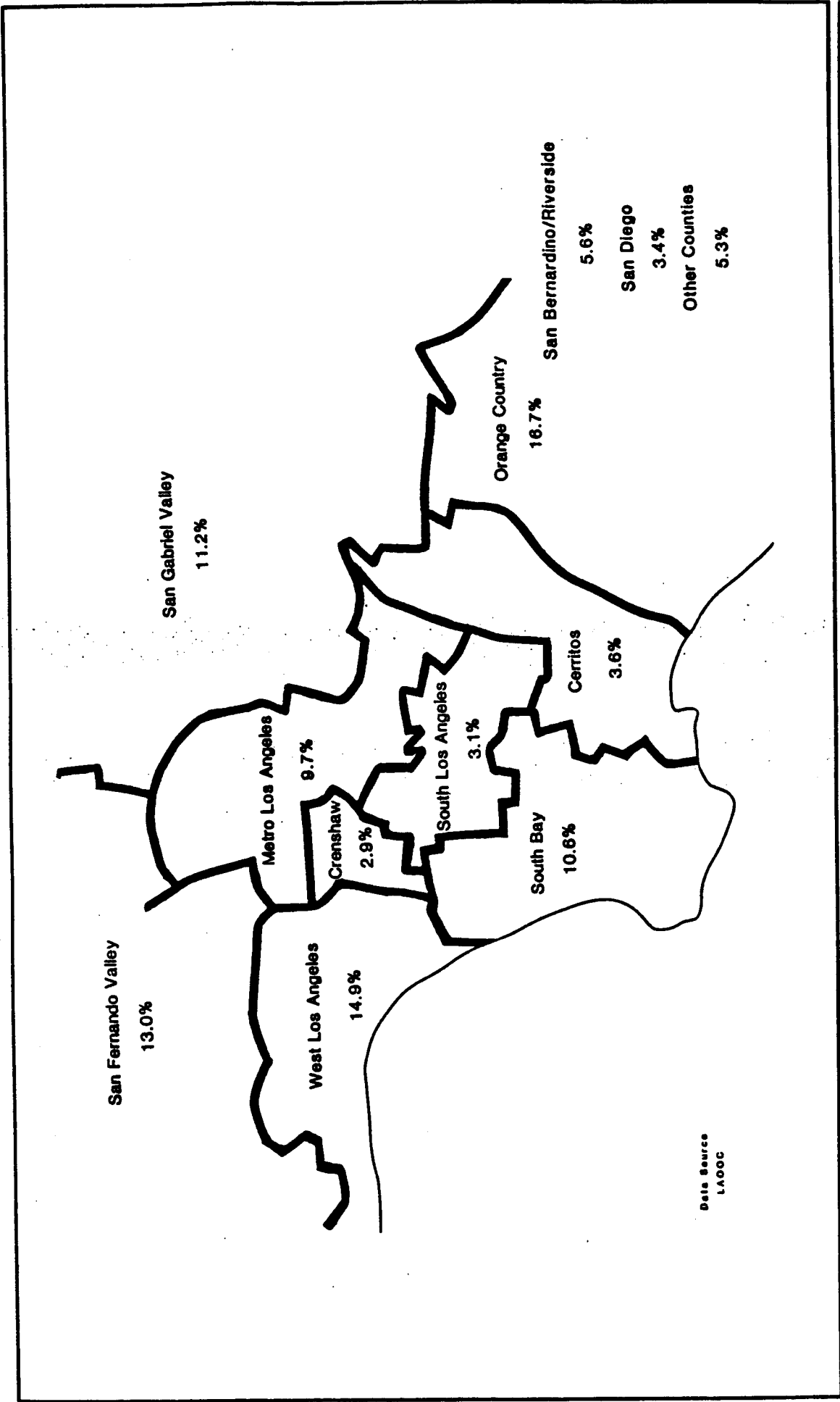
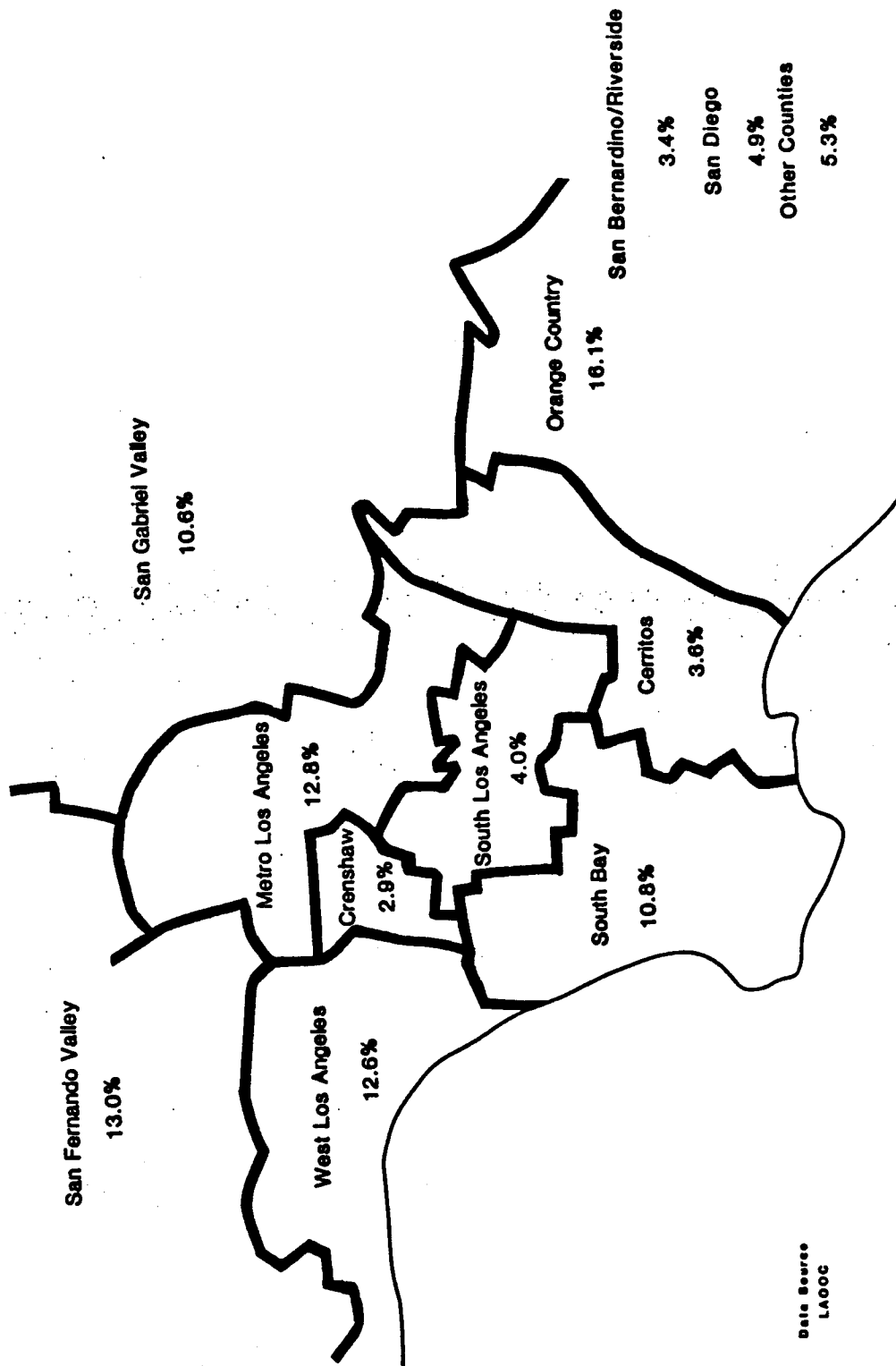


FIGURE 2

**COLISEUM/TRACK & FIELD TICKET HOLDERS BY SECTOR
AVERAGE DAY**





Data Source
LAOOC



**SPORTS ARENA/BOXING TICKET HOLDERS BY SECTOR
AVERAGE DAY**

FIGURE 2

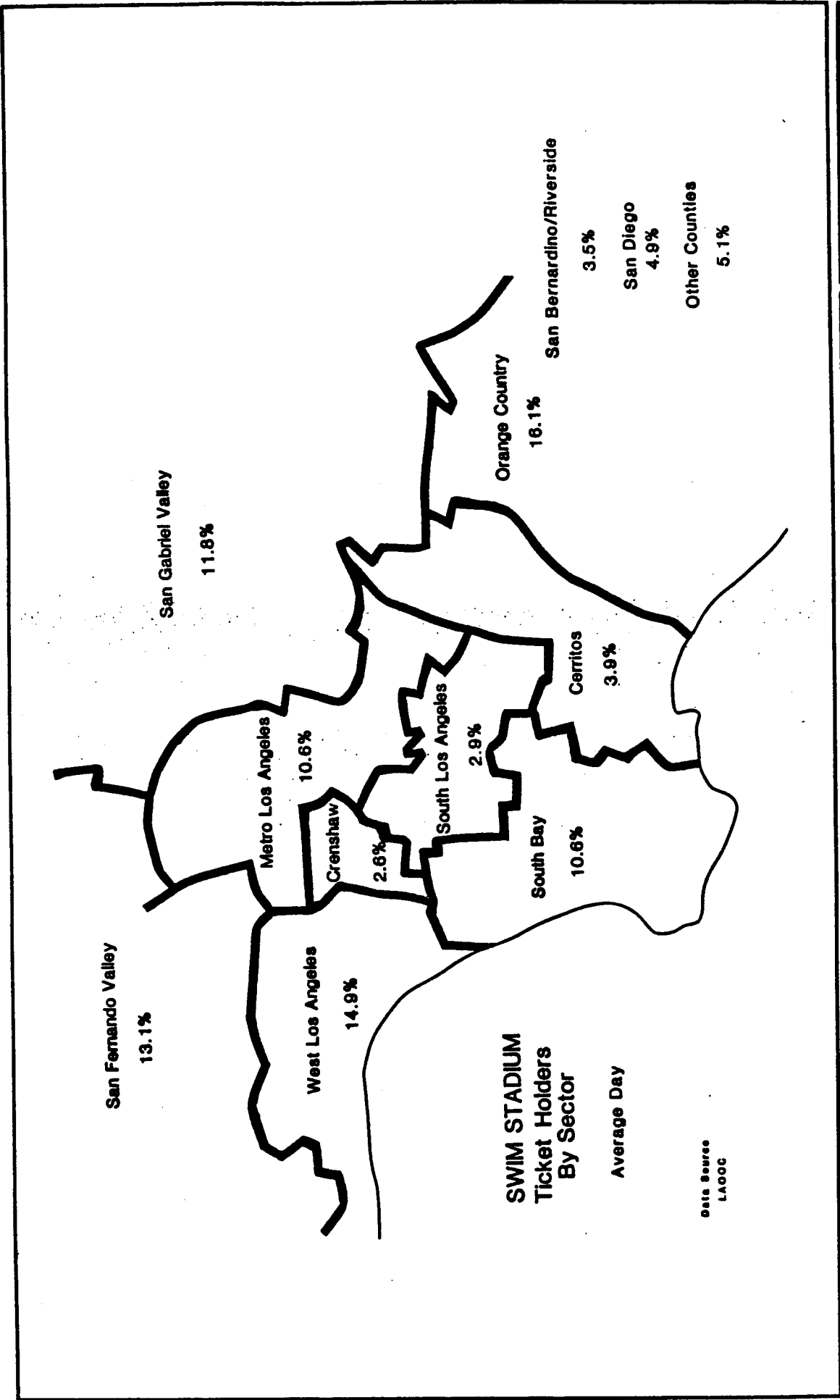
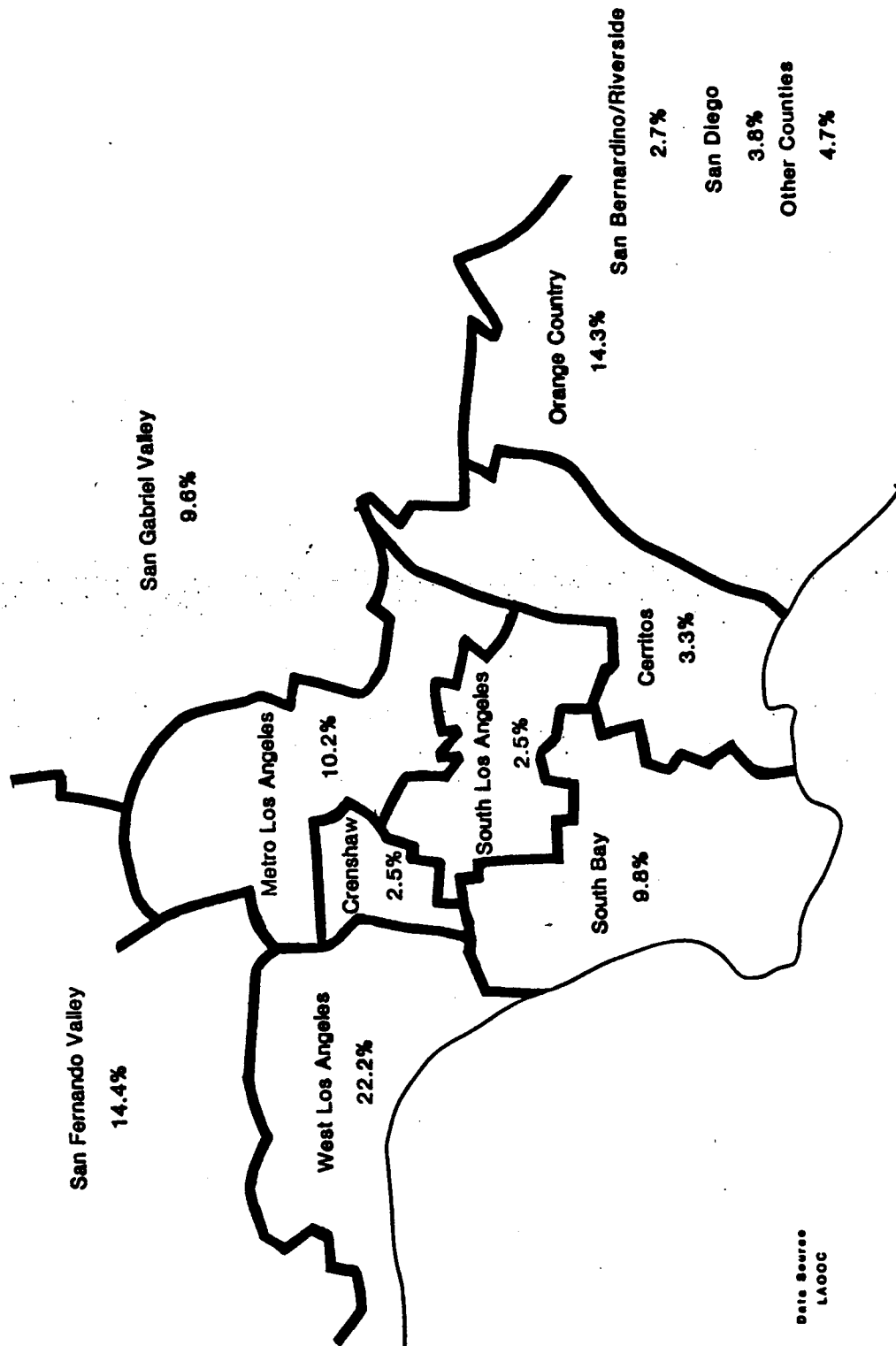


FIGURE 2

SWIM STADIUM TICKET HOLDERS BY SECTOR AVERAGE DAY





Data Source
LAOOC

**U.C.L.A. GYMNASTICS/TENNIS TICKET HOLDERS BY SECTOR
AVERAGE DAY**

FIGURE 3





4.0 THE SERVICE PLAN

4.0 - THE SERVICE PLAN

4.1 SERVICE DESCRIPTION

The Final Service Deployment Plan provides dedicated Olympic Service to major venues via an independent network of 24 park/ride, express, and shuttle routes as shown in Figure 4. By category, the plan consists of eleven park/ride, six express, and seven shuttle routes. The line numbers and names of each are shown in Figure 5. A maximum of 500 in-service buses and 50 spares will be available for deployment on the Olympic service network.

Fares adopted by the Board of Directors subsequent to a public hearing are expected to provide a major portion of the cost of the service. As such, it has been determined that Olympic Lines are defined as Special Services and do not fall under the fare policies established with the passage of Proposition A and the Reduced Fare Program. Further, special service lines do not fall under the regulations establishing elderly and handicapped reduced fares. Therefore, all passengers will be expected to pay the full fare. Transfers will not be honored on these lines; only emergency transfers will be issued and honored on Olympic lines (700 series line numbers). Regular system monthly passes will not be accepted for full or partial payment of fares.

The Special Olympic Day Pass, valued at \$10.00, will be honored on all Olympic services, on all regular District Lines, and all other service, including the Hollywood Bowl.

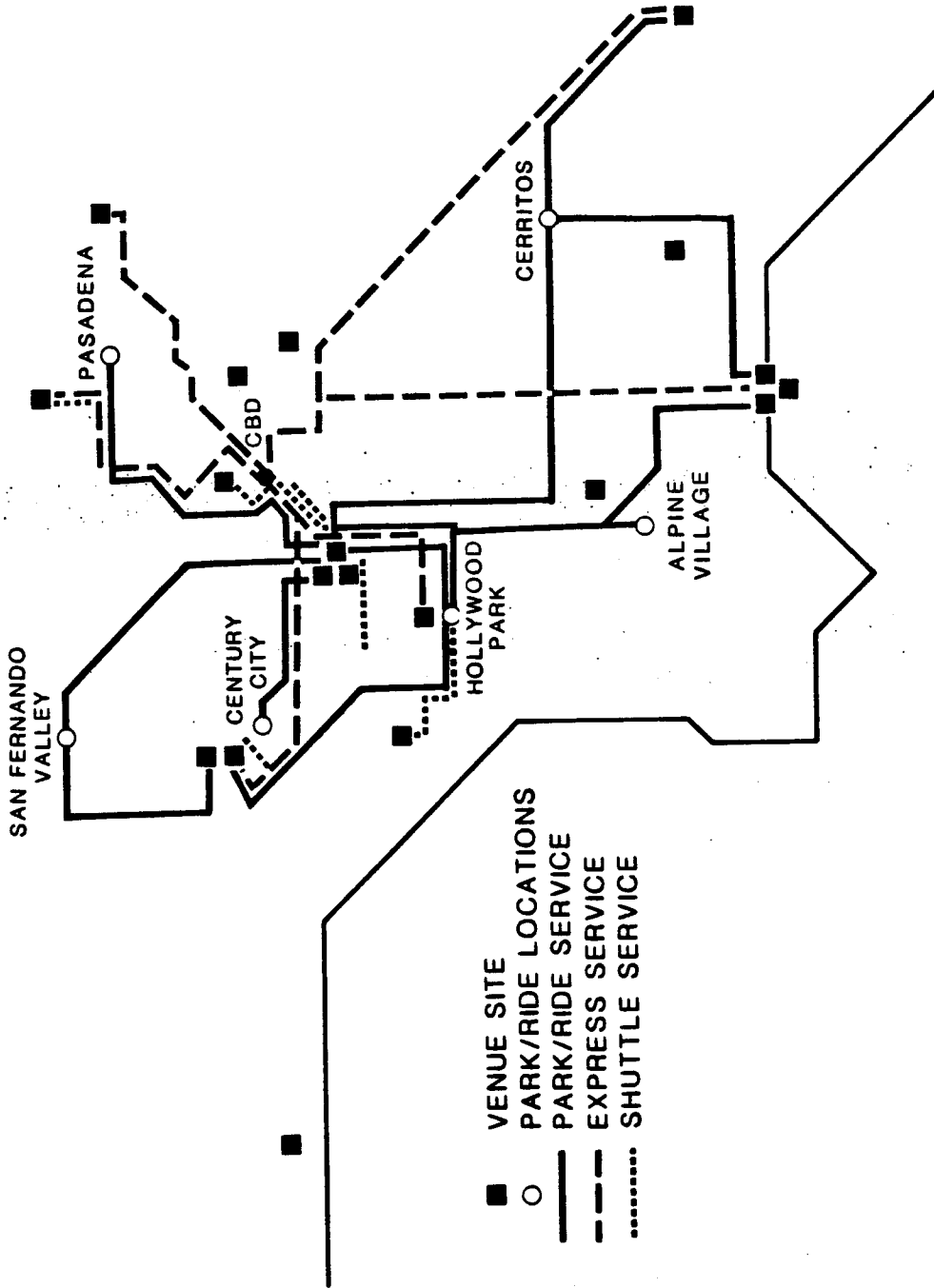
Employee Passes will not be honored on Olympic Lines. Passes held by dependents, retirees, and those other transit properties with reciprocal agreements will not be honored. Identification badges issued to employees of the LAOOC will be honored for full fare on all SCRTD regular service lines. However, these badges will not be honored for payment of fares on any of the Olympic shuttle, express, and park-ride services. District employees who will be working on the Olympic service will be able to ride

the special services by use of their Employee Pass, affixed with a special sticker. Fares are indicated in Figure 6, but may be explained as follows:

- Shuttle Service - \$2.00 one-way fare
- Express Service - \$4.00 one-way fare on lines under 20 miles
 - \$6.00 one-way fare on lines over 20 miles
- Park-Ride Service - \$6.00 one-way fare

Fares will be paid either by day pass or by tokens. \$2, \$4, and \$6 tokens will be sold at most boarding terminals. The \$.50 token will also be accepted although not sold at these locations. Cash will not be honored on this service, except in emergency situations on return trips.

Distribution by type of service provided is shown in Figure 7. Projections include estimates of boardings by service type, by day, and the anticipated revenues (see Figure 8).





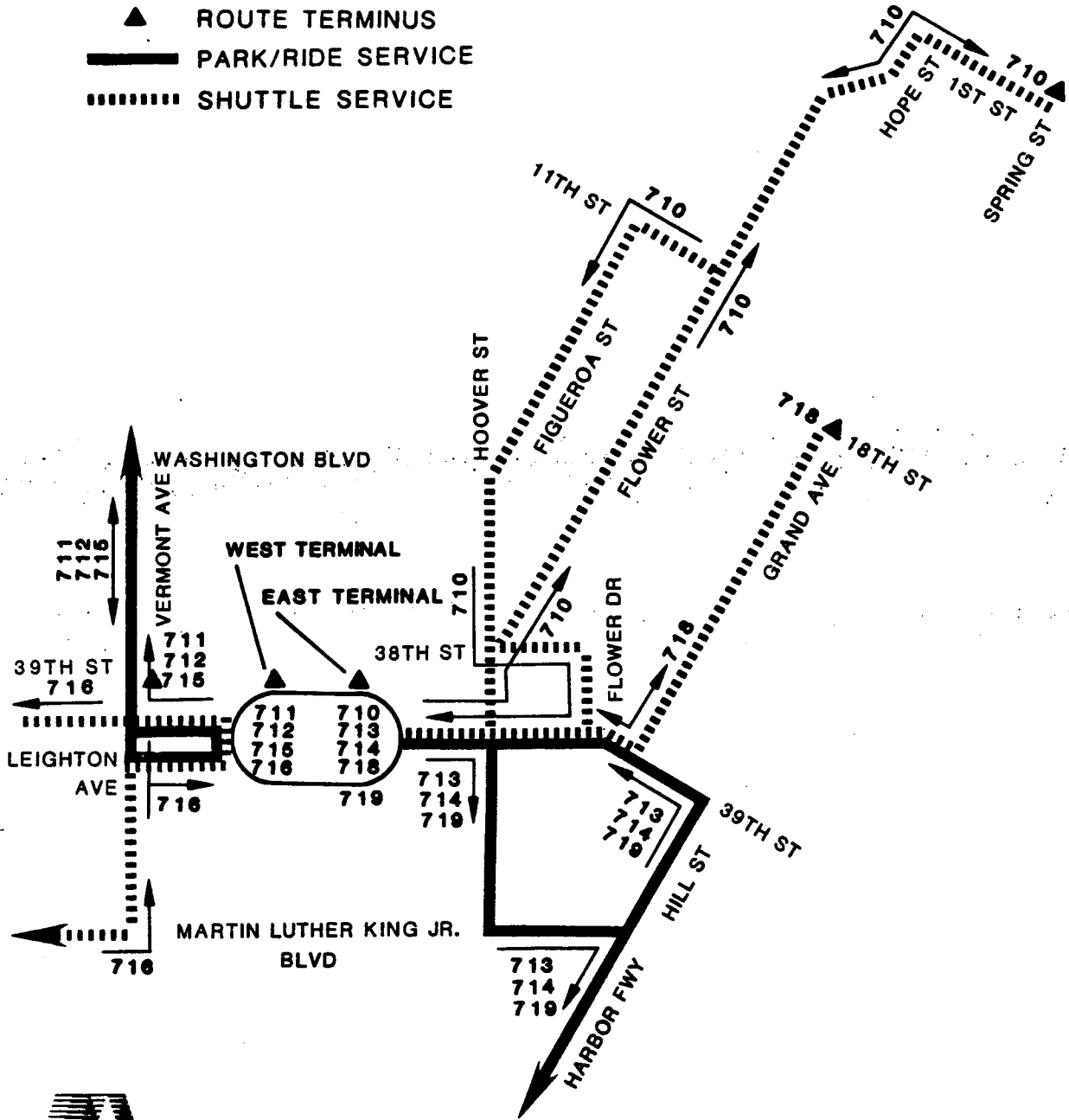
OLYMPIC SERVICE PLAN

FIGURE 4



NOT TO SCALE

-  ROUTE TERMINUS
-  PARK/RIDE SERVICE
-  SHUTTLE SERVICE



**DETAIL OF BUS MOVEMENTS
AT THE COLISEUM**

FIGURE 4

FIGURE 5
OLYMPIC ROUTES

| LINE NUMBER | LINE NAME |
|-------------|---|
| 710 | Los Angeles CBD - Exposition Park Shuttle |
| 711 | Valley College - Exposition Park Park/Ride |
| 712 | Century City - Exposition Park Park/Ride |
| 713 | Hollywood Park - Exposition Park Park/Ride |
| 714 | Cerritos College - Exposition Park Park/Ride |
| 715 | Pasadena City College - Exposition Park Park/Ride |
| 716 | Crenshaw Center - Exposition Park Shuttle |
| 718 | Grand Avenue - Exposition Park Shuttle |
| 719 | Alpine Village - Exposition Park Park/Ride |
| 720 | Los Angeles CBD - U.C.L.A. Express |
| 721 | Valley College - U.C.L.A. Park/Ride |
| 723 | Hollywood Park - U.C.L.A. Park/Ride |
| 727 | Westwood - U.C.L.A. Shuttle |
| 740 | Los Angeles CBD - Forum Express |
| 743 | Hollywood Park - Loyola Shuttle |
| 750 | Los Angeles CBD - Long Beach Express |
| 753 | Hollywood Park - Long Beach Park/Ride |
| 754 | Cerritos College - Long Beach Park/Ride |
| 760 | Los Angeles CBD - Anaheim Express |
| 764 | Cerritos College - Anaheim Park/Ride |
| 770 | Los Angeles CBD - Dodger Stadium Shuttle |
| 780 | Los Angeles CBD - Santa Anita Express |
| 790 | Los Angeles CBD - Rose Bowl Express |
| 795 | Pasadena - Rose Bowl Shuttle |

FIGURE 6

TARIFF FOR OLYMPIC LINES

Shuttle Service - \$2.00 one-way fare

LINE
NO.

710 CBD - Exposition Park
716 Crenshaw Center - Exposition Park
718 CBD (Grand Ave.) - Exposition Park
727 Westwood - UCLA
743 Hollywood Park - Loyola
770 CBD - Dodger Stadium
795 Pasadena - Rose Bowl

Express Service

Less than 20 Miles
\$4.00 one-way fare

720 CBD - UCLA
740 CBD - Forum
780 CBD - Santa Anita
790 CBD - Rose Bowl

Greater than 20 Miles
\$6.00 one-way fare

750 CBD - Long Beach
760 CBD - Anaheim

*Park/Ride Service - \$6.00 one-way fare

711 S.F.V. - Exposition Park
712 Century City - Exposition Park
713 Hollywood Park - Exposition Park
714 Cerritos - Exposition Park
715 Pasadena - Exposition Park
719 Alpine Village - Exposition Park

721 S.F.V. - UCLA
723 Hollywood Park - UCLA
753 Hollywood Park - Long Beach
754 Cerritos - Long Beach
764 Cerritos - Anaheim

\$10.00 Daily Pass Valid on Regular District Lines

*-Reservations Accepted.

FIGURE 7
DISTRIBUTION BY TYPE OF SERVICE

| VENUE | OLYMPIC SERVICE | | |
|-----------------|-----------------|---------|-----------|
| | SHUTTLE | EXPRESS | PARK/RIDE |
| Anaheim | - | x | x |
| Dodger Stadium | x | - | - |
| Exposition Park | x | - | x |
| Forum | - | x | - |
| Long Beach | - | x | x |
| Loyola | x | - | - |
| Rose Bowl | x | x | - |
| Santa Anita | - | x | - |
| UCLA | x | x | x |

NOTE: Venues at East Los Angeles College, Cal-State Dominguez Hills, Cal-State Fullerton, and Cal-State Los Angeles will be served by regular service.

FIGURE 8

ESTIMATED BUS REQUIREMENTS AND PATRONAGE BY DAY

| DAY | ESTIMATED PATRONAGE | | | | TOTAL PATRONAGE | APPROX BUSES | SPARES @ 10% | TOTAL BUSES |
|----------------|---------------------|----------------|------------------|----------------|------------------|--------------|--------------|-------------|
| | SHUTTLE | EXPRESS | PARK/RIDE | REGULAR | | | | |
| 7/28 | 42,000 | ----- | 34,000 | 8,000 | 84,000 | 254 | 25 | 279 |
| 7/29 | 56,000 | 40,000 | 40,000 | 16,000 | 152,000 | 241 | 24 | 265 |
| 7/30 | 56,000 | 46,000 | 40,000 | 14,000 | 156,000 | 255 | 26 | 281 |
| 7/31 | 56,000 | 40,000 | 40,000 | 14,000 | 150,000 | 214 | 21 | 235 |
| 8/1 | 47,000 | 51,000 | 36,000 | 16,000 | 150,000 | 251 | 25 | 276 |
| 8/2 | 57,000 | 33,000 | 42,000 | 14,000 | 146,000 | 246 | 25 | 271 |
| 8/3 | 146,000 | 34,000 | 118,000 | 28,000 | 326,000 | 481 | 48 | 529 |
| 8/4 | 125,000 | 19,000 | 106,000 | 26,000 | 276,000 | 459 | 46 | 505 |
| 8/5 | 151,000 | 24,000 | 118,000 | 29,000 | 322,000 | 448 | 45 | 493 |
| 8/6 | 150,000 | 23,000 | 112,000 | 27,000 | 312,000 | 453 | 45 | 498 |
| 8/7 | 38,000 | 30,000 | 41,000 | 13,000 | 122,000 | 223 | 22 | 245 |
| 8/8 | 141,000 | 39,000 | 111,000 | 29,000 | 320,000 | 484 | 48 | 532 |
| 8/9 | 122,000 | 25,000 | 111,000 | 28,000 | 286,000 | 455 | 46 | 501 |
| 8/10 | 127,000 | 32,000 | 103,000 | 24,000 | 286,000 | 436 | 44 | 480 |
| 8/11 | 128,000 | 25,000 | 105,000 | 26,000 | 284,000 | 471 | 47 | 518 |
| 8/12 | 44,000 | 9,000 | 35,000 | 10,000 | 98,000 | 254 | 25 | 279 |
| TOTALS: | | | | | | | | |
| | 1,486,000 | 470,000 | 1,192,000 | 322,000 | 3,470,000 | | | |

4.2 DAILY VARIATION IN SERVICES

Although there are events scheduled on all sixteen days of the Olympics, no two days are alike. Sessions vary in number at each venue, and days of events vary significantly. On the minimum day, which is July 28, when Opening Ceremonies will be held, only one event is scheduled. The maximum day is Friday, August 3, when the most number of venues will be in operation. Exhibit 5 describes the event schedule on a daily basis for all venues. Exhibit 6 displays this information by map, indicating each venue in operation with the lines serving them. The bus requirements and estimated patronage are shown in Figure 8 on a cumulative basis for each day.

4.3 SUMMARY OF PARK-RIDE SERVICE OPERATION

Park/Ride service will be offered from terminal facilities located in each geographic sector of Los Angeles County. Designed to intercept local ticketholders in their sector, park/ride services are anticipated to transport a significant portion of spectators to the two major venue concentrations, Exposition Park and the UCLA campus. The park/ride operations are described in Figures 9 and 10.

FIGURE 9
OLYMPICS PARK - RIDE SERVICE

| SECTOR/ LOCATION | DEDICATED PARKING SPACES | CONTRACTOR | LINE NUMBER AND VENUES SERVED |
|---|--------------------------------|---------------------------------------|---|
| San Fernando Valley L. A. Valley College | 1200 | Los Angeles Comm. College District | 711 - Exposition Park 721 - U.C.L.A. |
| West Los Angeles Century City - Exposition Park | 1000 | | 712 - Century City Corp. |
| South Bay Hollywood Park | 5000 | Hollywood Park Turf Club | 713 - Exposition Park 723 - U.C.L.A. *743 - Airport/Loyola Marymount 753 - Long Beach |
| Harbor Alpine Village | 350 | Alpine Village | 719 - Exposition Park |
| Southeast Cerritos College | 1700 | Cerritos College | 714 - Exposition Park 754 - Long Beach 764 - Anaheim |
| San Gabriel Valley Pasadena City College | 2000 | Pasadena City College | 715 - Exposition Park |

* Indicates Shuttle Service

FIGURE 10
 TERMINALS AND/OR LOADING LOCATIONS
 PARK/RIDE SERVICES

| LINE | LINE NAME | TERMINALS | STOP LOCATIONS |
|------|---|--|--------------------|
| 711 | Valley College- Exposition Park | Oxnard St & Ethel Av Leighton Av Terminal (Westside) | Terminal locations |
| 712 | Century City- Exposition Park | Century Park West & Private Rdwy Leighton Av Terminal (Westside) | Terminal locations |
| 713 | Hollywood Park- Exposition Park | Hollywood Park Terminal Exposition Park Terminal (Eastside) | Terminal locations |
| 714 | Cerritos College- Exposition Park | 166th St & Eric Av Exposition Park Terminal (Eastside) | Terminal locations |
| 715 | Pasadena City College-Expo- sition Park | Bonnie Av & Del Mar Leighton Av Terminal (Westside) | Terminal locations |
| 719 | Alpine Village- Exposition Park | Hamilton Av between Del Amo & Torrance (mid-block) Exposition Park Terminal (Eastside) | Terminal locations |
| 721 | Valley College- U.C.L.A. | Burbank Bl & Ethel Av Gayley Av & Strathmore | Terminal locations |
| 723 | Hollywood Park- U.C.L.A. | Hollywood Park Terminal Gayley Av & Strathmore | Terminal locations |
| 753 | Hollywood Park- Long Beach | Hollywood Park Terminal Ocean Bl & Pine Av | Terminal locations |
| 754 | Cerritos College- Long Beach | 166th St & Eric Av Ocean Bl & Pine Av | Terminal locations |
| 764 | Cerritos College- Anaheim | 166th St & Eric Av Katella Av & West St | Terminal locations |

The primary focus of the park/ride service is Exposition Park. This location includes three of the most popular venues where swimming, diving, synchronized swimming, boxing, and track & field will be held, in addition to opening and closing ceremonies. As a result, the park/ride service will be in operation on all 16 days of the Olympics. Hours of operation will vary depending on the events held each day. The lots will be open on a fully scheduled day from approximately 5:00am to 1:00am. Condensed hours of operation will be in effect for opening and closing ceremonies. Exhibit 5 indicates the schedule of events by day.

All park/ride service will be subject to demand scheduling. Although there will be identifiable peak periods and directions of travel, service will need to be offered in both directions throughout the day to accommodate spectators with venue day passes, and those who wish to return earlier than the conclusion of the event. No overnight parking will be permitted. "Walk-in" patrons should be expected from private shuttle operators (from RV Parking centers), kiss-riders, and those patrons arriving by regular lines.

4.4 SUMMARY OF EXPRESS SERVICE OPERATION

Express service will be offered from one central location in downtown Los Angeles to seven of the largest suburban venues. Differing from park-ride service only as there will be no dedicated parking spaces, the express service will operate point-to-point without intermediate stops.

A temporary facility across from Los Angeles City Hall between Broadway and Spring Streets will be used as an off-street terminal. Express lines would operate from this off-street terminal, scheduled on demand. This location will also serve as the focal point for the shuttle service offered to Exposition Park, although it will board on Spring Street. Interface with most District lines serving downtown Los Angeles is possible within a few blocks of this terminal.

Some Express lines will operate on all days during the Olympics, with service offered to each suburban venue for a period of approximately two hours prior to the scheduled starting time of an event, plus the running time. For example, if Fencing is scheduled at 9:00am at the Long Beach Convention Center, service would be offered from 6:00am to 8:00am as running time is approximately one hour. Service departing after such time would not arrive in time for the beginning of the event. Figures 11 and 12 present the operation of the express lines, while Exhibit 5 indicates the days of operation of each of the suburban venues.

As indicated in Figure 11, three of the six Olympic express lines will be operated in both directions between downtown Los Angeles and their respective venue terminals on all Olympic days. It is anticipated that Olympic related activities and tourist attractions in the Anaheim-Disneyland, Long Beach and Westwood areas will generate sufficient demand to operate the special express lines to these locations even on days when Olympic events are not scheduled.

FIGURE 11

OLYMPIC EXPRESS SERVICE FROM DOWNTOWN LOS ANGELES

| LINE | VENUE | FARE | SERVICE SCHEDULE |
|------|----------------------|---------|---|
| 710* | Exposition Park | \$ 2.00 | All days Continuous on demand |
| 720 | Westwood - U.C.L.A. | \$ 4.00 | All days On demand for events On headway in both directions at other times |
| 740 | Forum | \$ 4.00 | On demand for events |
| 750 | Long Beach | \$ 6.00 | All Days On demand for events On headway in both directions At other times |
| 760 | Anaheim - Disneyland | \$ 6.00 | All days On demand for events and for Disneyland traffic On headway in both directions At other times |
| 770* | Dodger Stadium | \$ 2.00 | On demand for events |
| 780 | Santa Anita | \$ 4.00 | On demand for events |
| 790 | Rose Bowl | \$ 4.00 | On demand for events |

* Indicates Shuttle Service

NOTE: Line 635 will operate to regular Dodger games only

FIGURE 12

TERMINALS AND/OR LOADING LOCATIONS
EXPRESS SERVICE

| LINE | LINE NAME | TERMINALS | STOP LOCATIONS |
|------|-------------------|---|--|
| 720 | LACBD-UCLA | First & Spring Sts Gayley Av & Strathmore | Terminal Locations Gayley Av & Kinross Av* Gayley Av & Weyburn Av* |
| 740 | LACBD-Forum | First & Spring Sts Hollywood Pk Terminal | Terminal Locations |
| 750 | LACBD-Long Beach | First & Spring Sts Ocean & Long Beach Bls | Terminal Locations |
| 760 | LACBD-Anaheim | First & Spring Sts Katella Av & West St | Terminal Locations |
| 780 | LACBD-Santa Anita | First & Spring Sts Santa Anita Race Track RTD Off-Street Terminal | Terminal Locations |
| 790 | LACBD-Rose Bowl | First & Spring Sts Rose Bowl Terminal | Terminal Locations |

* - Boarding Eastbound
Alighting Westbound

4.5 SUMMARY OF SHUTTLE OPERATION

Shuttle service will be operated by seven lines to those venue locations where adjacent parking is at a premium or is not readily available to the spectators. In most instances, parking lots will serve as the shuttle terminal although there will be intermediate stops on some lines. At this time, arrangements have been made with Santa Monica Municipal Bus Lines to operate Line 727 under contract to the District. Figures 13 and 14 indicate the summary of shuttle services.

FIGURE 13
OLYMPIC SHUTTLE SERVICE

| LINE | VENUE | DEDICATED PARKING | SERVICE SCHEDULE |
|------|---|----------------------|---|
| 710 | Exposition Park/ Downtown Los Angeles | None | All Days On demand for events On headway between events |
| 716 | Exposition Park/ Crenshaw Center | 1000 | All Days On demand for events On headway between events |
| 718 | Exposition Park/ Grand Avenue | 2200@ | All Days On demand for events On headway between events |
| 727* | U.C.L.A.- Westwood/ L. A. City Parks & Rec | 1000 | All Days On demand for events On headway for other days and between events |
| 743 | Loyola Marymount/ Hollywood Park | Open | All Days On demand for events at Loyola On headway from LAX and Hollywood Park for other days and between events (for Expo. Pk. feeder) |
| 770 | Dodger Stadium/ Downtown Los Angeles | None | On demand for events |
| 795 | Rose Bowl/ Ralph M. Parsons Co. | 1500 | On demand for events |

@ Off-street dedicated spaces; more anticipated.

* Operates in lieu of Line 605 during Olympics.

FIGURE 14

TERMINALS AND/OR LOADING LOCATIONS
SHUTTLE SERVICE

| LINE | LINE NAME | TERMINALS | STOP LOCATION |
|------|----------------------------|---|---|
| 710 | LACBD-Expo Pk | First & Spring Sts Exposition Park Terminal (Eastside) | Terminal Locations Hope & First Sts Flower & Fifth Sts* Flower & Seventh Sts* Figueroa & Nagoya Sts Figueroa St & Washington Bl Figueroa St & Adams Bl |
| 716 | Crenshaw Center Expo Pk | King Jr Bl & Marlton Av Leighton Av Terminal (Westside) | Terminal locations |
| 718 | Grand Ave-Expo Pk | 18th St & Grand Av Exposition Pk Terminal (Eastside) | 18th St & Grand Av Grand Av & Washington Bl Grand Av & Adams Bl |
| 727 | Westwood-UCLA | Sepulveda Bl & Ohio St Gayley Av & Strathmore Pl | Terminal locations Gayley Av & Kinross Av Gayley Av & Weyburn Av |
| 743 | Hollywood Pk- Loyola | Hollywood Pk off-street Terminal Loyola Terminal | Hollywood Park Terminal Airport Bl & 98th St 80th St & Loyola |
| 770 | LACBD-Dodger Stadium | First & Spring Sts Dodger Stadium Terminal | Terminal locations |
| 795 | Pasadena-Rose Bowl | Rose Bowl Terminal Ralph M. Parsons Co. | Terminal locations. |

*-Boarding and Alighting Both Directions

4.6 SUPPLEMENTAL SERVICE ON EXISTING LINES

Regardless of patronage estimates on the Olympic service, it is anticipated that the regular lines of the District will experience significant increases in patronage. The results of a patronage simulation indicate that it can be expected that on peak days, the regular system may experience increases in patronage in the area of 395,000 boardings (see Exhibit 7).

Patronage analysis indicates that certain existing lines may require augmentation in advance of the Games while other services may be enhanced on a stand-by basis only. In recognition of the possible need for augmentation due to a sharp increase in Olympic-related demand, the Los Angeles County Transportation Commission (LACTC) has agreed to fund additional service up to \$1,000,000. However, due to equipment and manpower limitations, additional peak-hour service cannot be deployed.

4.7 KNOWN OR ANTICIPATED DIVERSIONS TO EXISTING LINES

The Olympics will require that a certain number of identified lines be diverted at times because of traffic, actual events such as the marathons, or for security reasons. The LAOOC has been working to keep the number of street closures to a minimum. As well, traffic volumes may impact the regular operation of express routes. Alternate routes have been identified for each freeway corridor so as to avoid undue radio use, as well as to safeguard operators from getting lost, missing stops, or causing further delay to the schedules. Figure 15 indicates the portions of street that will remain closed on a permanent basis for the duration of the Games. Figure 16 lists the temporary closures where lines will be impacted, but only for a period of time limited to the actual event. Figure 17 describes the freeway corridor diversion routes. Each of these will mitigate the

anticipated volume of radio requests, so real-time control may be instituted as necessary and focus on emergency operations as described in the procedures in Chapter 7 of this plan.

FIGURE 15

DETOURS REQUIRED DUE TO STREET CLOSURES
AND/OR STREET FLOW DIRECTION
DURING 1984 OLYMPIC GAMES

| LINE | LINE NAME | STREET SEGMENT | SUGGESTED DETOURS |
|------------------------|--|---------------------------|--|
| <u>EXPOSITION PARK</u> | | | |
| <u>Jefferson Bl</u> | | | |
| 38 | W. Jefferson Bl- | Vermont Av to Figueroa St | via Normandie Av; Adams Bl to Grand Av; then regular route. |
| <u>Figueroa St</u> | | | |
| 81 | Figueroa St | 38th St to 11th St | via Flower St to Sixth St, northbound only. |
| <u>Exposition Bl</u> | | | |
| 102 | Exposition Bl | Hobart Bl to Catalina St | via Western Av; King Jr. Bl; Broadway to Jefferson Bl, then regular route. |
| <u>Hoover St</u> | | | |
| 200 | Alvarado St | Hoover St to Jefferson Bl | via Adams Bl to temporary terminal at Broadway Pl & 39th St. |
| <u>Figueroa St</u> | | | |
| 442 | Hawthorne-Union Station | King Jr Bl to Eleventh St | via Manchester Av; Broadway, Washington Blvd., then regular route |
| 443 | L.A.-Torrance-Redondo Beach-Palos Verdes | King Jr Bl to Eleventh St | Same as above |

FIGURE 15
(CONT'D)

DETOURS REQUIRED DUE TO STREET CLOSURES
AND/OR STREET FLOW DIRECTION
DURING 1984 OLYMPIC GAMES

| LINE | LINE NAME | STREET SEGMENT | SUGGESTED DETOURS |
|---------------------------------|---|----------------------------|---|
| <u>EXPOSITION PARK (Cont'd)</u> | | | |
| 444 | L.A.-W. Torrance- Rolling Hills- Marineland | King Jr B1 to Eleventh St | Same as above |
| 445 | San Pedro Drive- In Park/Ride | King Jr. B1 to Eleventh St | Same as above |
| 446 | L.A.-Carson- Wilmington- San Pedro | King Jr B1 to Eleventh St | Same as above |
| 448 | L.A.-Palos Verdes Peninsula | King Jr B1 to Eleventh St | Same as above |
| <u>WESTWOOD-UCLA</u> | | | |
| <u>Westwood B1</u> | | | |
| 21 | Wilshire B1-UCLA | Wilshire B1 to LeConte Av | via Glendon Av; Lindbrook and Hilgard Av; then regular route. |
| <u>Westwood B1</u> | | | |
| 429 | L.A.-Sunset B1 Express | Wilshire B1 to LeConte Av | via Gayley Av and LeConte Av to Westwood B1; then regular route. |
| 430 | L.A.-Sunset B1 Express | None | |
| <u>Westwood B1</u> | | | |
| 431 | L.A.-Westwood Express | Wilshire B1 to LeConte Av | via Gayley Av and Wilshire B1 to Westwood B1; then regular route. |

FIGURE 15
(CONT'D)

DETOURS REQUIRED DUE TO STREET CLOSURES
AND/OR STREET FLOW DIRECTION
DURING 1984 OLYMPIC GAMES

| LINE | LINE NAME | STREET SEGMENT | SUGGESTED DETOURS |
|-----------------------------------|--|---|--|
| <u>WESTWOOD-UCLA (Cont'd)</u> | | | |
| <u>Westwood Bl</u> | | | |
| 560 | L.A.X.-San Diego Fwy-Van Nuys Bl Express | Wilshire Bl to LeConte Av | via LeConte Av and Gayley Av to Wilshire Bl; then regular route. |
| 576 | So. L.A.-Pacific Palisades-Express | None | |
| <u>EAST LOS ANGELES COLLEGE</u> | | | |
| <u>Floral Dr</u> | | | |
| 30 | W. Pico Bl- First St-Floral Dr | Atlantic Bl to Monterey Pass Rd, westbound only | via Brooklyn Av and Monterey Pass Rd to Floral Dr; then regular route. |
| <u>Brooklyn Av</u> | | | |
| 68 | W. Washington Bl- Brooklyn Av | Monterey Pass Rd to Atlantic Bl, eastbound only | via Monterey Pass Rd; First St; Atlantic Bl to Riggins St; then regular route. |
| | Brooklyn Av | Atlantic Bl, eastbound only | Atlantic Bl to Riggins St; then regular route. |
| <u>PASADENA-ROSE BOWL</u> | | | |
| <u>Berkshire Pl & Seco St</u> | | | |
| 177 | Glendale-La Canada-Pasadena- Monrovia-Duarte | Oak Grove Dr to Pasadena Av | via 210 Freeway, California Blvd to Fair Oaks Ave - Both East and Westbound |

FIGURE 16

LINES INVOLVED IN POSSIBLE ROUTE DIVERSIONS
DUE TO SINGLE DAY EVENTS

WOMEN'S MARATHON - SUNDAY, AUGUST 5 - 8:00 A.M. TO 11:30 A.M.

MEN'S MARATHON - SUNDAY, AUGUST 12 - 5:30 P.M. TO 8:15 P.M.

WEST LOS ANGELES & CITY OF SANTA MONICA

| <u>LINE</u> | <u>LINE NAME</u> | <u>LOCATION</u> |
|-------------|--|--|
| 4 | Santa Monica B1 | Santa Monica B1 at 17th St |
| 20 | Wilshire B1 | Wilshire B1 at Beverly Dr Wilshire B1 at Ocean Av |
| 22 | Wilshire B1-Century City- Brentwood | Wilshire B1 at Beverly Dr; entire routing along San Vicente B1 and Ocean Av to Pico B1 |
| 33 | Venice B1-Echo Pk Av | Ocean Av at Pico B1 |
| 434 | L.A.-Santa Monica-Malibu- Trancas | Ocean Av at Pico B1 |

MARINA DEL REY

| | | |
|-----|----------------------------|--------------------------|
| 220 | Robertson B1-Culver B1-LAX | Lincoln B1 & Mindanao Wy |
|-----|----------------------------|--------------------------|

SOUTH CENTRAL LOS ANGELES

| | | |
|-----|-------------------------|------------------------------|
| 105 | Vernon Av-La Cienega B1 | Rodeo Rd & La Cienega B1 |
| 108 | Stauson Av | Washington B1-Admiralty Wy |
| 204 | Vermont Av | Exposition B1 & Vermont Av |
| 206 | Normandie Av | Exposition B1 & Normandie Av |
| 207 | Western Av | Exposition B1 & Western Av |
| 210 | Vine St-Crenshaw B1 | Rodeo Rd & Crenshaw B1 |

FIGURE 16
(CONT'D)

LINES INVOLVED IN POSSIBLE ROUTE DIVERSIONS
DUE TO SINGLE DAY EVENTS

SOUTH CENTRAL LOS ANGELES (Cont'd)

212 Hollywood Way-La Brea Rodeo Rd & La Brea

20K WALK - FRIDAY, AUGUST 3 - 5:15P.M. TO 6:30 P.M.

50K WALK - SATURDAY, AUGUST 11 - 8:00 A.M. TO 11:40 A.M.

102 Exposition Bl Exposition Bl between Menlo Av and Hobart Bl

204 Vermont Av

206 Normandie Av

CARSON

July 22 - 6:00 a.m. to 11:00 a.m.

August 5 - 6:00 a.m. to 2:00 p.m.

| <u>LINE</u> | <u>LINE NAME</u> | <u>LOCATION</u> |
|-------------|--|---|
| 120 | Imperial Hwy | Artesia Fwy (SR-91) between Harbor Fwy and Santa Ana Fwy (I-5) |
| 130 | Artesia Bl | |
| 464 | Santa Ana-Fullerton- L.A. Park/Ride | |

Closures of Artesia Freeway will require route diversions on pull-out and pull-in trips only.

Many locations are not expecting to close streets due to the Olympics. Route diversions at these locations are thus not necessary. The sites that would be included in this no-route diversion category are:

ANAHEIM
DODGER STADIUM
FORUM
LONG BEACH
LOYOLA
SANTA ANITA

FIGURE 17

FREEWAY DIVERSIONS

1.0 HOLLYWOOD FREEWAY SERVICE - EASTBOUND - FREEWAY DIVERSION ROUTINGS

LINES 410, 421, 422, 423, 424, 425, 427 AND 429

- 1.1 via Hollywood Fwy., R-Hollywood Blvd. off-ramp, L-Hollywood Blvd., R-Sunset Blvd., R-Grand Ave., L-Temple St., R-Hill St. then regular route of line.
- 1.2 via Hollywood Fwy., R-Vermont Ave. off-ramp, L-Rosewood Ave., R-Vermont Ave., L-Beverly Blvd., L-Temple St., R-Hill St. then regular route of line.
- 1.3 Line 420 - via regular route of line to Santa Monica Blvd. & Western Ave. then via Santa Monica Blvd., R-Sunset Blvd., R-Grand Ave., L-Temple St. then regular route of line.
- 1.4 Line 429 - via regular route of line to Hollywood Blvd. & Van Ness then via Hollywood Blvd., R-Sunset Blvd., R-Grand Ave., L-Temple St., R-Hill St. then regular route of line.
- 1.5 All Service - via Hollywood Fwy., R-Alvarado St. off-ramp, R-Alvarado St., L-Temple St., R-Hill St. then regular route of line.

Lines: 421)
422)
423)
424) Use Rte. 1.1 or 1.2 as directed.
425)
427)

Line: 420 Use Rte. 1.3 as directed.

Lines: 429 Use Rte. 1.4 as directed.

All Lines: Use Rte. 1.5 as directed.

FIGURE 17
(CONT'D)

FREEWAY DIVERSIONS

2.0 SANTA MONICA FREEWAY - EASTBOUND - FREEWAY DIVERSION ROUTINGS

LINES 430, 431, 434, 436, 437, 438, 439, 576 AND 720

- 2.1 Regular route to Apple St. & Fairfax Ave., via Apple St., L-Washington Blvd., and L-Grand Ave., then regular route of line.
- 2.2 Regular route to Apple St. & Fairfax Ave., via Apple St., L-Washington Blvd., L-La Brea Ave., R-Venice Blvd., and L-Grand Ave., then regular route of line.
- 2.3 Regular route to Apple St. & Fairfax Ave., via Apple St., R-Washington Blvd., L-Fairfax Ave., L-Adams Blvd., R-Western Ave., then regular route of line.
- 2.4 via Santa Monica Fwy., R-Apple St. off-ramp, Apple St., L-Washington Blvd., L-La Brea Ave., R-Venice Blvd., and L-Main St., then regular route of line.

Lines: 430)
431)
434)
436) Use Rte. 2.1 or 2.2 as directed.
437)
438)
439)
720)

Line: 576 Use Rte. 2.3 as directed.

Line: 720 Use Rte. 2.4 as directed.

FIGURE 17
(CONT'D)

FREEWAY DIVERSIONS

3.0 HARBOR FREEWAY - NORTHBOUND - FREEWAY DIVERSION ROUTINGS

LINES 442, 443, 444, 445, 446, AND 448

3.1 via Harbor Fwy. to Century Blvd. off-ramp, R-Century Blvd. off-ramp, R-Century Blvd., L-Broadway, L-Washington Blvd., R-Flower St., to 12th St., then regular route of line.

3.2 Regular route to Manchester Ave. & Harbor Fwy., continue via Manchester Ave., L-Broadway, L-Washington Blvd., R-Flower St., to 12th St., then regular route of line.

3.3 Regular route to Harbor Fwy. & Manchester Ave. off-ramp, R-Manchester Ave. off-ramp, R-Manchester Ave., L-Broadway, L-Washington Blvd., R-Flower St., to 12th St., then regular route of line.

Lines: 443)
444) Use Rte. 3.1 as directed.
446)

Line: 442 Use Rte. 3.2 as directed.

Lines: 445)
448) Use Rte. 3.3 as directed.

FIGURE 17
(CONT'D)

FREEWAY DIVERSIONS

4.0 PASADENA FREEWAY - SOUTHBOUND - FREEWAY DIVERSION ROUTINGS

LINES 401 AND 402

- 4.1 Regular route of line to Pasadena Fwy. & Glenarm St., R-Glenarm St., L-Fairoaks Ave., R-Huntington Dr., R-Mission Rd., R-Macy St., L-Spring St., R-First St., and L-Hill St., then regular route of line.
- 4.2 via Pasadena Fwy., R-Ave. 52 off-ramp, L-Ave. 52, R-Griffin Ave., R-No. Broadway, R-First St. and L-Hill St., then regular route of line.
- 4.3 via Pasadena Fwy. to Ave. 43 off-ramp, continue via Pasadena Fwy., R-I-5 Fwy. transition roadway - South - R-Pasadena Ave., Broadway off-ramp, R-Pasadena Ave., R-No. Broadway, R-First St., and L-Hill St., then regular route of line.

Lines: 401)

402)

Use Rte. 4.1, 4.2 or 4.3 as directed.

FIGURE 17
(CONT'D)

FREEWAY DIVERSIONS

5.0 GOLDEN STATE FREEWAY - SOUTHBOUND - FREEWAY DIVERSION ROUTINGS

LINES 406, 407, 410, 412, 413, 418 AND 419

- 5.1 via Golden State Fwy. to Stadium Way transition road, then via Golden State Fwy., R-Pasadena Fwy. - Broadway transition roadway, R-Broadway off-ramp, R-Pasadena Ave., R-No. Broadway, R-First St., L-Hill St., then regular route of line.
- 5.2 via Golden State Fwy., R-Los Feliz Blvd. off-ramp, R-Los Feliz Blvd., L-Riverside Dr., R-San Fernando Rd., R-Pasadena Ave., R-No. Broadway, R-First St., L-Hill St., then regular route of line.
- 5.3 via regular route to San Fernando Rd. & Pepper St., continue along San Fernando Rd., R-Ave. 19, R-Pasadena Ave., R-No. Broadway, L-Sunset Blvd. and R-Spring St., then regular route of line.

LINES 410, 412, 413, 418, 419, 406 AND 407

- 5.4 via Golden State Fwy. to Pasadena Freeway transition road., L-Riverside Dr. off-ramp, R-Riverside Dr., R-San Fernando Rd., R-Pasadena Ave., R-No. Broadway, R-Sunset Blvd., and L-Figueroa St., then regular route of line.

Lines: 410)
413) Use Rte. 5.1 or 5.2 as directed.
418)
419)

Lines: 406)
407) Use Rte. 5.4 as directed.

Line: 412) Use Rte. 5.4 as directed.

FIGURE 17
(CONT'D)

FREEWAY DIVERSIONS

6.0 SANTA ANA FREEWAY - WESTBOUND - FREEWAY DIVERSION ROUTINGS

LINES 460, 462, 464 AND 466

- 6.1 Regular route to Paramount Blvd. and Santa Ana Fwy., continue via Paramount Blvd., L-Telegraph Rd., L-Washington Blvd., R-Soto St. and L-Whittier Blvd., then regular route of line.
- 6.2 Regular route to Telegraph Rd. and Atlantic Blvd., then L-Atlantic Blvd., R-Washington Blvd., R-Soto St., and L-Whittier Blvd., then regular route of line.
- 6.3 Regular route to Santa Ana Fwy. and 605 Fwy., via R-605 Fwy., R-Telegraph Rd. off-ramp, then R-Telegraph Rd., L-Washington Blvd., R-Soto St. and L-Whittier Blvd., then regular route of line.
- 6.4 From Atlantic Blvd. and Telegraph Rd., R-Atlantic Blvd., L-East Olympic Blvd., R-Soto St. and L-Whittier Blvd., then regular route of line.

Line: 460 Use Rte. 6.1 as directed.

Line: 462 Use Rte. 6.2 or 6.4 as directed.

Lines: 464)
466) Use Rte. 6.3 as directed.

FIGURE 17
(CONT'D)

FREEWAY DIVERSIONS

7.0 LONG BEACH FREEWAY - NORTHBOUND - FREEWAY DIVERSION ROUTINGS

LINES 455, 456, 457, 459 AND 750

- 7.1 via Long Beach Fwy. to Washington Blvd. off-ramp, R-Washington Blvd., R-Soto St., L-Whittier Blvd., then regular route of line.
- 7.2 via Long Beach Fwy. to Santa Ana Fwy., continue via Long Beach Fwy., to Ford-Olympic Blvd. off-ramp, L-E. Olympic Blvd., R-Soto St., L-Whittier Blvd., then regular route of line.
- 7.3 via Long Beach Fwy. to Santa Ana Fwy., continue via Long Beach Fwy. and Pomona Fwy. to Santa Ana Fwy., then regular route of line.
- 7.4 via Long Beach Fwy., to Washington Blvd. off-ramp, R-Washington Blvd., R-Soto St., L-Whittier Blvd. - Sixth St., R-Alameda St., L-First St., R-Broadway to off-street terminal.

Lines: 455)
456)
457)
459) Use Rte. 7.1, 7.2 or 7.3 as directed.

Line: 750 Use Rte. 7.4 as directed.

4.8 IMPACT ON EXISTING SYSTEMS

Policies have been formulated addressing impacts to RTD and municipal services.

4.8.1 RTD SERVICE

The LACTC has agreed to raise the vehicle hour ceiling to augment schedules on regular service lines to accommodate an increase in rider demand due to the Olympic Games. The elevation of the vehicle hour ceiling will permit up to \$1,000,000 worth of added service. Manpower and equipment limitations, however, preclude the augmentation of peak-hour service. Therefore, service will be planned to address increased demand during the midday, nights, and weekends. As well, a pool of buses will be established for stand-by service should severe overloading occur.

4.8.2 MUNICIPAL SERVICE

The SCRTD has agreed to operate elements of the Service Plan through contract arrangements with municipal carriers. At this time, arrangements have been made in which the Santa Monica Municipal Bus Lines (SMMBL) will operate the Westwood Olympic Shuttle under contract to the District. The shuttle will be operated by SMMBL at a cost of \$45.00 per vehicle hour with all revenue generated to be returned to the District. Negotiations are continuing with SMMBL regarding the possible contracting of Olympic park-ride service between the City of Santa Monica and Exposition Park venues. In addition to contracts, SCRTD encourages municipal participation through charters and through increases to existing lines.

4.9 EQUIPMENT AND MANPOWER REQUIREMENTS

During the Games, the District will operate a 550 bus Olympic Fleet. This fleet will consist of 100 New Look buses, 100 Neoplans, 100 Grumman Flexibles, 100 AM Generals, and 150 RTS IIs. The Olympic Fleet will be deployed at the divisions indicated in Figures 18 and 19.

It is the plan of the Maintenance Department to replace the 6100, 6200, 7000 and 7100 series coaches with the Neoplan and Grumman buses as they are readied for service. This will enable the performance of some much needed repair on the older coaches prior to the Olympic Games. After repairs are effected, significant coach movements will take place which will result in the oldest coaches being spread among various divisions, relieving the "Olympic Fleet" so they may be properly distributed as indicated in Figure 18. At the same time, Division 2 will be made a major RTS II division.

An Operations plan for bus movement will be completed by May 1, 1984. This plan will show the minutiae necessary to accommodate both the Olympic Fleet requirements, the opening of new Divisions 10 and 18, as well as normal operation.

Equipment requirements for each of the operating divisions involved with Olympic services is indicated in Figure 19.

FIGURE 18

ESTIMATED OLYMPIC FLEET MIX

| DIVISION | NEW-LOOK | NEOPLAN | GRUMMAN | AM GENERAL | RTS II | TOTAL |
|----------|----------|---------|---------|------------|--------|-------|
| 1 | x | | x | | x | 50 |
| 2 | x | | | x | x | 15 |
| 3 | x | x | | | x | 69 |
| 5 | x | | | | x | 62 |
| 8 | x | x | x | x | | 20 |
| 9 | x | x | x | x | x | 10 |
| 10 | x | * | | | x | 55 |
| 15 | x | x | x | x | | 27 |
| 18 | x | | | | x | 172 |
| Spares | | | | | | 70 |
| TOTAL | | | | | | 550 |

OLYMPIC SERVICE WILL NOT OPERATE FROM DIVISIONS 6, 7, 12, 13, and 16

*-Neoplan coach equipment could be utilized at indicated locations during Olympics period only.

FIGURE 19

PROJECTED DAILY BUS REQUIREMENTS BY DIVISION

DAY: Fri. Date: 8-3-84

| DIVISION: | 1 | 2 | 3 | 5/23 | 6 | 8 | 9 | 10 | 15 | 18 | TOTAL |
|---|----|----|----|------|---|----|----|----|----|-----|-------|
| BUSES ALLOCATED | 50 | 15 | 69 | 62 | | 20 | 10 | 55 | 27 | 172 | 480 |
| 710 CBD-Expo Park Shuttle | 17 | | 16 | | | | | | | | 33 |
| 711 S.F.V.-Expo Park Park-N-Ride | | | | | | 18 | | | 18 | | 36 |
| 712 Century City-Expo Park Park-N-Ride | | | | 27 | | | | | | | 27 |
| 713 Hollywood Park-Expo Park Park-N-Ride | | | | 20 | | | | | | 64 | 84 |
| 714 Cerritos-Expo Park Park-N-Ride | | | | | | | | | | 57 | 57 |
| 715 Pasadena-Expo Park Park-N-Ride | | | | | | | | 10 | 32 | | 42 |
| 716 Crenshaw Center-Expo Park Shuttle | | | | 12 | | | | | | | 12 |
| 718 Grand Ave.-Expo Park Shuttle | 2 | | 10 | | | | | | | | 12 |
| 719 Alpine Village-Expo Park Park-N-Ride | | | | | | | | | | 14 | 14 |
| 720 CBD-U.C.L.A. Express | | 9 | | | | | | | | | 9 |
| 721 S.F.V.-U.C.L.A. Park-N-Ride | | | | | | 2 | | | 8 | | 10 |
| 723 Hollywood Park-U.C.L.A. Park-N-Ride | | | | | | | | | | 10 | 10 |
| 727 Westwood-U.C.L.A. Shuttle | | | | | | | | | | | |
| 730 CBD-Pepperdine Express | | | | | | | | | | | |
| 740 CBD-Forum Express | 10 | | | | | | | | | | 10 |
| 743 Hollywood Park-Loyola Shuttle | | | | 2 | | | | | | | 2 |
| 750 CBD-Long Beach Express | 9 | | | | | | | | | 6 | 15 |
| 753 Hollywood Park-Long Beach Park-N-Ride | | | | | | | | | | 13 | 13 |
| 754 Cerritos-Long Beach Park-N-Ride | | | | | | | | | | 9 | 9 |
| 760 CBD-Anaheim Express | 10 | | | | | | | | | | 10 |
| 764 Cerritos-Anaheim Park-N-Ride | | | | | | | | | | 4 | 4 |
| 770 CBD-Dodger Stadium Shuttle | 2 | 6 | 4 | | | | | | | | 12 |
| 780 CBD-Santa Anita Express | | | 20 | | | | | 21 | | | 41 |
| 790 CBD-Rose Bowl Express | | | 3 | | | | | | | | 3 |
| 795 Pasadena-Rose Bowl Shuttle | | | 16 | | | | | | | | 16 |
| DIVISION TOTAL | 50 | 15 | 69 | 61 | | 20 | 10 | 53 | 26 | 177 | 481 |

4.9.1 ACCESSIBLE SERVICE DEPLOYMENT

Deployment of lift-equipped buses will be based on equipment availability. Lifts will be deployed at any established stop location except where in the opinion of the operator or Officer in Charge prevailing conditions may cause damage to the lift.

4.9.2 NON-REVENUE EQUIPMENT

Non-Revenue Equipment to support Olympic service has been identified and will consist of the following:

- (1) 190 Automobiles
- (2) 24 Service Vehicles (Pick-ups, vans, tow trucks)
- (3) 21 Radios (auto installation)
- (4) 35 Radios, Portable (hand-held)
- (5) 150 Beepers/Pagers
- (6) 16 Telephone Lines
- (7) 11 Safes for storage of working funds at each Olympic division.
- (8) 200 Money Aprons for fare exchange personnel.
- (9) Shelters for PAF assigned to terminal, venues, and stop locations.
- (10) Portable Restrooms.
- (11) Kiosk or Mobile Trailers for temporary Customer Service Centers and selected terminals, venues and stop locations.
- (12) Directional/Information Signs.

Day-to-day requirement levels will be identified in the Operations Plan.

4.9.3 MANPOWER

Manpower will be hired and redeployed to correspond with each day's individual operational requirements. Figure 26 on Page 75 outlines specific personnel requirements which include temporary Operators, Shop Clerks, Service Attendants, Mechanics and other support personnel.

5.0 ORGANIZATION AND ADMINISTRATION

5.0 - ORGANIZATION AND ADMINISTRATION

The 550 buses and 1300 personnel needed for the SCRTD Olympic Service Plan will create an operation that will be larger than all but three transit properties in the State. The magnitude of this operation requires that a well defined organizational structure be established. This structure will define the special roles, responsibilities, relationships, and authorities to be designated to departments and personnel. Additionally, the Olympic service will require that special administrative procedures be developed and instituted. These special procedures relate to the areas of financial administration and to personnel.

5.1 DEPARTMENTAL ROLES AND RESPONSIBILITIES

Essentially every department will be involved in some aspect of the Olympic Service Plan. The main actors will obviously be the Maintenance and Transportation departments, whose responsibilities will be to make sure that both buses and operators are ready and available. Schedules, Marketing, Personnel, Accounting, and many other departments will also be involved. Figure 20 describes the roles and responsibilities for each department during each of these time periods: Pre-Olympics; During Olympics; and Post-Olympics.

FIGURE 20

OLYMPIC ROLES AND RESPONSIBILITIES BY DEPARTMENT
(PRE, DURING, POST OLYMPIC PERIODS)

| DEPARTMENT | PRE-OLYMPICS | ROLES AND RESPONSIBILITIES DURING OLYMPICS | POST OLYMPICS |
|-----------------------|--|---|---|
| Accounting/ Fiscal | Processes start-up expenses; maintains record of token sales revenue and expenses; hires necessary temporary personnel; provides data to the Office of Management and Budget (OMB).. | Processes Olympic and regular revenues and expenditures; ensures that working funds and payroll are distributed as necessary; provides data to OMB. | Staffs down; tabulate final revenue and expenses of Olympic Service; continues to process revenue and expenditures of token sales; audit/post; provides data to OMB; conducts necessary audits. |
| Bus Facilities | Ensures that work on necessary bus operating divisions are completed on schedule; oversees installation of necessary Olympic facilities. | May need to be focal point for facilities enhancement. | Oversees removal of Olympic facilities. |
| Customer Relations | Staffs up, trains and assigns necessary additional information positions. | Provides enhanced information support to the public, both oral and written. | Reduces staffing to normal operational level. |
| Employee Relations | Negotiate, coordinate special Olympic agreements with RTD unions on manpower issues, modifying contracts during Olympic period. | Provide continuing staff service and supervision for resolution of any employee relations problems. | None |

FIGURE 20
(CONT'D)

OLYMPIC ROLES AND RESPONSIBILITIES BY DEPARTMENT
(PRE, DURING, POST OLYMPIC PERIODS)

| DEPARTMENT | PRE-OLYMPICS | ROLES AND RESPONSIBILITIES DURING OLYMPICS | POST OLYMPICS |
|------------------|--|--|---|
| General Services | Procures and assigns non-revenue support, e.g., automobiles, parking, janitorial services, food services, for the Olympic Service. | Provides necessary support. | Reassigns, removes, cancels equipment or services. |
| Legal | Assures that contracts, agreements, etc., are in accordance with District policy and law. | None | None |
| Maintenance | Receives, rehabilitates, paints, assigns, and maintains needed Olympic buses, staffs up and reassigns necessary maintenance and maintenance support personnel. | Provides normal maintenance of equipment; provides emergency in-field services, assures vehicles are properly identified; provides emergency facility repairs. | Reduces bus fleet as necessary; reduces, retains or reassigns manpower; return lease buses in condition received. |

FIGURE 20
(CONT'D)

OLYMPIC ROLES AND RESPONSIBILITIES BY DEPARTMENT
(PRE, DURING, POST OLYMPIC PERIODS)

| DEPARTMENT | PRE-OLYMPICS | ROLES AND RESPONSIBILITIES DURING OLYMPICS | POST OLYMPICS |
|---------------------------------------|--|--|---|
| Marketing | Promotes and manages the sale of token sets; informs the public of Olympic Services; responsible for the distribution and sale of passes, staffs up at ticket outlets. | Continues sale of passes and tokens; continues informing public of service and service changes; expands hours at ticket outlets. | Continues sale of tokens; reduces staffing. |
| Office of Management and Budget (OMB) | Prepares Olympic budget; monitors accrued start-up expenditures; analyzes Olympic related budget adjustment requests. | None | Prepares report of revenues and expenditures for the Olympic Service. |
| Personnel | Recruits and hires necessary manpower. | None | Processes temporary staffing furlough or termination paperwork. |

FIGURE 20
(CONT'D)

OLYMPIC ROLES AND RESPONSIBILITIES BY DEPARTMENT
(PRE, DURING, POST OLYMPIC PERIODS)

| DEPARTMENT | PRE-OLYMPICS | ROLES AND RESPONSIBILITIES DURING OLYMPICS | POST OLYMPICS |
|-------------|---|---|--|
| Planning | Develops Service Plan; heads up the Olympic Task Force; coordinates with outside agencies; prepares reports as necessary. | Monitors and assists in service provision; assists in data collection. | Prepares evaluation of the Olympic services. |
| Print Shop | Prints schedule, route, stop information; prints information brochures. | Prints daily schedule changes as necessary. | Prints regular schedule material and evaluation reports. |
| Purchasing | Processes and negotiates contracts, purchase requisitions for Olympic Service. | Monitors contracts; processes additional contracts, purchase requisitions as necessary. | Terminates contracts. |
| Real Estate | Negotiates leases for facilities and locations. | None | Terminates leases. |
| Schedules | Develops maps, schedules, operating assignments for regular and Olympic services; develops work schedule assignments for support personnel. | Modifies schedules, etc., as necessary. | Help collate and prepare data for analysis. |

FIGURE 20
(CONT'D)

OLYMPIC ROLES AND RESPONSIBILITIES BY DEPARTMENT
(PRE, DURING, POST OLYMPIC PERIODS)

| DEPARTMENT | PRE-OLYMPICS | ROLES AND RESPONSIBILITIES DURING OLYMPICS | POST OLYMPICS |
|--------------------|--|--|--|
| Telecommunications | Oversees installations of necessary telephone equipment; procures necessary pagers, beepers, radios, reprograms electronic head-signs. | Normal maintenance of equipment and emergency repairs. | Reprogram electronic head-signs; returns added equipment as necessary. |
| Transit Police | Develops necessary security programs; coordinates with other security agencies. | Provides for safety of passengers and employees; protects equipment and revenue; coordinates with other agencies. | Evaluation of events' actions during Olympics. |
| Transportation | Staffs up, trains and assigns temporary operators; trains existing operators; installs Olympic bus stops signs; coordinates with other agencies; trains and assigns support personnel to provide maximum control of street operations. | Assigns manpower as necessary; maintains bus stop signs; coordinates with other agencies. Oversees actual operation, control, supervision and dispatching. | Reduces staffing. |

The SCRTD Service Plan also requires that several special entities be created. They are the: Olympics Task Force, Olympics Operations Command Center, Olympics Maintenance Command Center, and Passenger Assistance Force. Each has specific roles and responsibilities which are described in Figure 21. Specific roles and responsibilities of the members of the Passenger Assistance Force (PAF) are described in Exhibit 8.

FIGURE 21

OLYMPICS ROLES AND RESPONSIBILITIES OF SPECIAL ENTITIES

| ENTITY | ROLES AND RESPONSIBILITIES |
|-------------------------------------|---|
| Olympics Task Force | Comprised of members from every department listed above, this committee is headed by the Planning Department. Its mandate is to develop an acceptable Service Plan and Operations Plan for the SCRTD Olympics Bus Service, and to coordinate the implementation of these plans. This group has the lead role during the period leading up to implementation and also the time frame immediately after the Games conclusion. |
| Olympics Operations Command Center | Comprised of representatives of Customer Relations, Marketing/News Bureau, Transportation, Transit Police, Scheduling, Planning and Maintenance. This group will meet as necessary just prior to, and during the Olympic Games. It will receive and analyze data and will make adjustments to service based on the data. It will disband at the end of the Games or shortly thereafter. |
| Olympics Maintenance Command Center | This operation will be manned entirely by maintenance personnel. Its function will be to effectively assign its in-field maintenance force to assure that bus breakdowns do not severely interrupt bus service. This group will be stationed in Division 4 in Downey and will be in close communication with the Olympics Command Center. |
| Passenger Assistance Force (PAF) | The venue and terminal sites will have specifically-trained teams of workers to assist passenger loading of buses and to provide security to sell tokens. The teams will be comprised of contract, non-contract, and possibly temporary manpower. Each team will be headed by a Venue Captain who will supervise and oversee the operation at the site. |

5.2 DECISION MAKING AUTHORITY

Figure 22 describes general levels of authority that will exist prior to, during, and subsequent to the Games.

FIGURE 22

DELINEATION OF AUTHORITY FOR OLYMPIC SERVICES

| DEPARTMENT | PRE-OLYMPICS | AUTHORITY DURING OLYMPICS | POST OLYMPICS |
|---------------------|---|--|---|
| Board of Directors | Adopt Olympic budget. Adopt Olympic Service Plan. Authorize General Manager to execute contracts and agreements. Adopt tariff. | Authorize emergency policy or funding measures. | Review Olympic Service Evaluation Reports. Issue commendations. |
| General Manager | Enter into agreements with outside vendors for Olympic services. Designate authority for Olympics planning and coordination to the Olympic Task Force. Oversees work progress, assist in direction and resolution of issues as necessary. | Makes major decisions on emergency basis: acts as primary spokesman to outside agencies and media. | Oversee and approves evaluation report. |
| Olympics Task Force | Under authority of General Manager, make decisions related to Olympic service operations; coordinates implementation. | None | Under authority of General Manager, responsible for down-scaling District operations. Oversees preparation of evaluation plan. |

FIGURE 22
(CONT'D)

DELINEATION OF AUTHORITY FOR OLYMPIC SERVICES

| DEPARTMENT | PRE-OLYMPICS | AUTHORITY DURING OLYMPICS | POST OLYMPICS |
|--|---|---|---|
| Olympics Operations Command Center | None | Under authority of General Manager, has full control of over- all District oper- ations. | None |
| Olympics Maintenance Command Center | None | Responsible for all maintenance decisions during Olympics. | None |
| Executive Staff and Department Heads | Implements decisions of Task Force; develops specific procedures for their departments. | Implements decisions of Command Center. | Implements decisions of Task Force. |
| Venue Captains (Passenger Assistance Force) | None | Responsible for field operations at Olympic sites or terminals; makes on-the-spot adjustments on service or manpower deployment at assigned site. | None |

5.3 ORGANIZATIONAL STRUCTURE

During the three time periods, Olympic related activities will be organized differently to meet varying demands and requirements. The pre and post periods will require similar organizational structures because each will deal either with gearing up or down of Olympic services. During the Olympic period, however, several hierarchical structures will need to be instituted to deal with Olympic-related matters. Figures 23, 24, 25 and 26 present the organizational structure in graphic form. The focus of the organization during the Olympics lies in the Operations Command Center which will be the prime control over the operations of the Olympic service.

5.3.1 PRE AND POST OLYMPIC ORGANIZATIONAL STRUCTURE

The Service Plan specifies that the decision-making authority be channeled to the Task Force from the General Manager for both the pre and post Olympic periods. The structure for each is displayed in Figure 23.

5.3.2 DURING OLYMPICS ORGANIZATIONAL STRUCTURE

For the 16 days of the Olympic service, three distinct structures will simultaneously be in operation. They are:

- (1) Overall service coordination;
- (2) Passenger Assistance Force; and
- (3) Dual function of non-contract employees.

FIGURE 23

**ADMINISTRATION
PRE AND POST OLYMPICS**

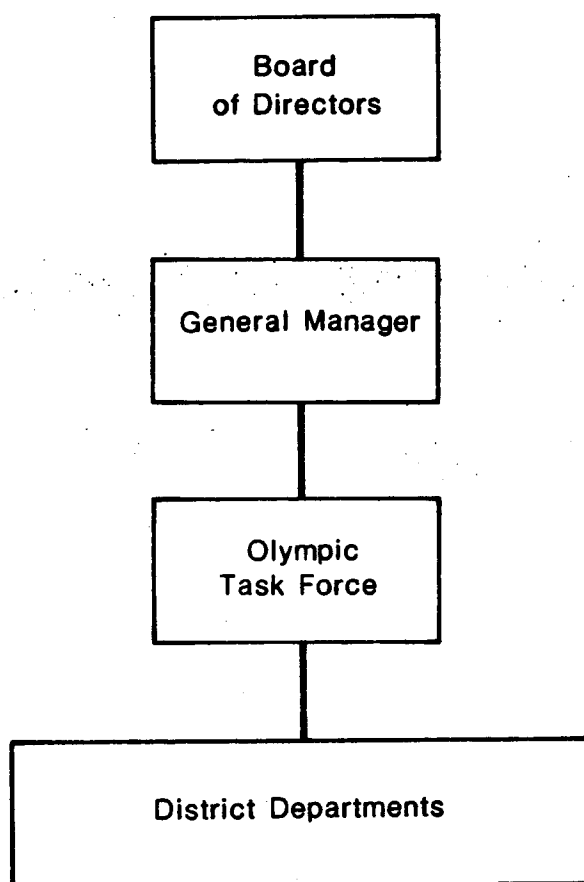


Figure 24 describes the overall process for assessing and modifying Olympic and regular SCRTD services. As mentioned, decisions for this task will be delegated to the Operations Control Center and Maintenance Control Centers. Their decisions will then be implemented by affected departments, at either the headquarters, the division and/or the in-field level. Communications to the field will be relayed through the Radio Dispatch Center (see Figure 25).

5.4 MANPOWER

As previously stated, virtually every department in the District will be affected by our special Olympic service. Figure 26 outlines specific personnel requirements and duties and includes temporary Operators, Shop Clerks, Truck Drivers, Ticket Clerks, Information Clerks, Service Attendants, Mechanics, Security Guards, Telecommunication Technicians and Cash Clerks, as well as the redeployment of contract and non-contract personnel for needed tasks. Exhibit 18 provides day-to-day staffing levels by venue and terminal locations.

FIGURE 24

ADMINISTRATIVE ORGANIZATION DURING OLYMPICS

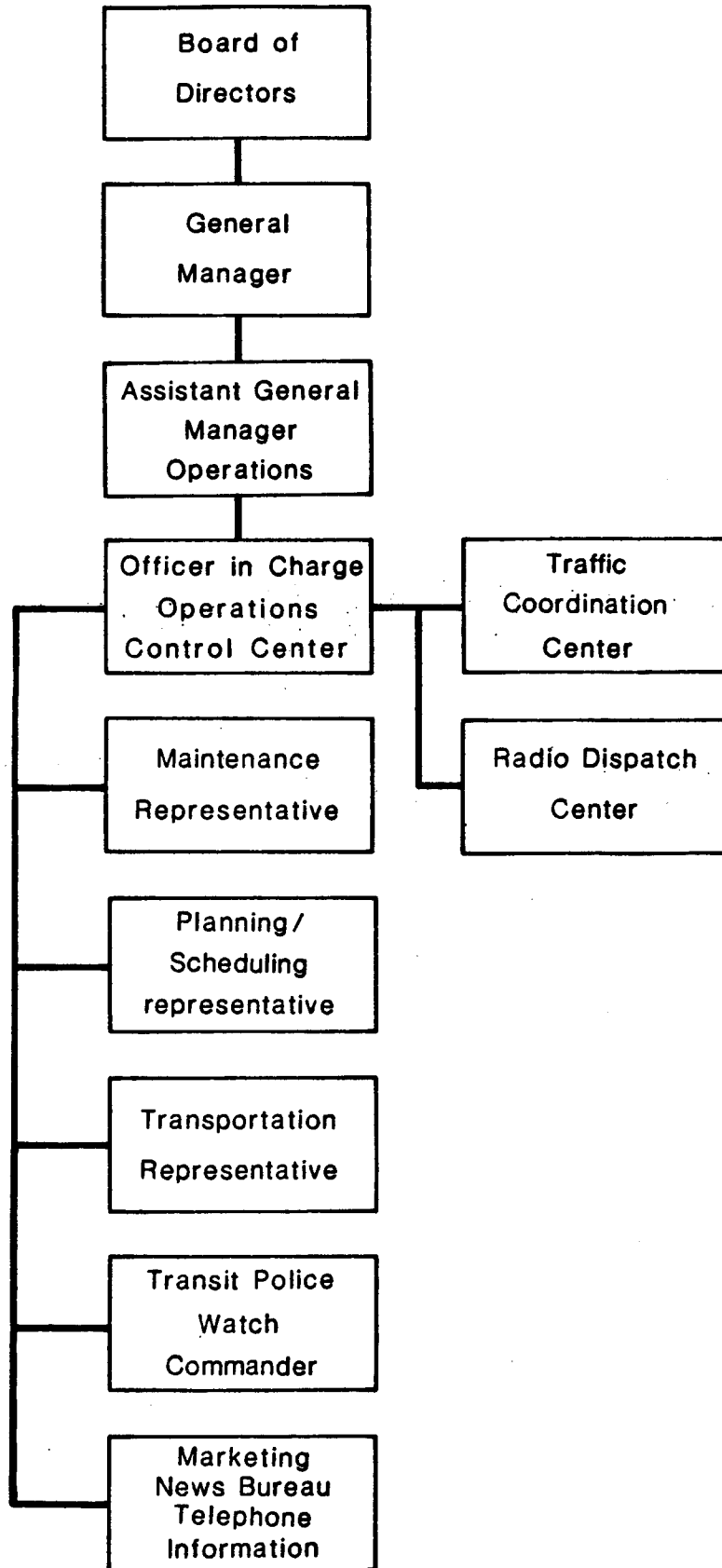


FIGURE 25

FIELD COMMUNICATIONS

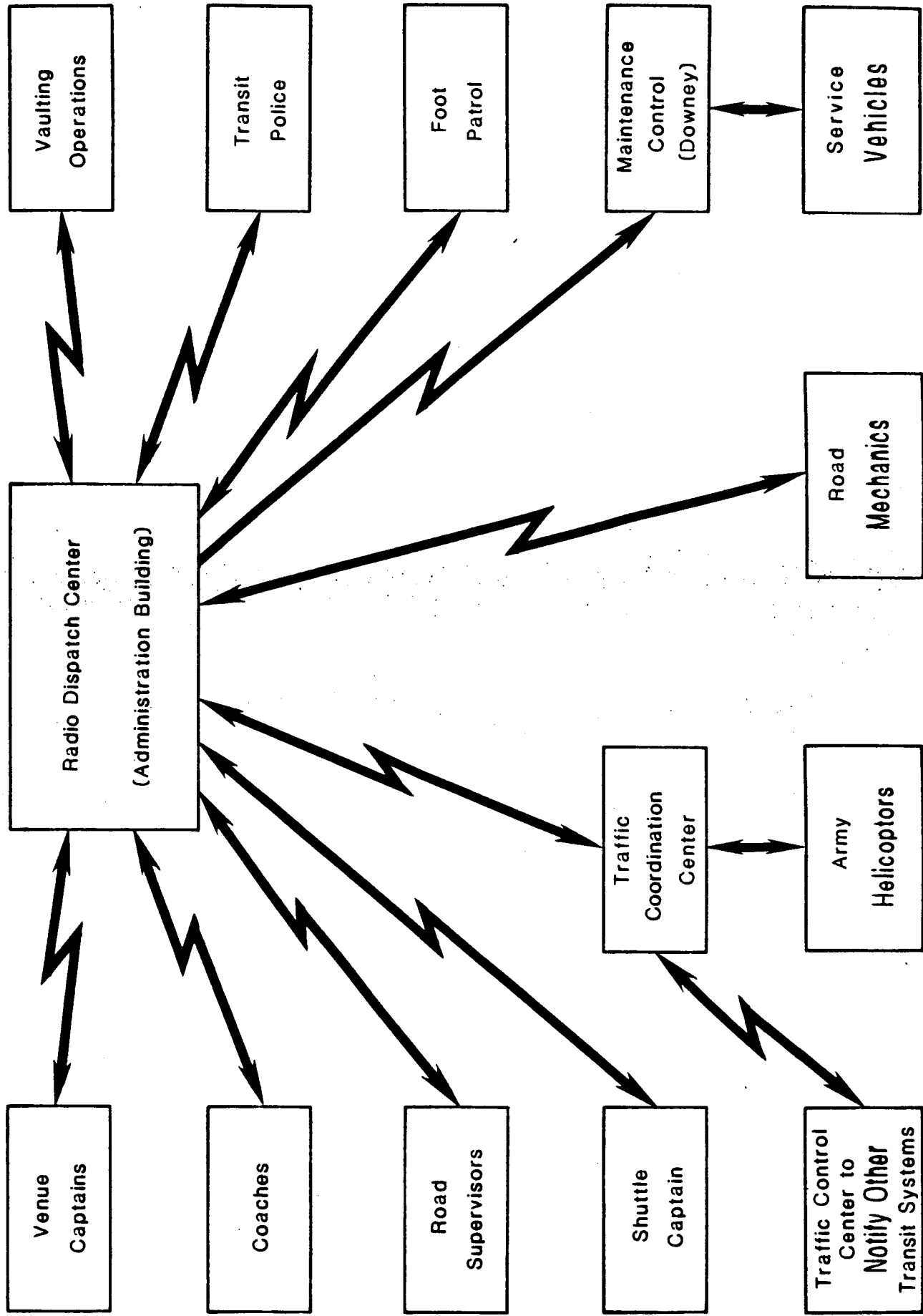


FIGURE 26
PROJECTED MANPOWER

| DEPARTMENT | PERSONNEL REQUIRED | DUTIES |
|--------------------|-----------------------|---|
| Transportation | 400 | Part-time Operators to work either regular or Olympic service. |
| | 6 | Retired non-contract personnel as needed, to perform essential duties at Olympic service locations. |
| Marketing | 38 | Temporary B.R.A.C. Ticket Clerks to sell commemorative token sets and Olympic passes. |
| Customer Relations | 10 | Temporary B.R.A.C. Information Clerks to disperse information to the public. |
| Transit Police | 66 | Contract Security Guards for protection of District employees, revenues and equipment at service locations. |
| Telecommunications | 2 | Temporary Technicians to modify headsigns for Olympic service. |
| Accounting | 57 | As needed B.R.A.C. Cash Clerks to process revenue. |
| Purchasing | 13 | As needed B.R.A.C. employees for use as Shop Clerks and/or Truck Drivers. |
| Maintenance | 88 | Temporary Service Attendants to clean buses during Olympics. |
| | 12 | Temporary mechanics for Olympic maintenance support. |
| | 52 | Facility maintainers from Vernon Yards redeployed to Olympic divisions. |

FIGURE 26
(CONT'D)

PROJECTED MANPOWER

| DEPARTMENT | PERSONNEL REQUIRED | DUTIES |
|----------------------|-----------------------|---|
| Maintenance (Cont'd) | 12 | Service Attendants from South Park Shops redeployed to Olympic services. |
| | 200 | Mechanics from South Park Shops redeployed to Olympic Services for Maintenance support. |
| Non-Contract Staff | 350-400 | Redeployed from various departments to perform essential duties at Olympic service locations. |

Aside from the above additions and/or redeployments, it is anticipated that additional personnel will not be required for Olympic service.

There is a possibility that the number of non-contract volunteers will be less than the number required to fill field support personnel work assignments. In this event, the District will be required to draft non-contract personnel and recruit from other transit properties.

It must be noted that present manpower projections are based on the overall service plan. Specific numbers of field support personnel will be determined upon the completion of the daily operations plan, where consideration will be given to venue/terminal hours of operation, as well as rest days and relief assignments.

Manpower will be needed to staff in-field sites to assist passengers. An organizational structure has been established for this special SCRTD service. The structure generally calls for a force of people to do the following functions:

- (1) Contract or non-contract staff to sell tokens, load passengers onto buses, provide selected information to passengers; security personnel to protect passengers and staff;
- (2) An in-field venue captain in charge of operations at the site; and
- (3) Maintenance personnel to move or repair buses as necessary.

The number and composition of contract and non-contract manpower will vary from site to site, but the functions will usually always be provided. The general organizational structure for the Passenger Assistance Force is shown in Figure 27.

The final structure involves the use of District non-contract employees during the Olympics. This group of employees totalling approximately 1000 persons, will be needed on two functions: regular District work assignments and special Olympic tasks; Command Centers, Passenger Assistance Force, etc. Some departments may be required to have almost their entire sections assigned to regular work, which may include designated Olympic-related tasks, such as Maintenance and Transportation. Other departments may be temporarily closed down, except for skeleton forces, during the Olympics, Personnel, Planning, Legal, etc. Staff from these

departments will be made available for assignment to special Olympic services such as the Passenger Assistance Force. Figure 27 illustrates non-contract work assignment relationships.

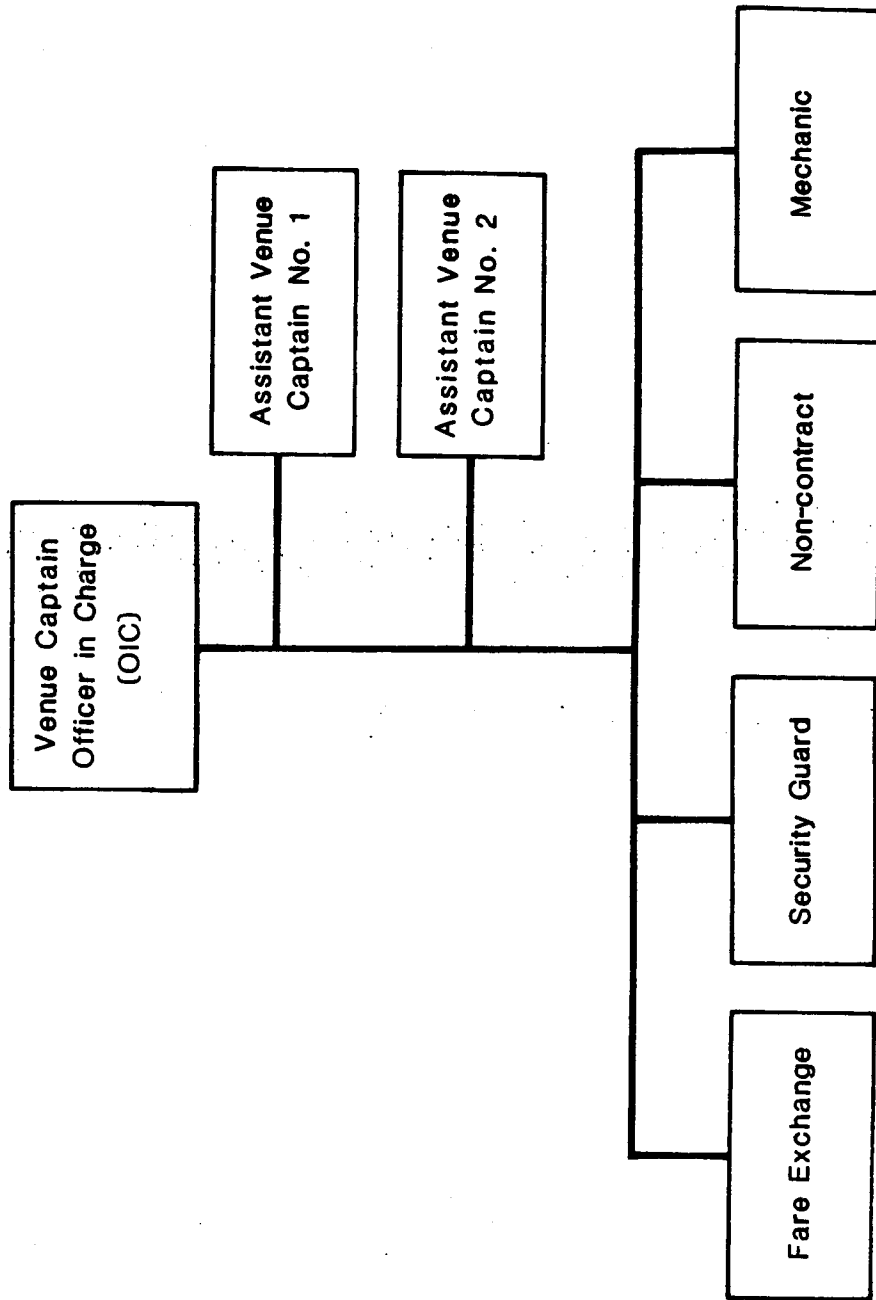
5.5 SPECIAL ADMINISTRATIVE PROCEDURES

The Olympic service will create a need to initiate special administrative procedures in order to be successfully operated. The procedures will ensure that:

- financially, the project will be self-supporting, and
- there will be sufficient manpower to provide needed services.

FIGURE 27

**VENUE/TERMINAL
ORGANIZATIONAL CHART
Passenger Assistance Force**



5.5.1 FINANCIAL ADMINISTRATION

The administration of the financial aspects of the Olympic services is keyed to the District's adopted budget. The Office of Management and Budget (OMB) has developed expenditure information by department for the 15 month period, July 1, 1983 through September 30, 1984.

At the same time, the Planning Department and the Marketing and Communications Department were attempting to develop revenue projections based on preliminary service plans. When the revenue projections were compared to the estimated expenditures, the District was left with a \$1.7 million deficit. This budget, with its \$1.7 million shortfall, was presented to the Board in July, 1983.

Work continued to identify strategies to overcome the projected deficit. This was accomplished by the plan to mint and sell Olympics tokens to be used as a fare media on District buses. In September, 1983, a balanced budget was returned to the Board of Directors and adopted.

The Accounting and Fiscal Department developed accounting procedures for Olympic costs and revenues. OMB has also developed expenditure plans for each department to fund their anticipated activities over the coming months. Expenditures, as identified by an A.F.E. assigned by the Accounting and Fiscal Department, will then be monitored against these expenditure plans to measure budget adherence (see Figure 28).

FIGURE 28

ACCOUNTING AND FISCAL DEPARTMENT
ACCOUNTING PROCEDURES FOR OLYMPIC COSTS
AND REVENUES

ACCOUNTING PROCEDURES FOR OLYMPIC COSTS

1. Departments which incur authorized Olympic-related costs such as labor, materials, supplies, and services will charge these costs to Olympics Authorization for Expenditure (AFE) No. 99902.
2. General Accounting to correct inaccurate codings on Olympic invoices and purchase orders.
3. Departments which doubt the propriety of an incurred cost whether it should be treated as Olympic cost or not, should consult the General Accounting Office or the Office of Management and Budget.
4. Ten days after the monthly closings, General Accounting will analyze and summarize the Olympic costs accumulated in AFE No. 99902 by cost category and department and transmit this information to the Office of Management and Budget.
5. The Office of Management and Budget will prepare a monthly comparison by month and year-to-date of actual costs incurred with the budget for each department.
6. Any department which expects to incur Olympic cost overrun should request an authorization from the Olympics Task Force through the Office of Management and Budget.

ACCOUNTING PROCEDURES FOR REVENUES

1. Revenues earned from the sale of Olympic tokens and passes will be credited to the following suspense accounts:

| | | |
|------------|--------------|--------------------|
| 10584-7101 | Token Sets | (Class I - \$0.50) |
| 10584-7102 | Loose Tokens | (Class I - \$0.50) |
| 10584-7103 | Passes | |
| 10584-7105 | Token Sets | (Class II) |
| 10584-7106 | Loose Tokens | (Class II) |

FIGURE 28
(CONT'D)

ACCOUNTING AND FISCAL DEPARTMENT
ACCOUNTING PROCEDURES FOR OLYMPIC COSTS
AND REVENUES

2. Revenues (cost recoveries) related to the sale of tokens and passes will be credited to the following suspense accounts:

| | |
|------------|---------------|
| 10584-7104 | Freight |
| 10584-7109 | Miscellaneous |

3. Final determination of the total gross Olympic revenues will be done at the close of the selling activity rather than at the end of the Olympic Games.

COST AND REVENUE VERIFICATION

1. The Office of Audit will verify the cost and quantity of Olympic tokens and passes ordered, received and placed in inventory.
2. The Office of Audit will determine through an audit that all Olympic costs have been properly recorded and charged to AFE No. 99902.
3. The Office of Audit will determine through an audit that all Olympic revenues have been properly recorded and credited to Account No. 10584 (7101-7109).
4. The Office of Audit will ascertain that all Olympic costs incurred have been properly authorized in the budget or authorized by the Olympics Task Force and Office of Management and Budget.

FIGURE 28
(CONT'D)

OFFICE OF MANAGEMENT AND BUDGET
PROCEDURES FOR COST ACCOUNTING

PROCEDURE FOR COST ACCOUNTING

1. All costs incurred must have been authorized in the Olympics budget as adopted by the Board of Directors or by an approved Budget Adjustment.
2. All costs will be charged to the Olympics Authorization for Expenditure (AFE) number established by the Accounting Department.
3. The Accounting Department will tally all expenditures by department each month and forward this information to the Office of Management and Budget by the tenth of the following month.

PROCEDURES FOR COST MONITORING

1. The Office of Management and Budget has prepared monthly expenditure plans by department for the 15-month period of the Olympics Budget.
 2. Within two days of receipt of the monthly report from the Accounting Department, the Office of Management and Budget will produce a report comparing expenditures for the previous month with the budget for that month for each Department. The report will also compare cumulative expenditures and budgets to date for each Department. This report will be distributed at the next meeting of the Olympics Task Force.
 3. The Office of Management and Budget representative on the Olympics Task Force will advise the Task Force of any emerging problem areas so that early resolution may be achieved.
-

OMB has developed a procedure to allow for adjustments to the adopted Olympics Budget. These adjustments may take the form of transferring dollars among line items within the approved budget, increasing or decreasing the estimated level of expenditures, or revising the revenue projections as service plans for the Olympics are finalized (see Figure 29).

In addition to the budgetary and financial controls mentioned above, special procedures regarding both the collection of revenues and the administration of employee payroll have been developed. These have been necessitated because the District will be selling tokens in the field, and will also be deploying staff to the Passenger Assistance Force. Procedures regarding each of these items are described in Exhibits 9 and 10.

FIGURE 29

OMB Form:OLY 1

OLYMPICS BUDGET ADJUSTMENT FORM

Department Name/Number _____

Date _____

Type of Adjustment (circle one): Line Item Cost Saving Contingency Fund Increase

Justification:

Impacts of not making adjustment:

Proposed Revision:

| | Account Number | Account Name | Amount (\$000) |
|------|----------------|--------------|----------------|
| From | | | |
| | | | |
| | | | |
| To | | | |
| | | | |
| | | | |
| | | | |

Approved by: Olympics Task Force _____

OMB _____

General Manager _____

5.5.2 PERSONNEL ADMINISTRATION

The success of the service will depend heavily upon the District having enough employees available to staff the services. Procedures were thus established for hiring/recruitment programs to ensure that manpower needs were met.

The District's Personnel Department is currently in the midst of selecting and bringing on board bus operators, maintenance support staff and other identified new positions. These positions will be temporary and are all scheduled to terminate before September 30, 1984. The procedures used to both hire new staff prior to the Olympics, and also to furlough or terminate them after the Games, will be based on existing standard procedures (see Exhibit 11).

Contract employees work activities are governed by their respective union agreements. In some cases, amendments to existing agreements have been negotiated to allow for a more effective utilization of manpower. Exhibits 12, 13, and 14 show the agreed to contract amendments with the three unions, ATU, UTU, BRAC, respectively, and describes the effect on each.

The District will need a significant number of people from the present non-contract ranks to help staff the field services. A procedure has been instituted to recruit volunteers. The process is described in Exhibit 15.

Finally, procedures have been developed which will enable the District to: train these non-contract volunteers prior to the start of the Games; and to account for their hours worked while in the field via the institution of special sign-on, sign-off, reporting sick procedures. The training and special attendance procedures are contained in Exhibit 16.

**6.0 IMPLEMENTATION
ACTIVITIES AND SCHEDULE**

6.0 - IMPLEMENTATION ACTIVITIES AND SCHEDULE

6.1 PRE-OLYMPICS

During this period of time, District staff will be involved in coordination activities, start-up/make ready tasks, and in some cases will have already completed much of their individual departmental work programs. It is important that all necessary work be completed and all procedures instituted prior to the Olympic Games if the bus service is to be effectively provided.

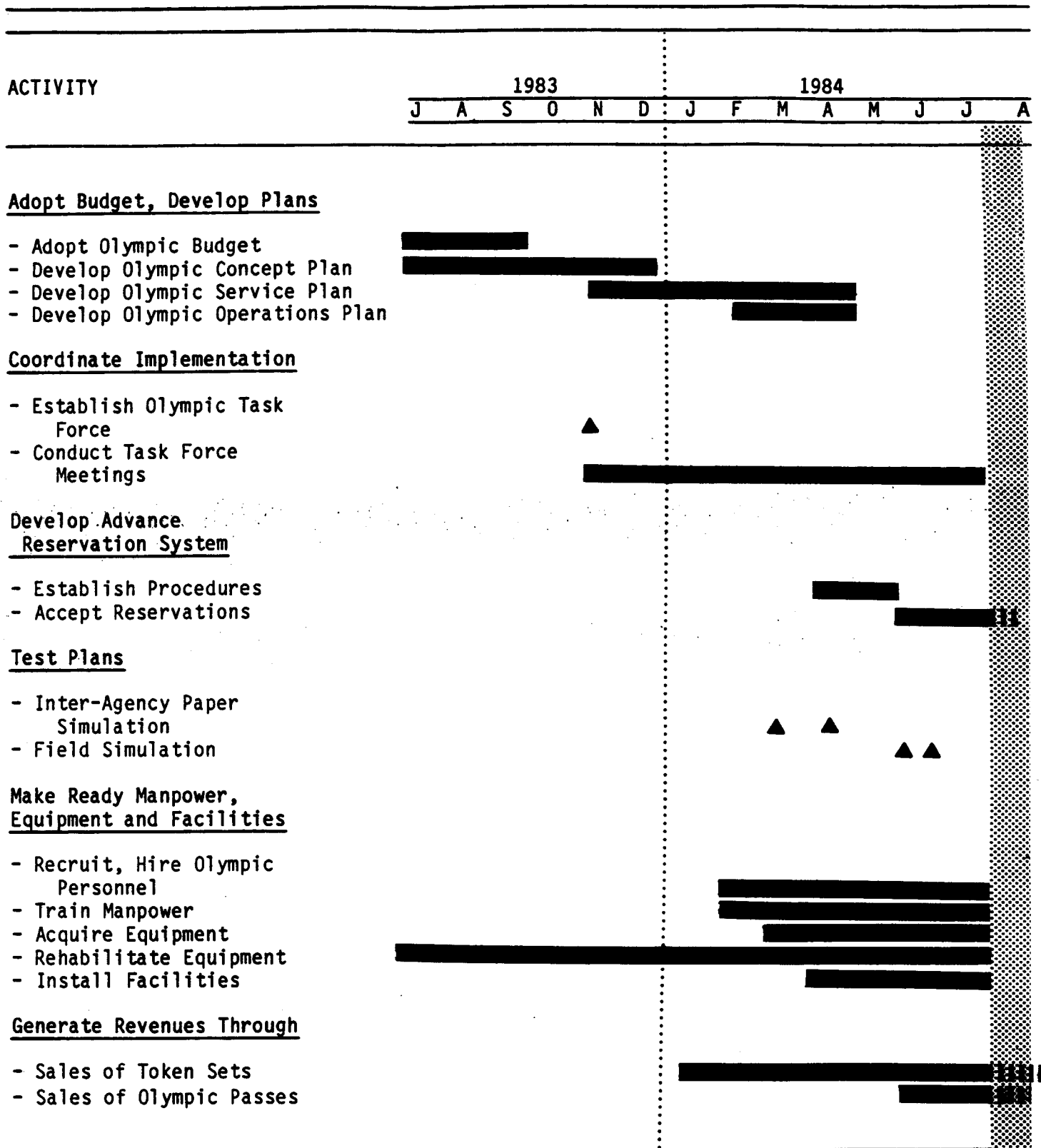
6.1.1 START-UP SEQUENCE AND SCHEDULE

The Olympic Task Force has formally identified the necessary tasks and time schedules that must be completed prior to the Olympics. A project monitoring and tracking system has been instituted to assist the Task Force in managing the programs. Exhibit 17 contains a detailed breakdown, by department, of tasks and schedules.

In general, the pre-Olympic duties are centered around the following items: develop plans, budgets; test these plans in rehearsal situations; make ready manpower and equipment; coordinate implementation; generate revenue through token sales.

Figure 30 shows the general Pre-Olympics schedule of major activities.

**FIGURE 30
SCHEDULE OF MAJOR PRE-OLYMPIC ACTIVITIES**



6.1.2 REHEARSAL/FIELD

The District has participated in meetings with various agencies involved in Olympics Transportation. On April 16, the District met with representatives of state and local law enforcement agencies, state and local transportation departments, other transit providers, and the Los Angeles Olympic Organizing Committee (LAOOC) to conduct a "paper" simulation of potential traffic conditions in the Exposition Park area. Through this exercise, it was possible to convey to the appropriate agencies, District concerns regarding 1) possible traffic problems at key intersections near each venue; 2) the resultant need for traffic control; 3) the need to integrate charter operations into the traffic management plans; and 4) the need to define, in advance, what high occupancy vehicles qualify as buses since "bus-only" and "bus preferential" treatments are incorporated in the Olympic traffic management plans.

The District will carry out a full field rehearsal of Olympic operations at Exposition Park during both the State Track Meet, scheduled for June 2, as well as a potential second field rehearsal during the U. S. Track Finals, scheduled for June 16 - 24. These rehearsals are dependent upon the completion of the Exposition Park peristyle bus terminal and the western terminal (Vermont Avenue) by June 1, as well as the completion of the Figueroa/Flower Street reconfiguration to a one-way couplet in May.

The rehearsal operations will provide the District with on-site experience in foreseeing potential operational problems and will enable us to respond in a positive manner to such problems if they should actually occur.

6.1.3 FINAL PLAN MODIFICATIONS

The Service and Control Plan described in this document will be subject to modifications to meet changing conditions. For example, the rehearsal described above may require adjustments to the plans and procedures described in this document. The Plan has, built within its structure, procedures for instituting modifications as necessary. The subject of plan revision is discussed in the following chapter.

6.1.4 OPERATIONS PLAN

The Service and Control Plan describes an overview and summary of the services and procedures which will be in effect for the Olympics. A more detailed description of the actual day-to-day operation is contained in Exhibit 18. Best described as a sketch outline of the the Operations Plan, the document looks at every item (manpower, schedules, equipment, work assignments, etc.) that will be needed to run the service during the Olympics. The Operations Plan will be segmented into a daily breakdown of events and actions.

A checklist has been developed upon which the Operations Plan has been based. Figure 31 lists the items on this checklist which are addressed in the Operations Plan.

FIGURE 31

SAMPLE OPERATIONAL PLAN CHECKLIST

- Operator qualification
 - Bus assignments
 - Special Olympic identification/fare information for buses
 - Operator work assignments/special instructions
 - Distribution of operating schedules/route diversions and special instructions
 - Division personnel work assignments/special instructions
 - Support personnel work assignments/special instructions
 - Transportation requirements for support personnel
 - Parking requirements for support personnel
 - Identification for field support personnel
 - Equipment requirements for support personnel
 - Personnel assignments for Command Centers
 - Signing of Olympic terminals, venues, and shuttle stops
 - Working funds
 - Information brochures printing/storage/distribution
 - Facility requirements in place (kiosks/restrooms)
 - Non-Revenue vehicle assignments
 - Two-way radio requirements (vehicle/hand held)
 - "Beeper/Pagers" requirements
 - Staging of maintenance vehicles
-

6.2 DURING OLYMPICS

Beginning on July 28 and continuing through August 12, the District will be placing scheduled service and manpower as identified in the Operations Plan. It will also need to react to changing conditions, adjusting service and manpower levels as needed. The District has developed steps to monitor, report, and communicate relevant information both internally among departments or entities, but also between agencies. The following describes the internal and external communication and coordination activities that are programmed into the Service Plan.

6.2.1 INTERNAL COMMUNICATION AND COORDINATION

As described in Chapter 5.0, many departments will play significant roles during the Olympics. It is important that they communicate with each other and coordinate their actions.

The departments directly involved with providing the service, Transportation, Maintenance, Scheduling, Planning, Transit Police, Marketing/News Bureau, Customer Relations will each be represented in the Operations Command Center. This body will meet as needed during the Olympics. It will be the forum to receive information and reports from the field, to make decisions based on received data, and to make certain that changes are instituted through appropriate headquarter, division and/or in-field staffs. The Command Center will be operational 24-hours a day during the Olympic Games.

This Command Center will have an Officer in Charge (OIC) who will also be responsible for informing other departments which are not directly responsible for providing service. These other departments can then process and use the new information as needed.

In addition to this overall internal coordination, individual departments will also be instituting procedures designed to maintain communication channels.

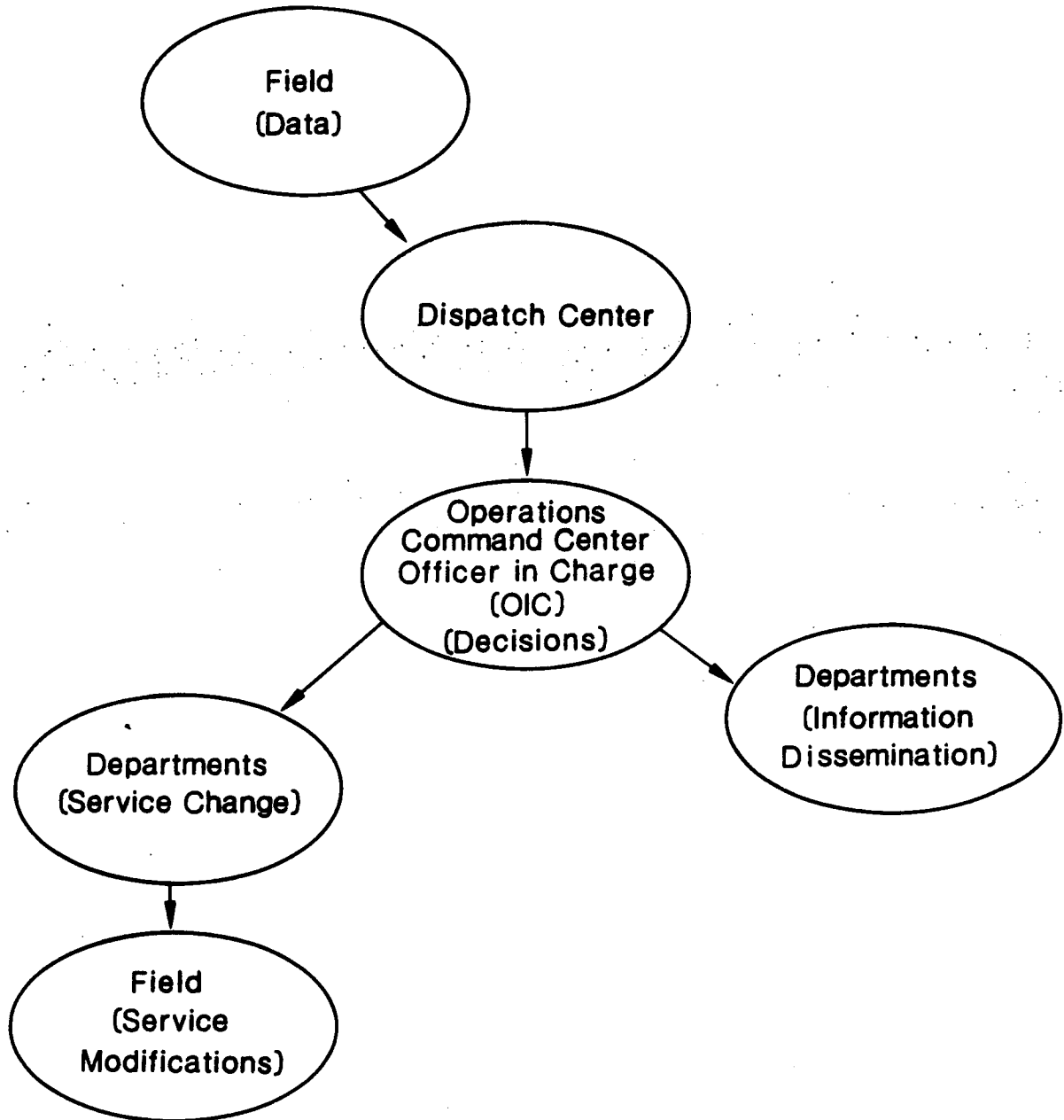
Maintenance will establish its Maintenance Command Center in Downey to coordinate the deployment of in-field maintenance staff. The Command Center will be established one week prior to the Olympics. Transit Police will continue to receive radio communications from its field officers and will coordinate activities through the Watch Command.

Transportation will also rely on radios to communicate field information with headquarters. Coordination of Transportation actions will be made in the Operations Command Center. Transportation will also be responsible for monitoring and adjusting the assignment of in-field staff (Passenger Assistance Force).

Figure 32 describes the overall communication process that will be instituted for the Olympic Service. Exhibit 20 also describes the radio channel designations for buses and in-field personnel during the Olympics.

FIGURE 32

**OVERALL INTERNAL COMMUNICATION PROCESS
FOR OLYMPIC SERVICE**



6.2.2 EXTERNAL COMMUNICATION AND COORDINATION

The District will also need to coordinate its activities with other agencies. Figure 33 describes the Communication relationship between the District and these outside agencies.

FIGURE 33

COMMUNICATIONS RELATIONSHIPS BETWEEN
THE DISTRICT AND OUTSIDE AGENCIES

| AGENCY | COMMUNICATIONS LINKAGE | | | |
|--|---------------------------------------|--|------------------------|---|
| | FROM | TO | METHOD | TYPE OF INFORMATION |
| Calif. Dept. of Transportation (Caltrans) | Traffic Coordination Center (TCC) | Transportation (Dispatch) | Telephone | Traffic problems |
| Los Angeles City Dept. of Transportation | TCC | Transportation (Dispatch) | Telephone | Traffic problems |
| LAOOC | TCC | Transportation (Dispatch) | Telephone | Problems at venue |
| Venue or Park/Ride Mngmt. | TCC or Venue Captain | Transportation (Dispatch) | Telephone or Radio | Problems at venue or at Park/Ride Lots |
| Police & Traffic Depts. around venue or Park/Ride Lots | TCC or Venue Captain | Transportation (Dispatch) | Telephone or Radio | Problems at venues or at Park/Ride Lots |
| Media | Newspapers, Television, Radio Studios | Marketing and Communications (News Bureau) | Telephone or In-Person | Olympic related Information |

The Traffic Coordination Center will become operational on July 7, 1984. District staff will be assigned to the Center beginning July 14, 1984 through August 13, 1984.

6.3 POST OLYMPICS

Upon the conclusion of the Games, the District will be geared toward returning to normal operations as quickly as possible. The additional equipment, manpower and facilities used for the Olympic services will need to be redeployed, returned or furloughed/terminated. Equipment scheduled for retirement will need to be sold. Figure 34 lists the specific actions that must occur and a schedule for completing them.

FIGURE 34

DESCRIPTION AND SCHEDULE OF POST-OLYMPIC
ACTIONS NEEDED TO RETURN THE DISTRICT TO NORMAL OPERATIONS

| ACTION | DEPARTMENT RESPONSIBLE | SCHEDULE FOR COMPLETION |
|---|---|-------------------------|
| <u>Reduce Manpower Levels</u> | | |
| - Identify necessary regular staffing levels | Every affected SCRTD Department | July 1, 1984 |
| - Terminate or furlough temporary Olympic employees | Every affected SCRTD Department | September 30, 1984 |
| - Reassign non-contract to regular assignments | Every affected SCRTD Department | August 13, 1984 |
| <u>Reduce Equipment Levels</u> | | |
| - Identify necessary regular equipment levels | Maintenance, General Services, Telecommunications | July 1, 1984 |
| - Return leased equipment | Maintenance, General Services, Telecommunications | August 30, 1984 |
| <u>Reduce Facilities</u> | | |
| - Identify special Olympics facilities | Bus Facilities, Stops and Zones, Transportation, Maintenance, Marketing | August 10, 1984 |
| - Reduce, remove, renovate facilities as required | As above | September 15, 1984 |

In addition, District staff will need to assess the impacts of providing this special service. Costs and revenues will need to be assessed and an evaluation of the service provided will both need to be conducted. Figure 35 describes the actions/studies that will be undertaken and a schedule for their completion.

FIGURE 35

DESCRIPTION AND SCHEDULE OF POST OLYMPIC ACTIONS/STUDIES
NEEDED TO ASSESS IMPACT OF SERVICES

| ACTION/STUDY | DEPARTMENT RESPONSIBLE | SCHEDULE FOR COMPLETION |
|---------------------------------|--|-------------------------|
| Establish Evaluation Procedure | Planning | July 1, 1984 |
| Collect Necessary Data | PAF, Accounting, Marketing, OMB, Transportation, Maintenance | October 31, 1984 |
| Conduct Olympic Impact Analysis | Planning | November 30, 1984 |
| Prepare Report | | |
| - Preliminary Assessment | Planning | September 30, 1984 |
| - Final Report | Planning | December 31, 1984 |
| Complete Final Audit | Accounting | November 15, 1984 |

Exhibit 19 describes all of the actions that must occur in order to successfully close down Olympic operations and return to regular District service.

7.0 PLAN REVISIONS

7.0 - PLAN REVISIONS

7.1 PURPOSE

The Final Olympic Service Plan contains the most accurate information available and is based on a consensus of assumptions. As additional information becomes available, however, it may be necessary to modify or update the plans. While it may not be possible to accurately predict every circumstance that may impact Olympic Service, most types of impacts can be anticipated and contingency plans developed to deal with them. These contingency plans are contained in Exhibit 20. Up to 60 days prior to the Olympics, the plan may be revised by the Olympic Task Force which would follow the established procedures in Figure 36. Approximately one week before service begins, control shifts to the Olympic Operations Command Center (OCC), which will oversee and make any necessary changes to the plans (Figure 22).

7.2 PRE-OLYMPICS

All revisions to plans during the pre-Olympic period must be coordinated by the Olympics Task Force, which will be responsible for processing the revision requests and informing the departments of the changes made. Any department wishing to modify their plans must submit an Olympic Change Order (Figure 36) explaining the situation. The departments affected, the recommended solution, and how the recommended course of action affects the budget.

PRE-OLYMPIC CHANGE ORDER # _____

SUBMITTED BY : _____ DATE SUBMITTED : _____

(check one)

MAJOR REVISION

MINOR REVISION

DEPARTMENTS AFFECTED:

SITUATION:

RECOMMENDED SOLUTION:

DISCUSSION: (INCLUDE IMPACT ON BUDGET)

RESOLUTION:

(check one)

APPROVED AS RECOMMENDED

DISSAPPROVED

APPROVED WITH THE FOLLOWING CHANGES:

APPROVED BY: _____

GENERAL MANAGER OR DESIGNEE

DATE: _____ TIME: _____



COPIES TO: TASK FORCE MEMBERS

ATTACH ADDITIONAL SHEETS IF NECESSARY

7.2.1 MINOR REVISION

A minor revision is one that affects only one department or function and has a minimal impact on the budget. Minor revisions will be approved or disapproved by the General Manager or his designee as expeditiously as possible. Copies of approved minor revisions will be distributed to all Task Force members.

7.2.2 MAJOR REVISION

Major revisions to the plans either have a significant impact on the budget, or affect more than one area and, hence, require close coordination of the affected departments to implement. Requests for a major revision to a plan will be submitted to the Chairman of the Task Force who will circulate it to all affected departments with the goal of quickly agreeing on a consensus course of action. At the discretion of the Chairman other departments or the entire Task Force may be consulted on the issue of concern. Decisions on major revisions will be made by the General Manager or his designee.

7.2.3 CRITICAL DATES

Figure 37 lists the critical dates for completing hiring of Olympic personnel and for changing specific plans. These critical dates are what are often referred to as "drop dead dates", dates after which a change is impossible or prohibitively expensive. These dates all fall into the Pre-Olympic Period. Once the system is operational, service changes can be instituted by the OCC in accordance with the lead times necessary to effectuate the change and inform District departments and the public.

FIGURE 37

SUMMARY OF MAJOR CRITICAL DATES

LAST DATE TO HIRE OLYMPIC PERSONNEL:

| | |
|---|----------|
| Operators | May 31 |
| Service Attendants | June 4 |
| Telephone Information Clerks | May 14 |
| Cash Clerks | July 23 |
| Truck Drivers | July 23 |
| Ticket Clerks | April 25 |
| Personnel From Other Transit Properties | July 23 |
| Student Interns | |
| Accept Position | April 30 |
| Report for Work | July 23 |

LAST DATE TO ALTER SERVICE PLAN:

| | |
|---------------------------------------|----------------|
| Route Changes | March 23 |
| Schedule Changes | |
| Pre-Olympic Schedule Changes | March 23 |
| During Olympic "Pink Letters" Changes | 72 Hour Notice |
| Administrative/Procedural Changes | June 29 |

LAST DATE TO ALTER MARKETING PLAN:

| | |
|---|----------|
| Decision on Reservation System | March 30 |
| Change in Contents of Service Brochure | April 6 |
| Designate Type of Customer Service Center - (First/Spring) | April 6 |

OTHER CRITICAL DATES:

| | |
|---|----------|
| Decision on Type of Uniforms for PAF | March 30 |
| Receive Copies of LAOOC Employee ID to be Used as Bus Passes | April 1 |
| Recruit Personnel (PAF) from other Transit Properties | April 30 |
| Develop Eligibility List for Student Interns | April 30 |
| Finish Preparations for Dress Rehearsal | May 1 |
| Develop Instructional Material (PAF) | May 7 |
| Decision on Bus Leasing | May 31 |
| Completion of Customer Service Center - (First/Spring) | July 1 |
| Finalize System Evaluation Design | July 2 |
| Train Passenger Assistance Force | July 23 |

7.3 DURING OLYMPICS

Once the Games begin the decision-making responsibility over Olympic service will shift to the Operations Command Center (OCC), which will be located in the RTD headquarters building and will be capable of communicating with key field personnel and all buses in Olympic service. From this point on, changes from the adopted plans will be considered only in accordance with either established contingency plans or on an emergency basis. An emergency change is appropriate in situations for which there is no contingency plan, when life or property are in danger, when an outside agency mandates an immediate change, or when the General Manager or the head of the OCC determines that it is in the best interest of the District to alter service (Figure 38).

RTD will be represented at the multi-agency Olympic Traffic Coordination Center (TCC) located at the Caltrans building on Spring Street in downtown Los Angeles. Through the TCC, the District will be kept informed of traffic conditions, security considerations, and other factors that may necessitate changes in service. All information from RTD field personnel, the TCC, and other sources will flow through the OCC, the responsible group for monitoring and transmitting information, and determining what, if any impacts this information will have on all RTD Olympic service.

It is the responsibility of the head of the OCC to determine what situations and information are of such magnitude that executive staff or Board involvement is required.

Actions taken by the OCC will be kept in a log. Substantive changes that will last more than eight hours, whether based upon a contingency plan or is caused by an emergency, will cause a form to be completed, so that subsequent OCC work shifts, the news bureau, and other appropriate personnel are made aware of the modifications in a timely manner. When the need arises, one spokesman (probably the planner/scheduler position) will act as the liaison between the OCC and other District personnel.

OLYMPIC CHANGE ORDER # _____ EMERGENCY (OR CONTINGENCY PLAN ACTIVATED)

SUBMITTED BY: _____

DATE SUBMITTED: _____

DEPARTMENTS AFFECTED:

SITUATION: IS THERE A CONTINGENCY PLAN FOR THIS SITUATION?

YES NO (check one)

RECOMMENDED SOLUTION:

DISCUSSION: (INCLUDE IMPACT ON BUDGET)

RESOLUTION:

(check one)

APPROVED AS RECOMMENDED

DISAPPROVED

APPROVED WITH THE FOLLOWING CHANGES:

APPROVED BY: _____

GENERAL MANAGER OR DESIGNEE

DATE: _____ TIME: _____



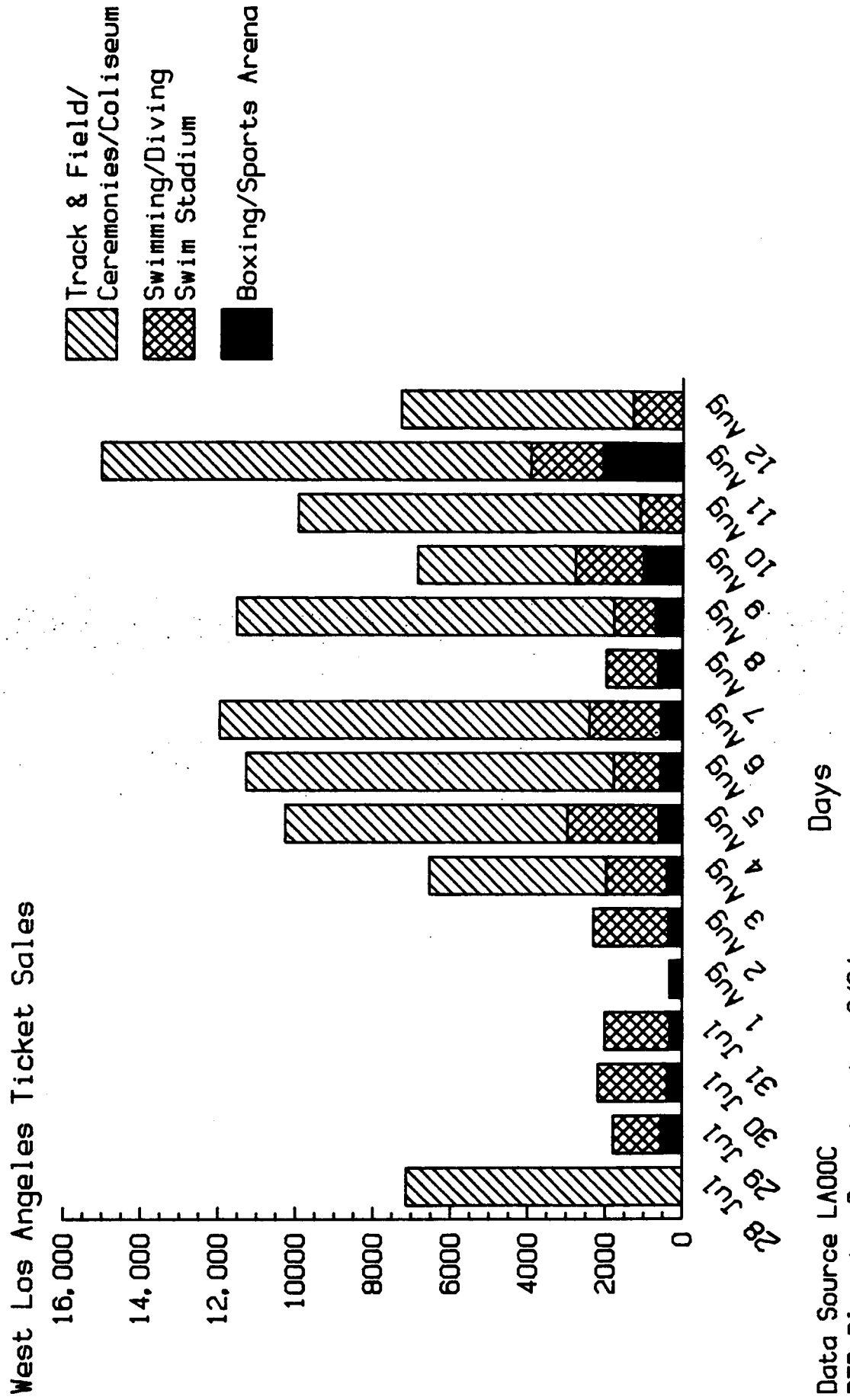
ATTACH ADDITIONAL SHEETS IF NECESSARY

COPIES TO: ASST. GM OPERATIONS, NEWS BUREAU, PAX, OCC CONTROL
TASK FORCE CHAIRMAN

EXHIBIT 1

EXHIBIT 1

**Total Ticket Sales To Exposition Park Events
From West Los Angeles By Event and Day**



Data Source LA00C
RTD Planning Department - 2/84

EXHIBIT 1

**Total Ticket Sales To Exposition Park Events
From The San Fernando Valley By Event and Day**

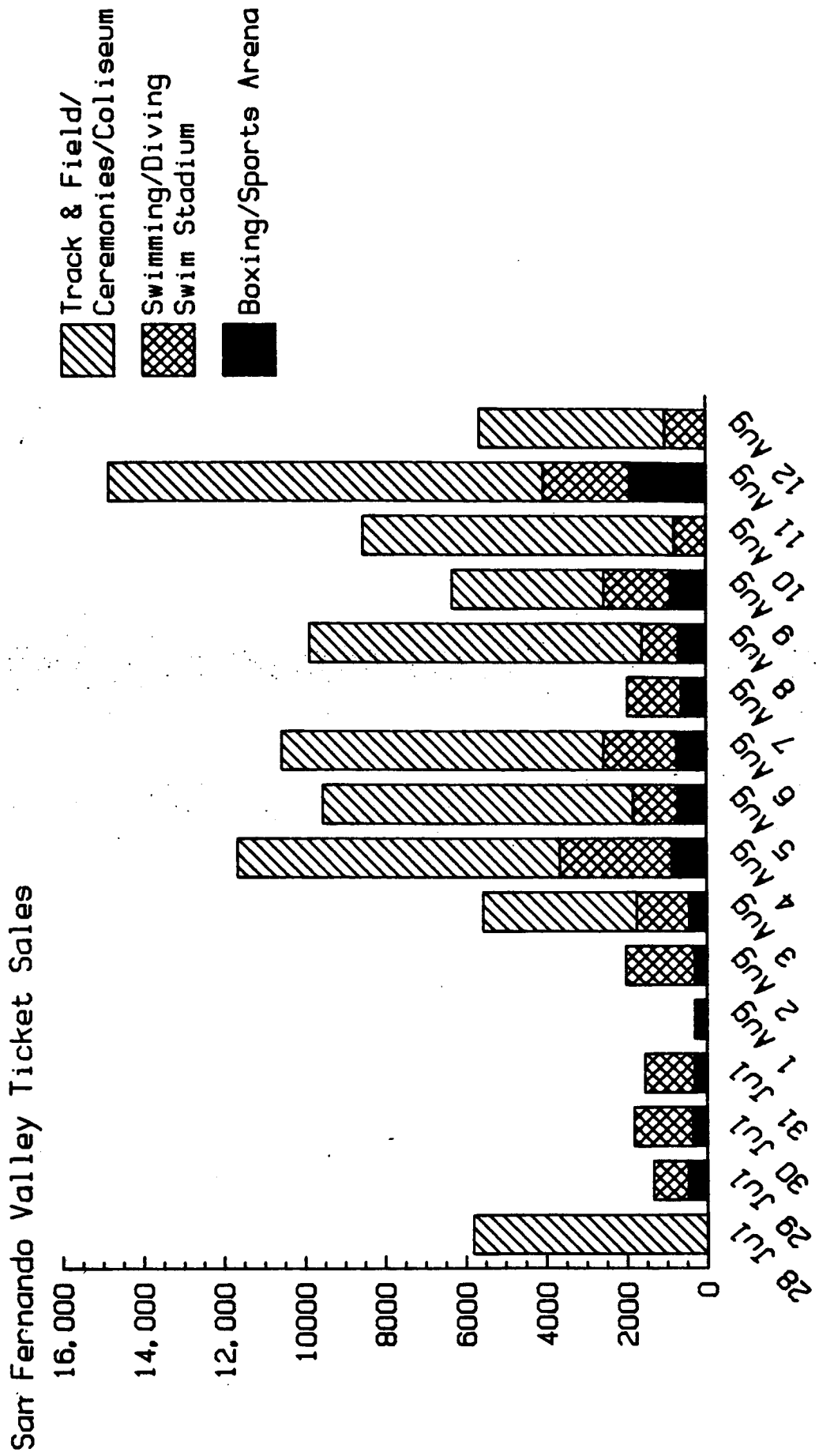
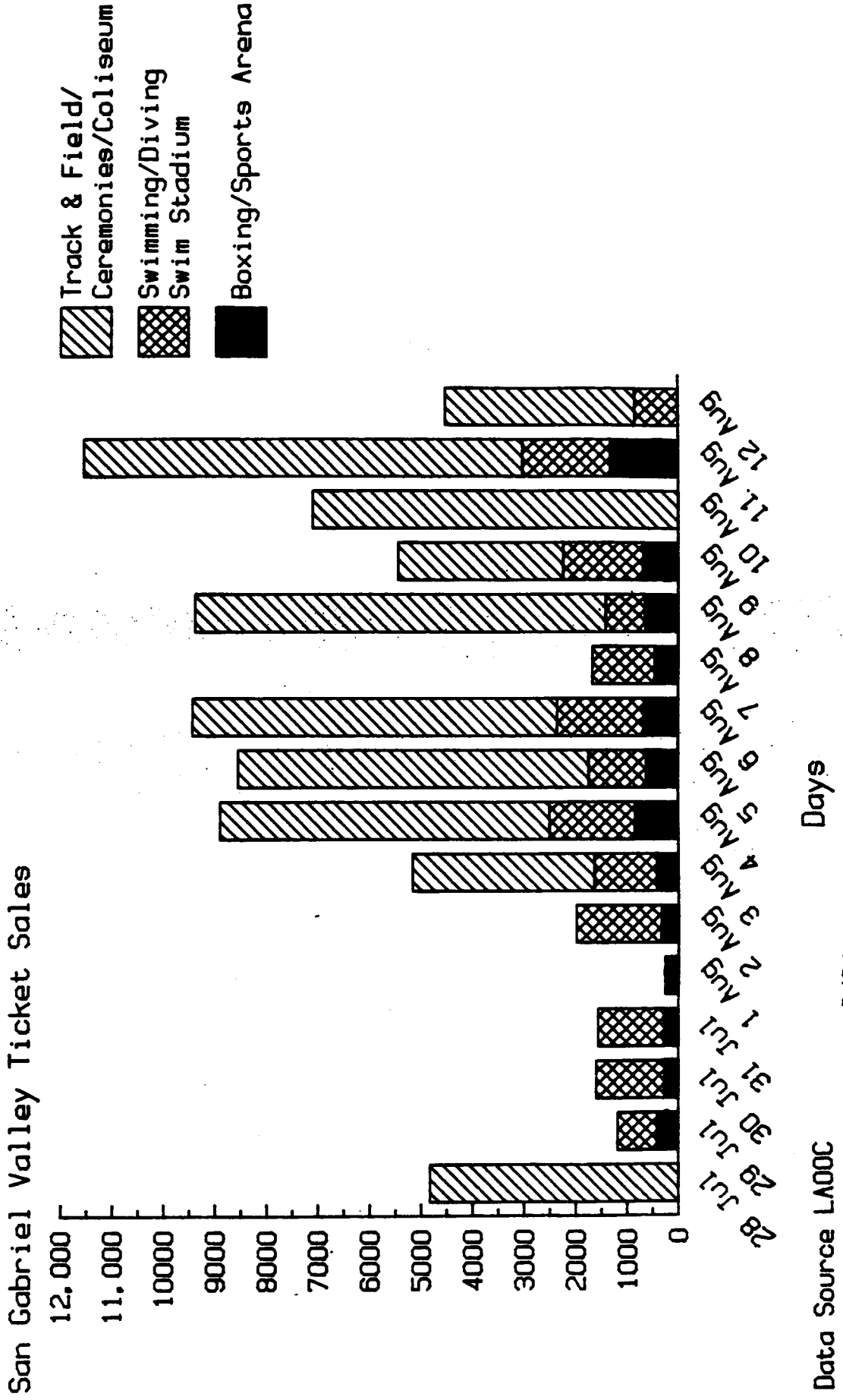


EXHIBIT 1

**Total Ticket Sales To Exposition Park Events
From The San Gabriel Valley By Event and Day**



Data Source LA00C
RTD Planning Department - 2/84

EXHIBIT 1

**Total Ticket Sales To Exposition Park Events
From The South Bay By Event and Day**

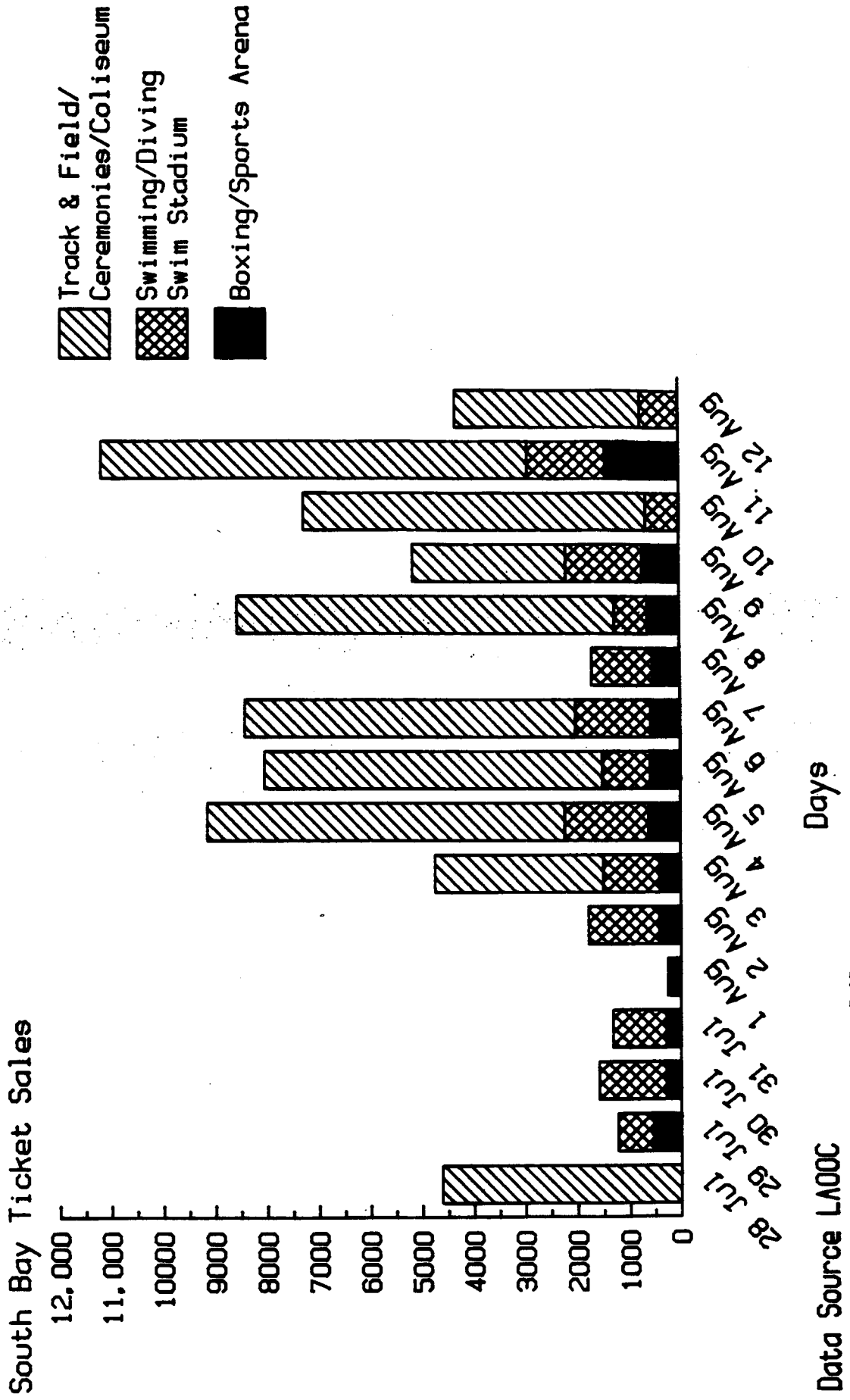
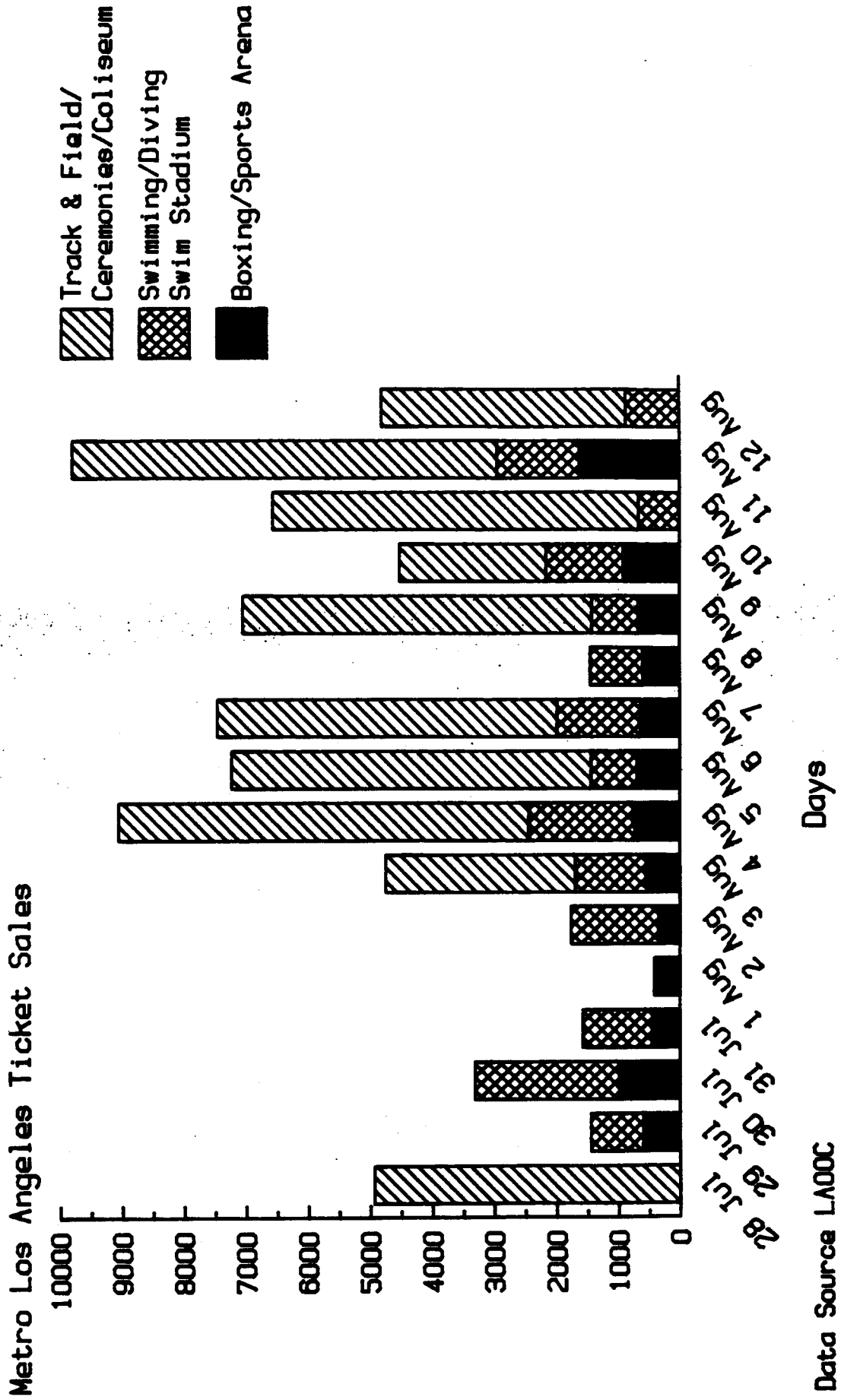


EXHIBIT 1

**Total Ticket Sales To Exposition Park Events
Metro Los Angeles By Event and Day**



Data Source LA00C
RTD Planning Department - 2/84

EXHIBIT 1

**Total Ticket Sales To Exposition Park Events
From Crenshaw By Event and Day**

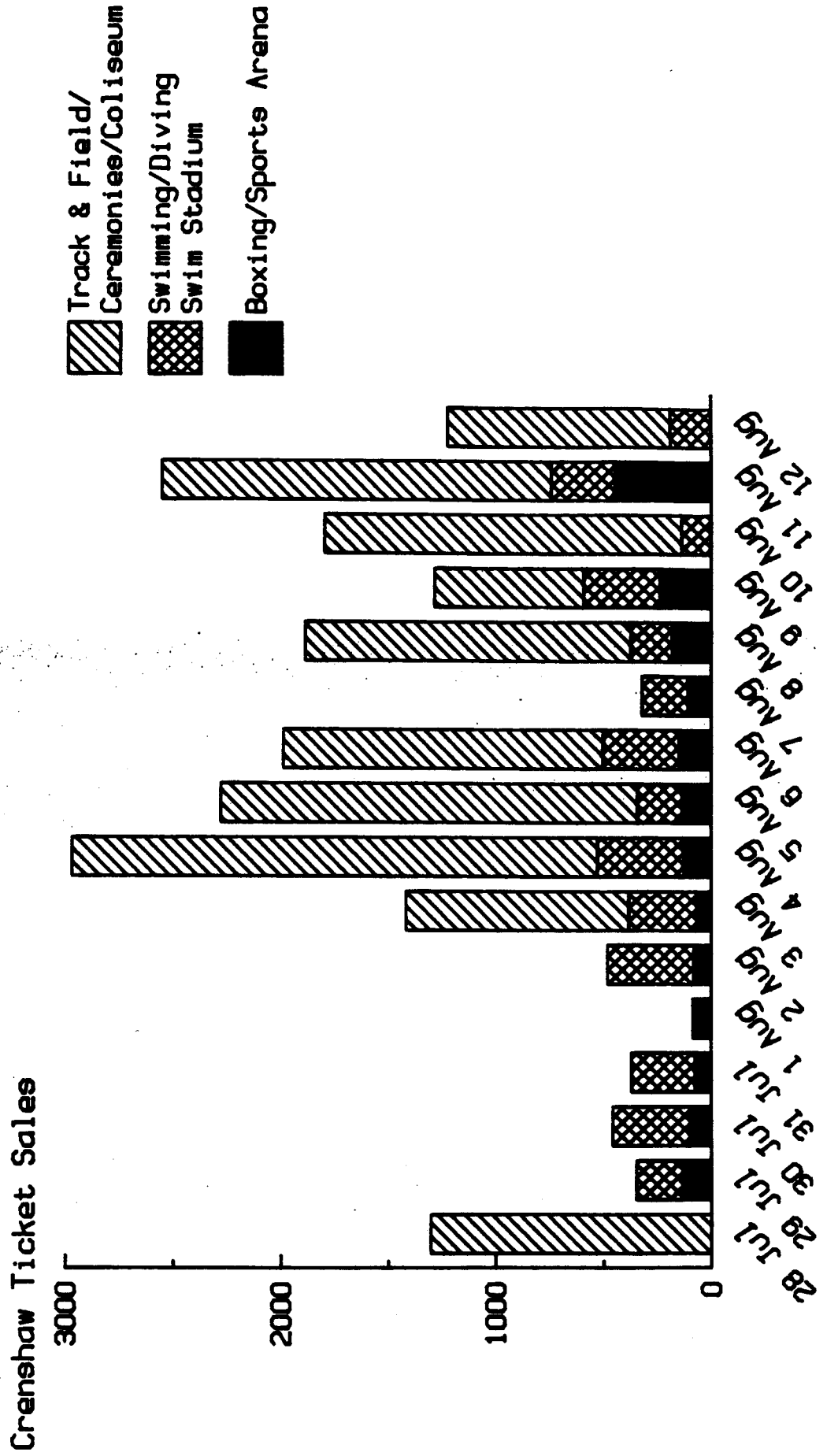
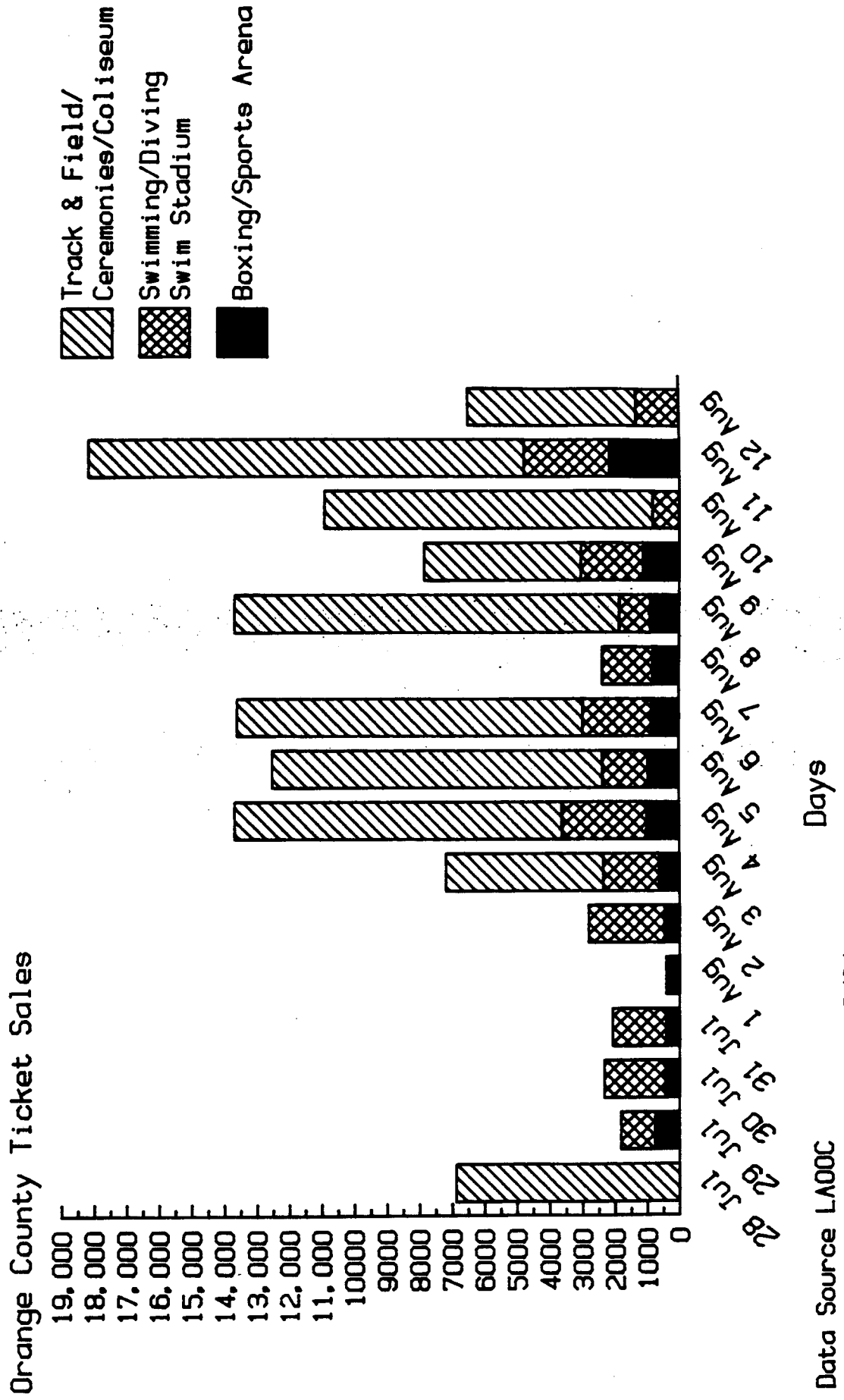


EXHIBIT 1

**Total Ticket Sales To Exposition Park Events
From Orange County By Event and Day**



Data Source LA00C
RTD Planning Department - 2/84

EXHIBIT 1

**Total Ticket Sales To Exposition Park Events
From Cerritos By Event and Day**

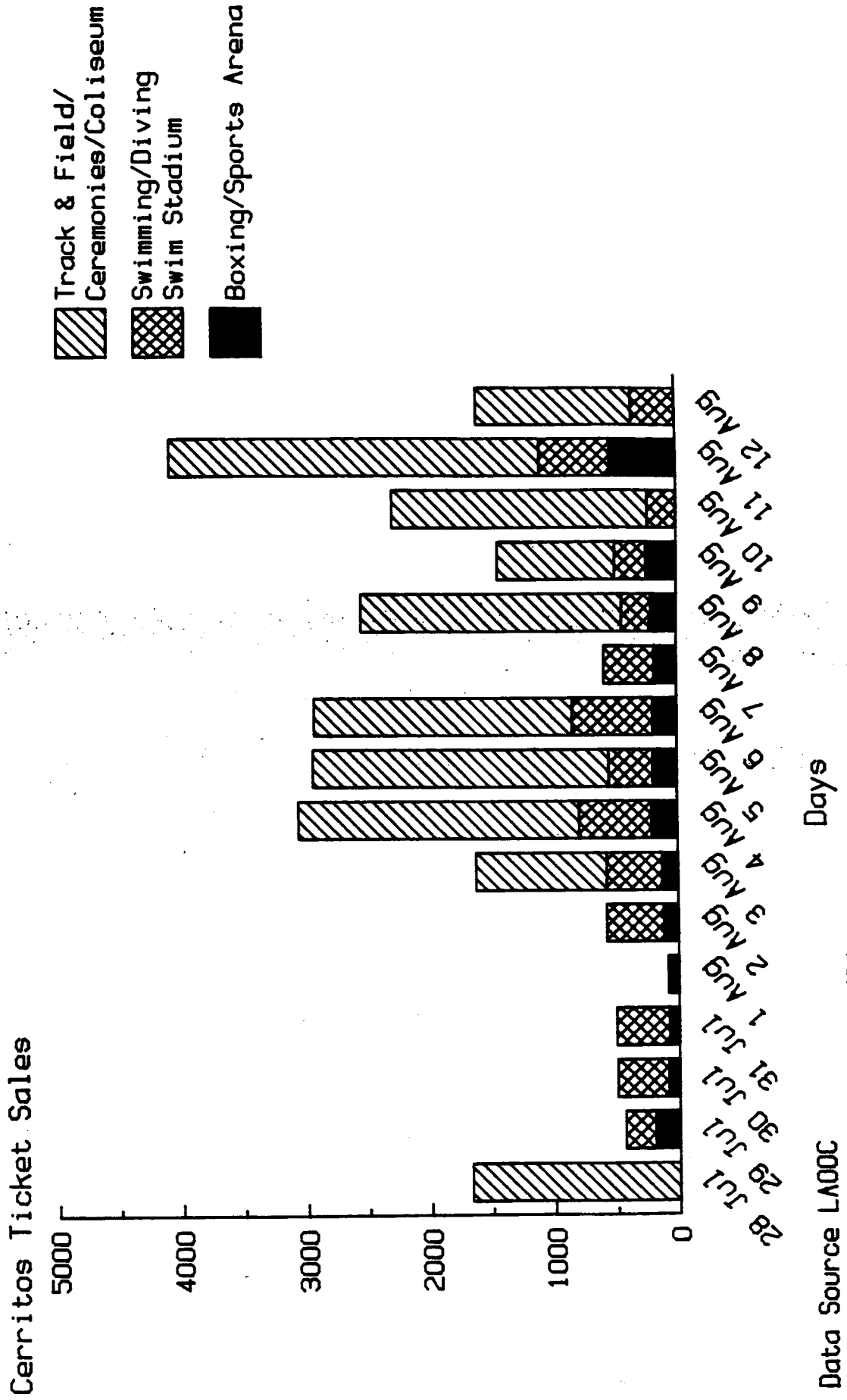
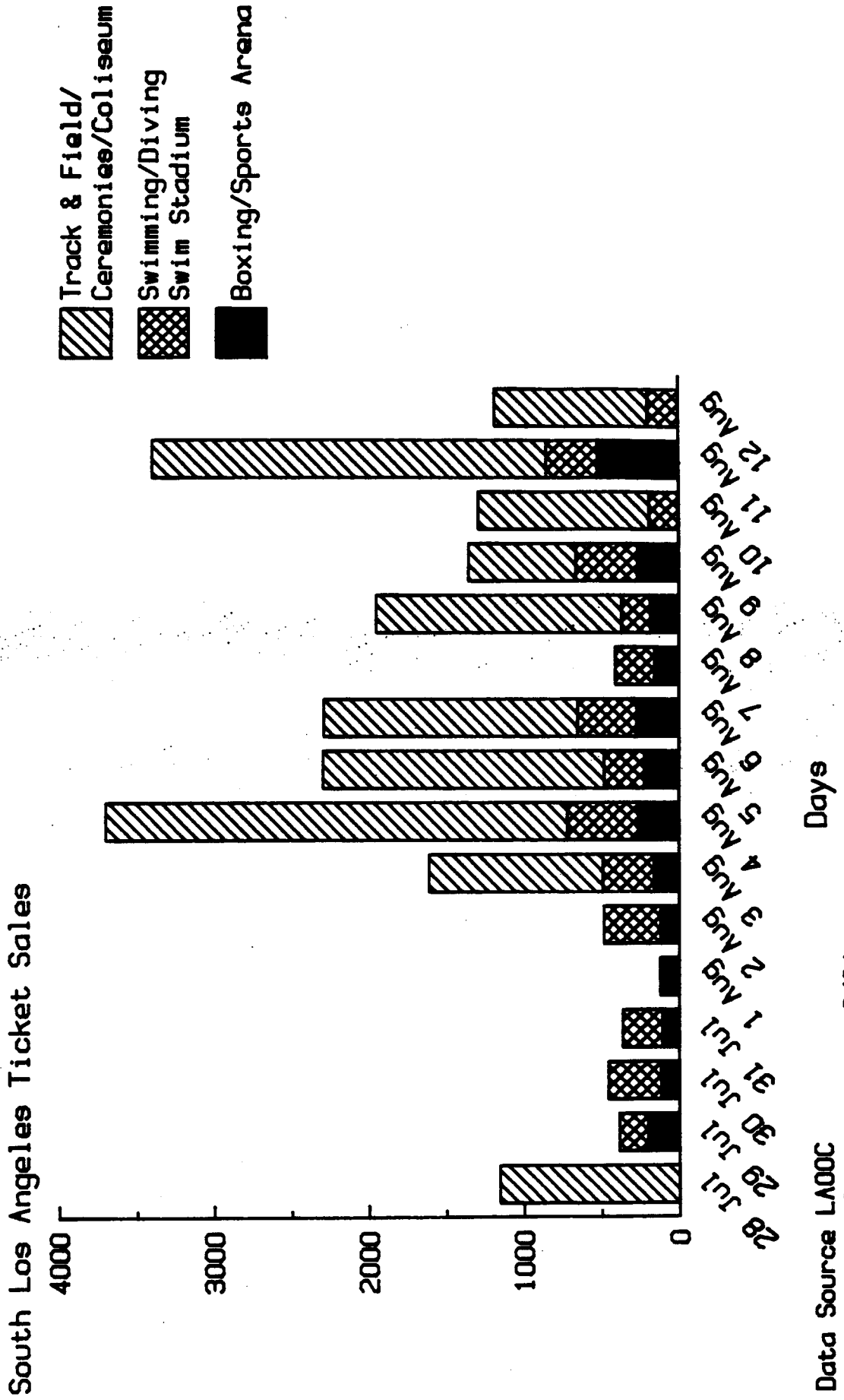


EXHIBIT 1

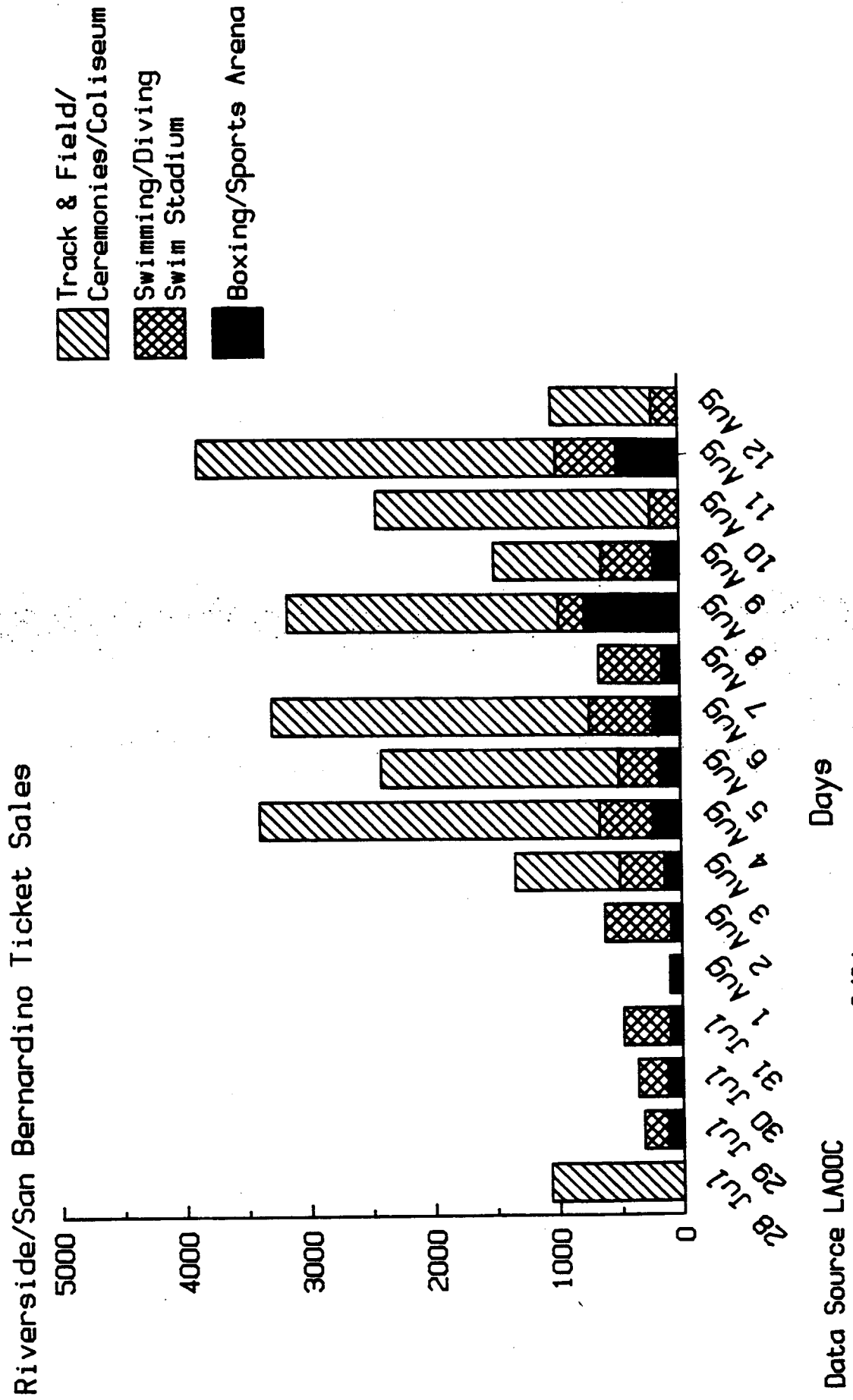
Total Ticket Sales To Exposition Park Events From South Los Angeles By Event and Day



Data Source LA00C
RTD Planning Department - 2/84

EXHIBIT 1

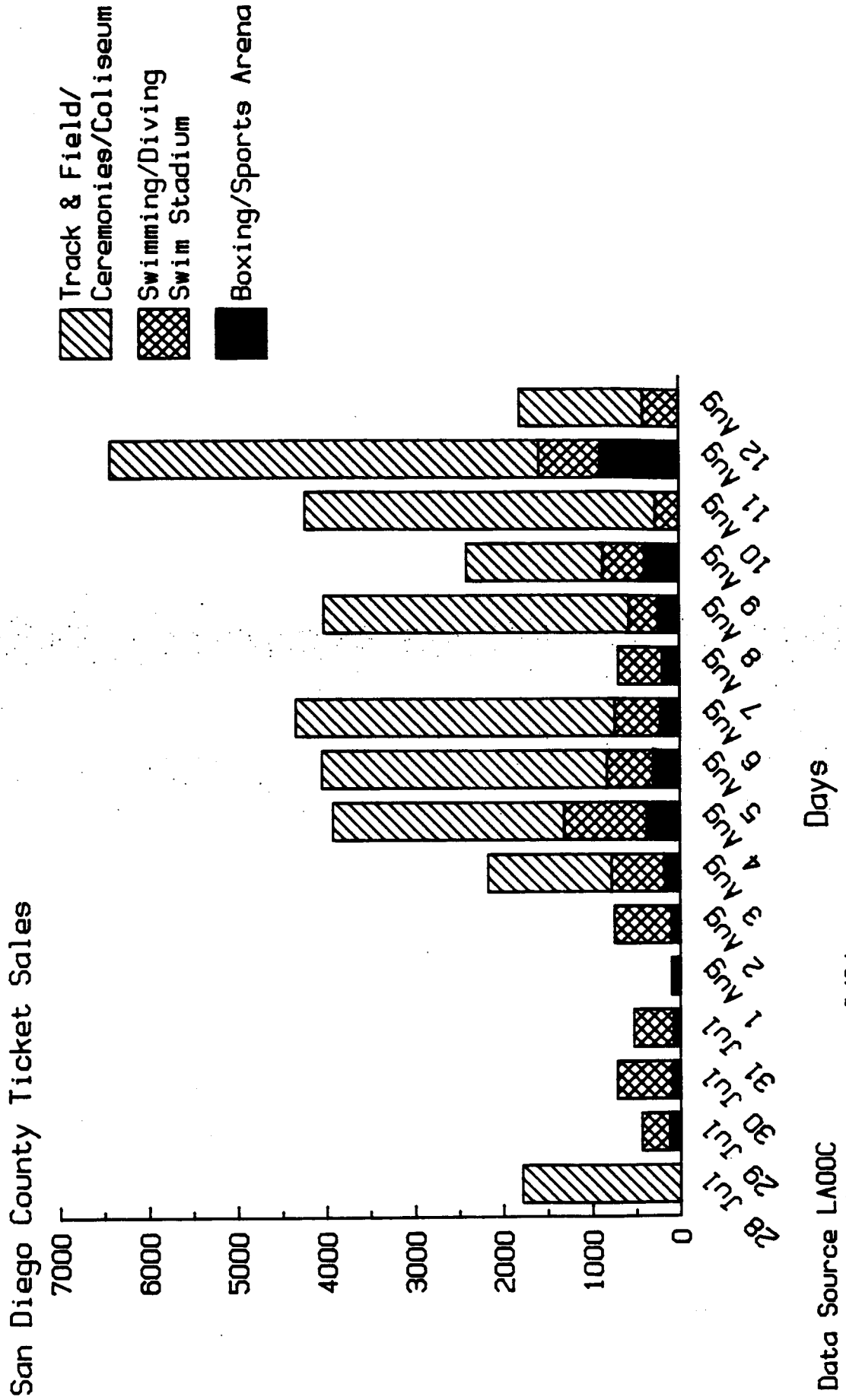
**Total Ticket Sales To Exposition Park Events
From Riverside/San Bernardino Counties
By Event and Day**



Data Source LA00C
RTD Planning Department - 2/84

EXHIBIT 1

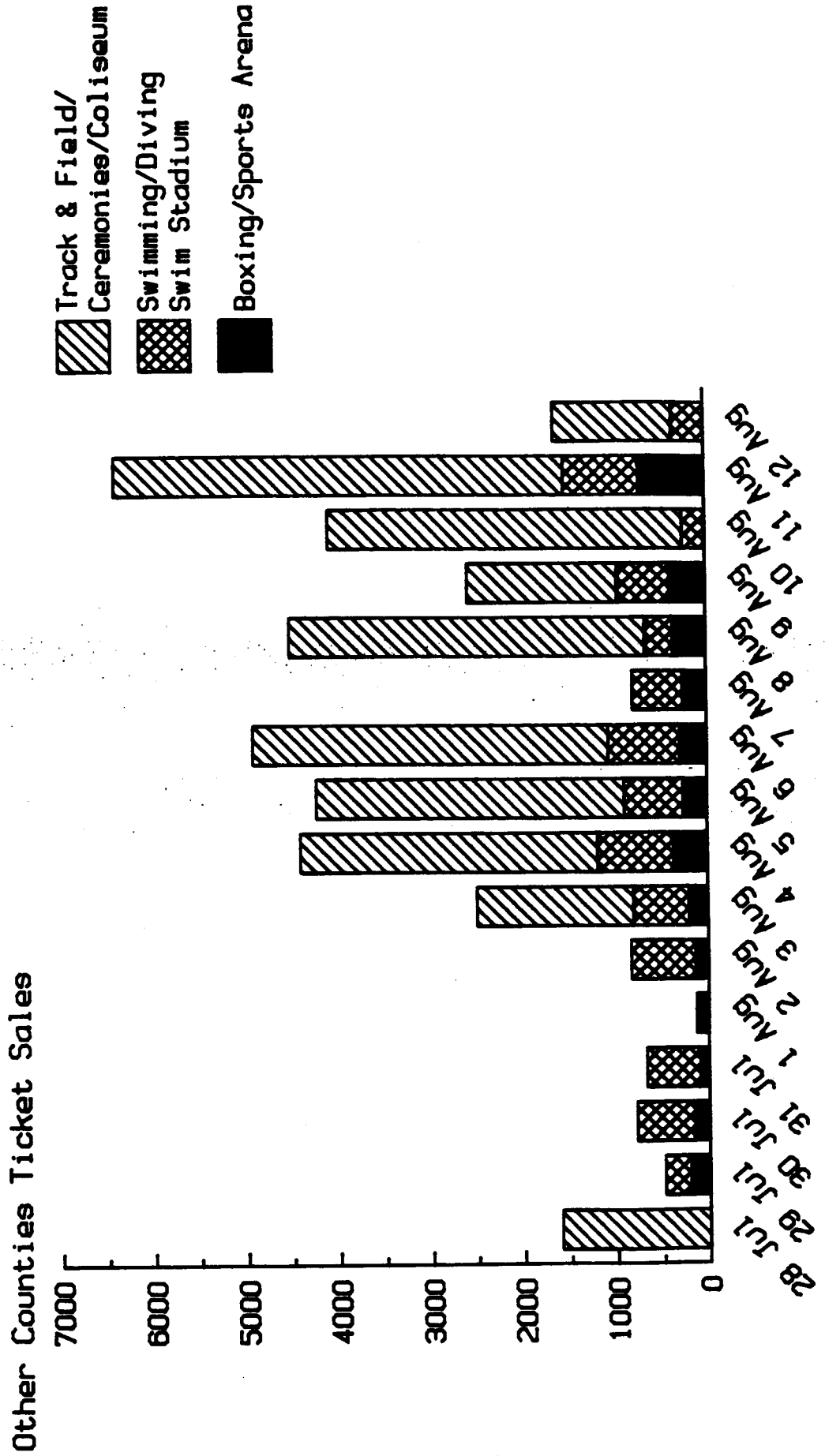
**Total Ticket Sales To Exposition Park Events
From San Diego County By Event and Day**



Data Source LA00C
RTD Planning Department - 2/84

EXHIBIT 1

**Total Ticket Sales To Exposition Park Events
From Other Counties By Event and Day**

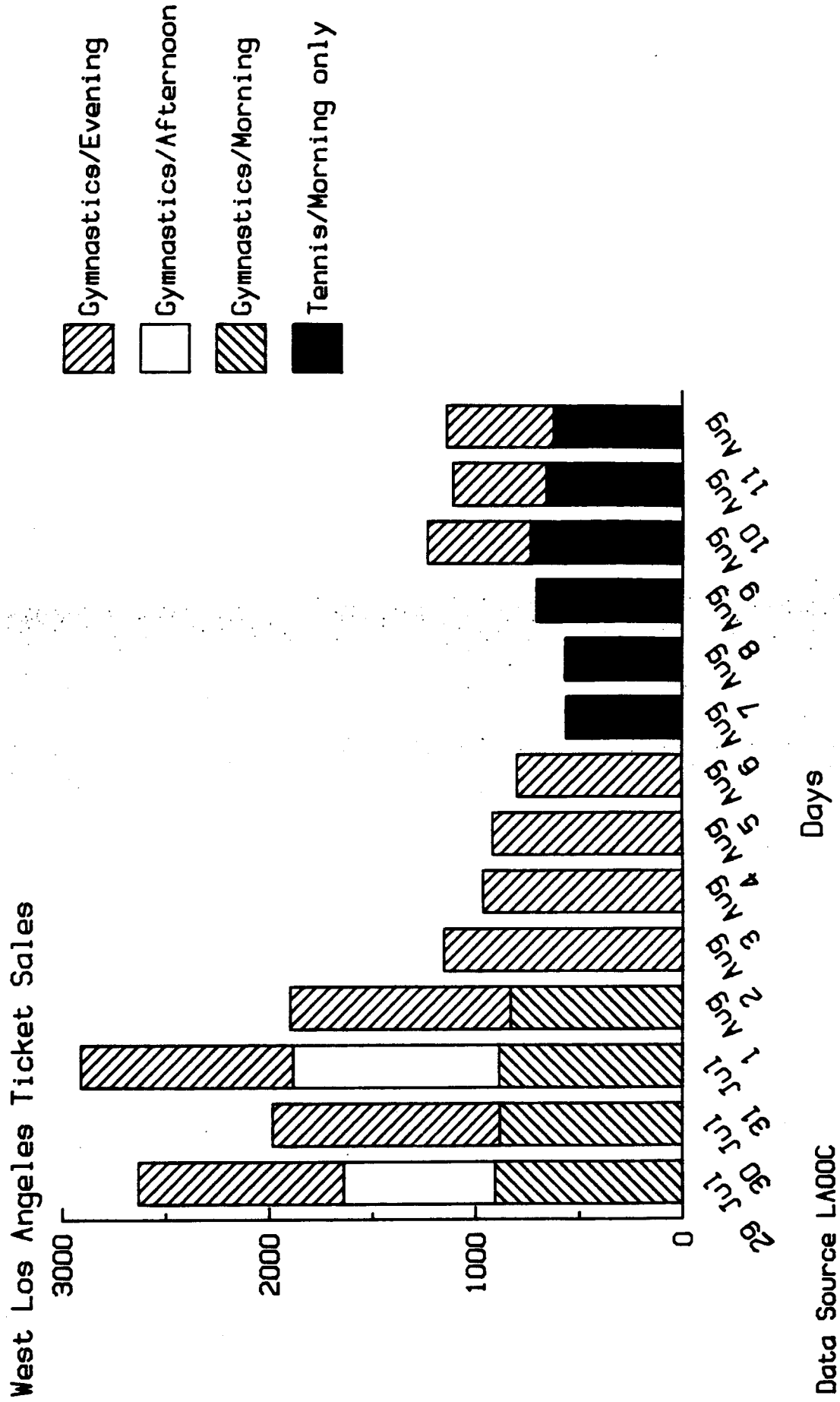


Data Source LA00C
RTD Planning Department - 2/84

EXHIBIT 2

EXHIBIT 2

Total Ticket Sales To U.C.L.A. Events From West Los Angeles By Day, Time, and Event



Data Source LA00C
RTD Planning Department - 2/84

EXHIBIT 2

**Total Ticket Sales To U.C.L.A. Events From
The San Fernando Valley By Day, Time, and Event**

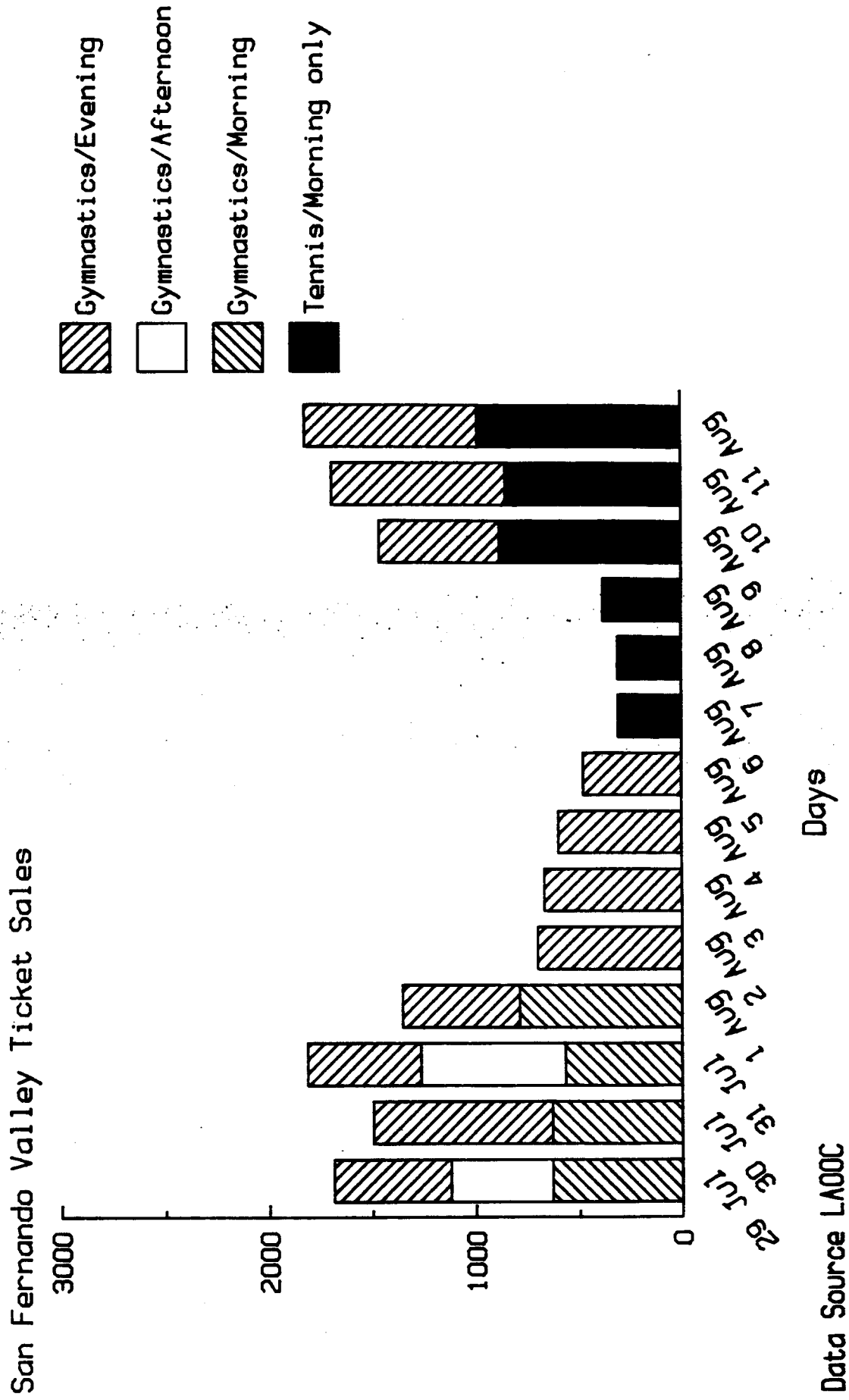
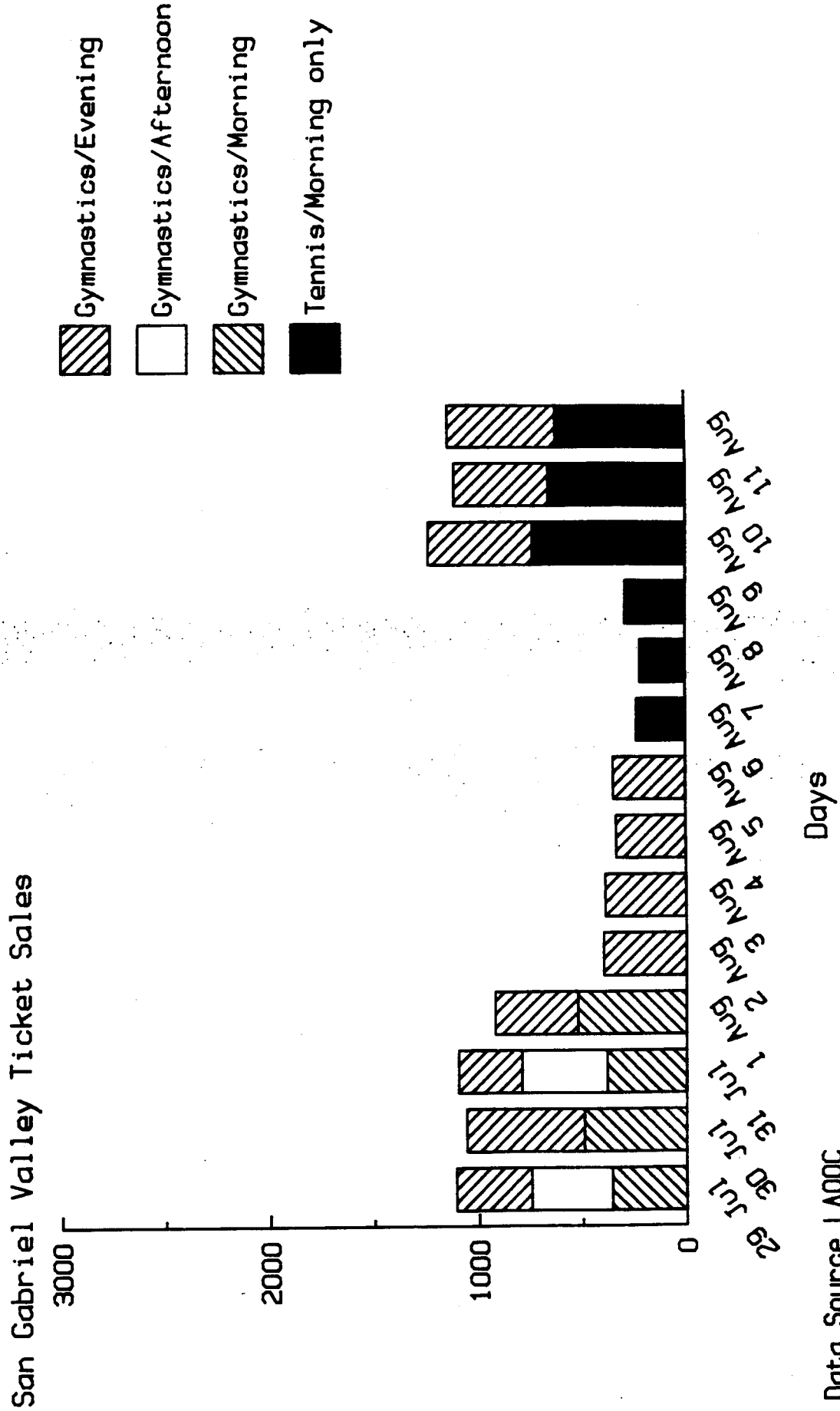


EXHIBIT 2

**Total Ticket Sales To U.C.L.A. Events From
The San Gabriel Valley By Day, Time, and Event**



Data Source LA00C
RTD Planning Department - 2/84

EXHIBIT 2

**Total Ticket Sales To U.C.L.A. Events From
The South Bay By Day, Time, and Event**

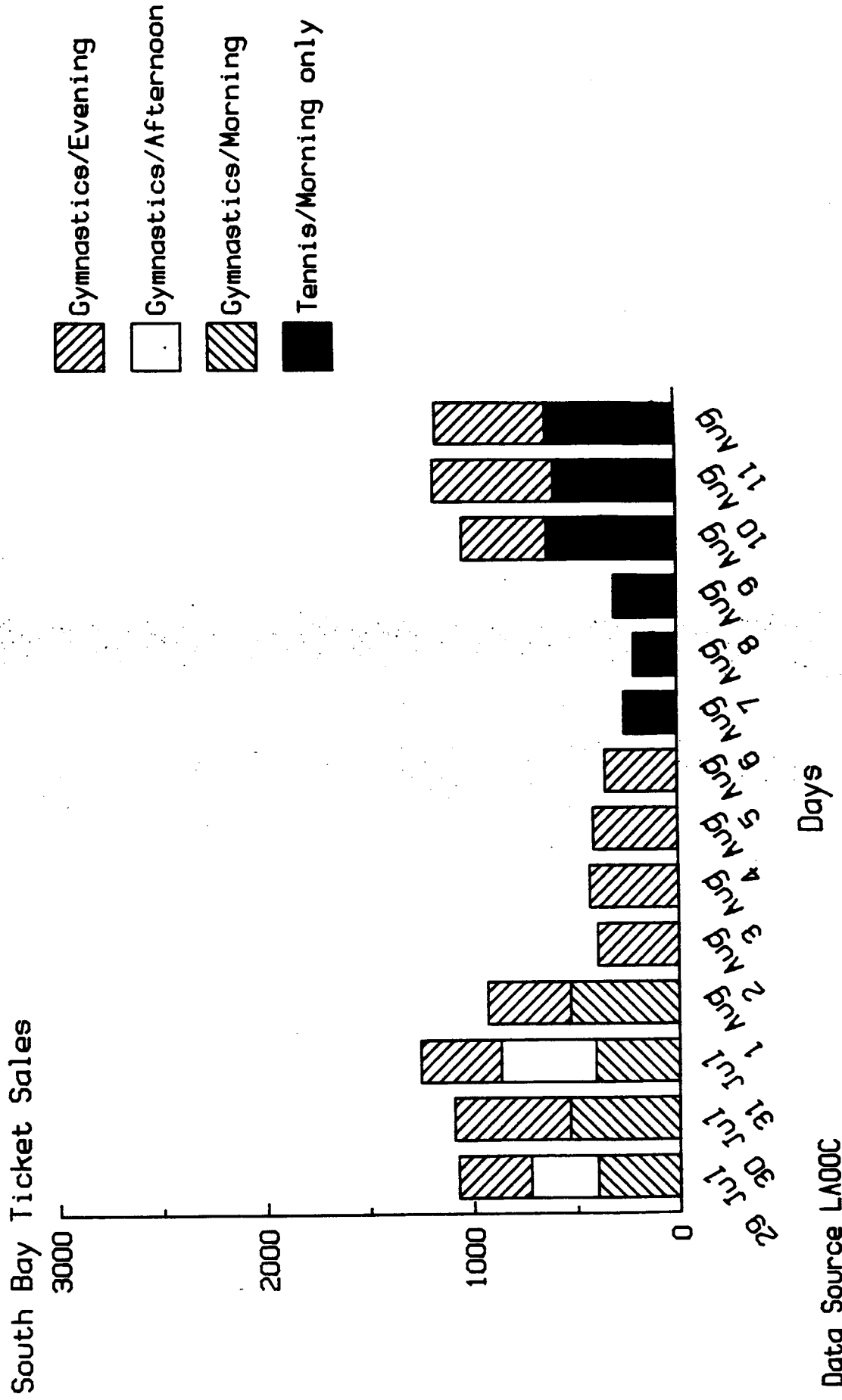
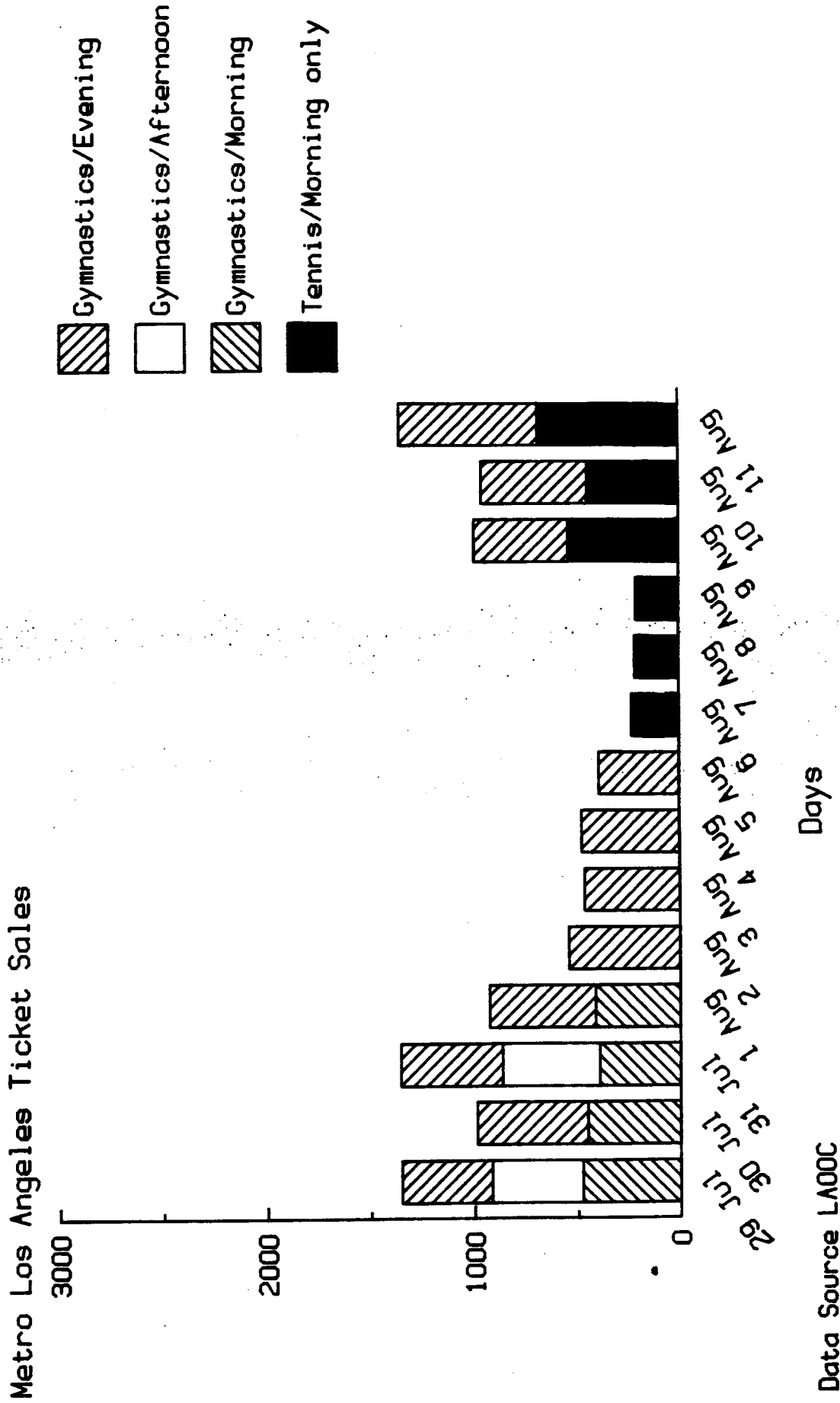


EXHIBIT 2

Total Ticket Sales To U.C.L.A. Events From Metro Los Angeles By Day, Time, and Event



Data Source LA00C
 RTD Planning Department - 2/84

EXHIBIT 2

**Total Ticket Sales To U.C.L.A. Events From
Crenshaw By Day, Time, and Event**

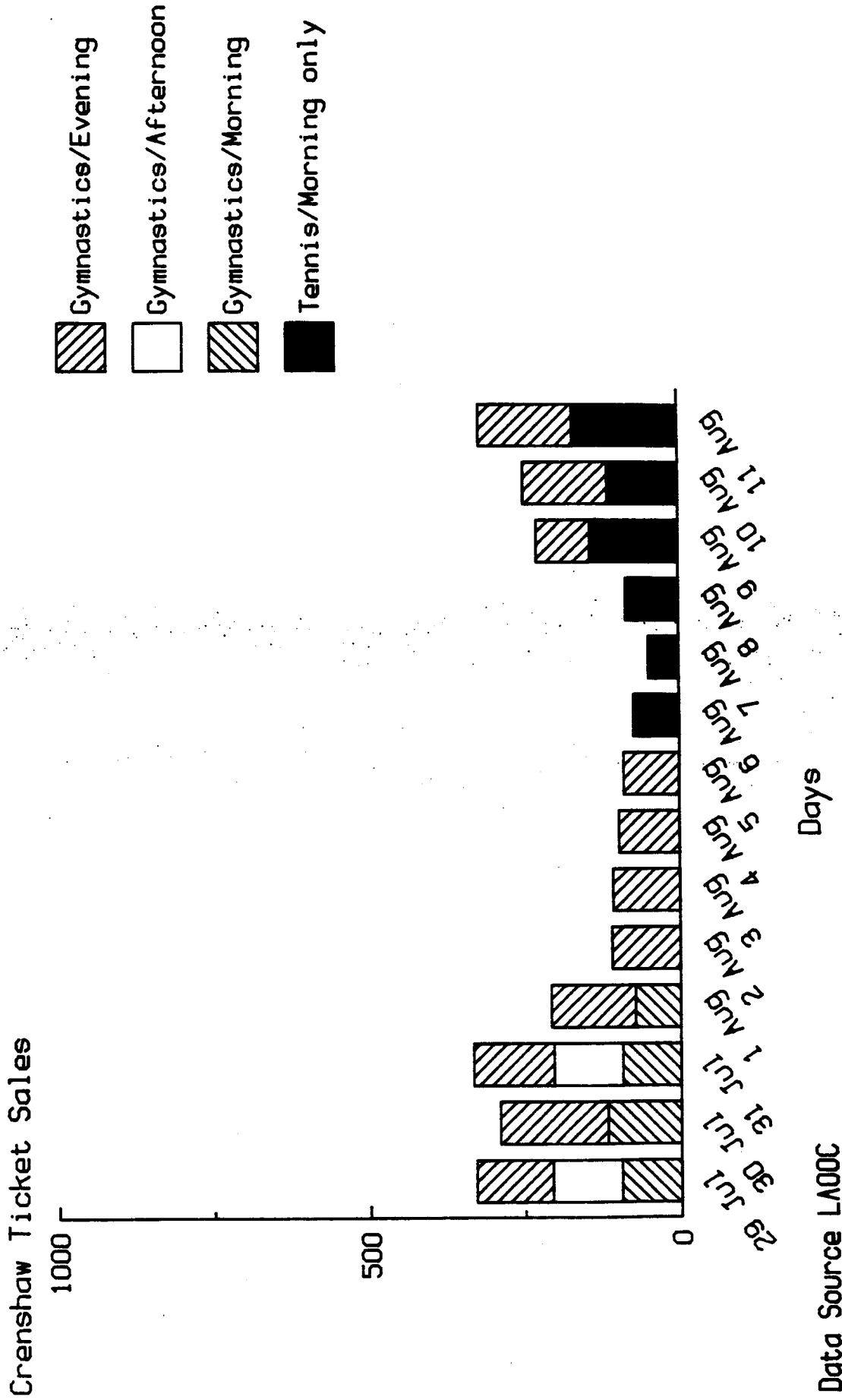
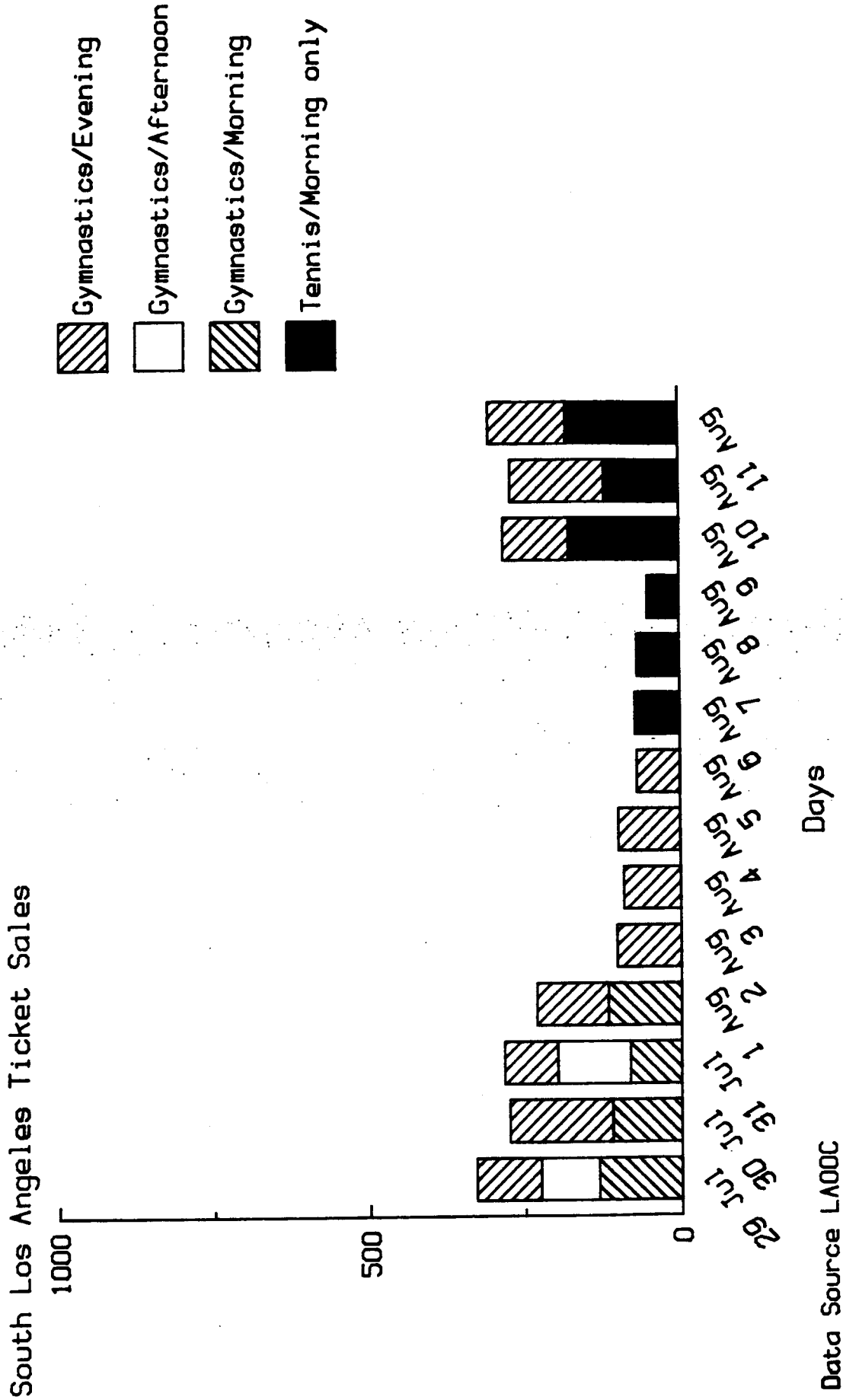


EXHIBIT 2

Total Ticket Sales To U.C.L.A. Events From South Los Angeles By Day, Time, and Event



Data Source LA00C
 RTD Planning Department - 2/84

EXHIBIT 2

**Total Ticket Sales To U.C.L.A. Events From
Cerritos By Day, Time, and Event**

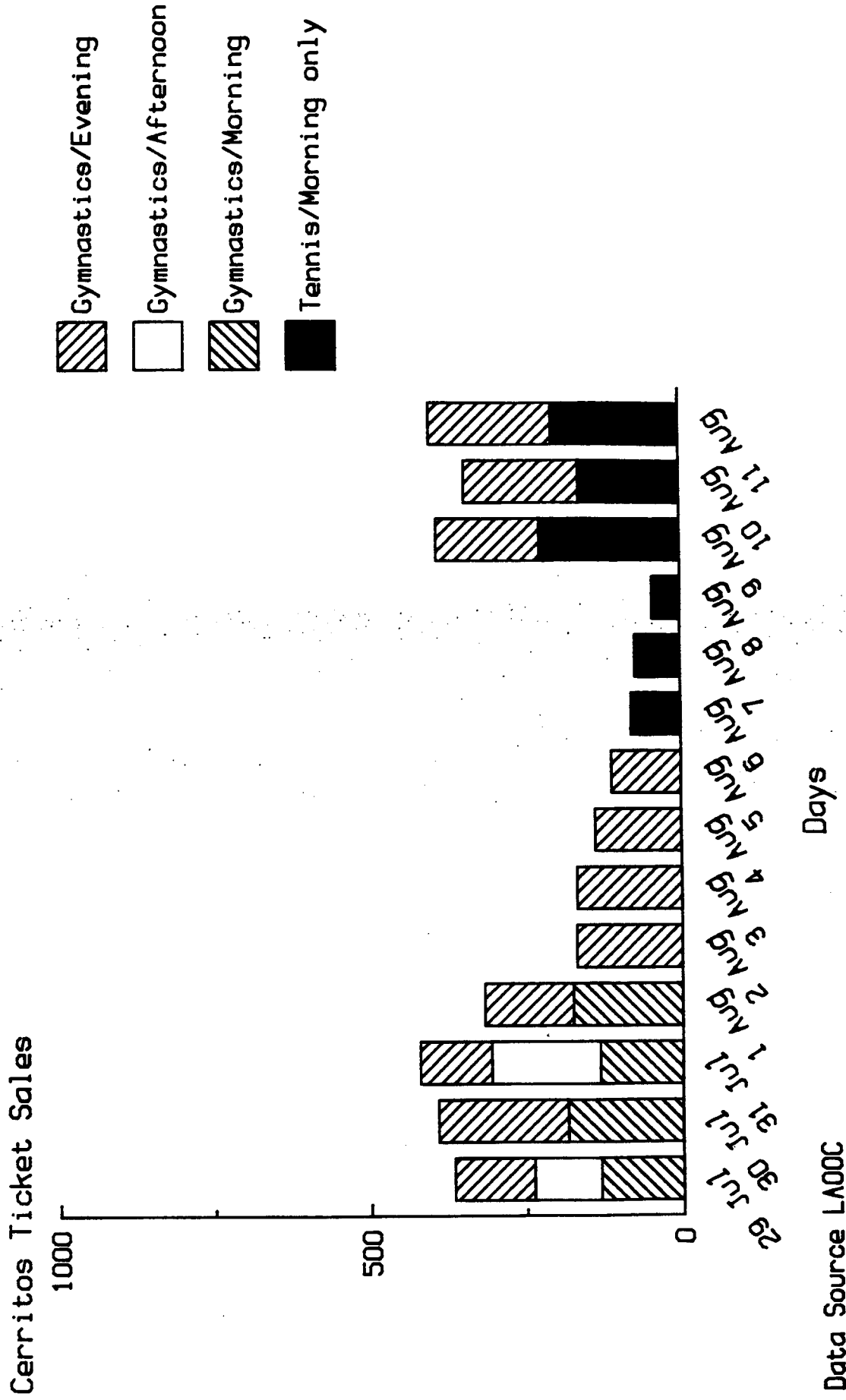
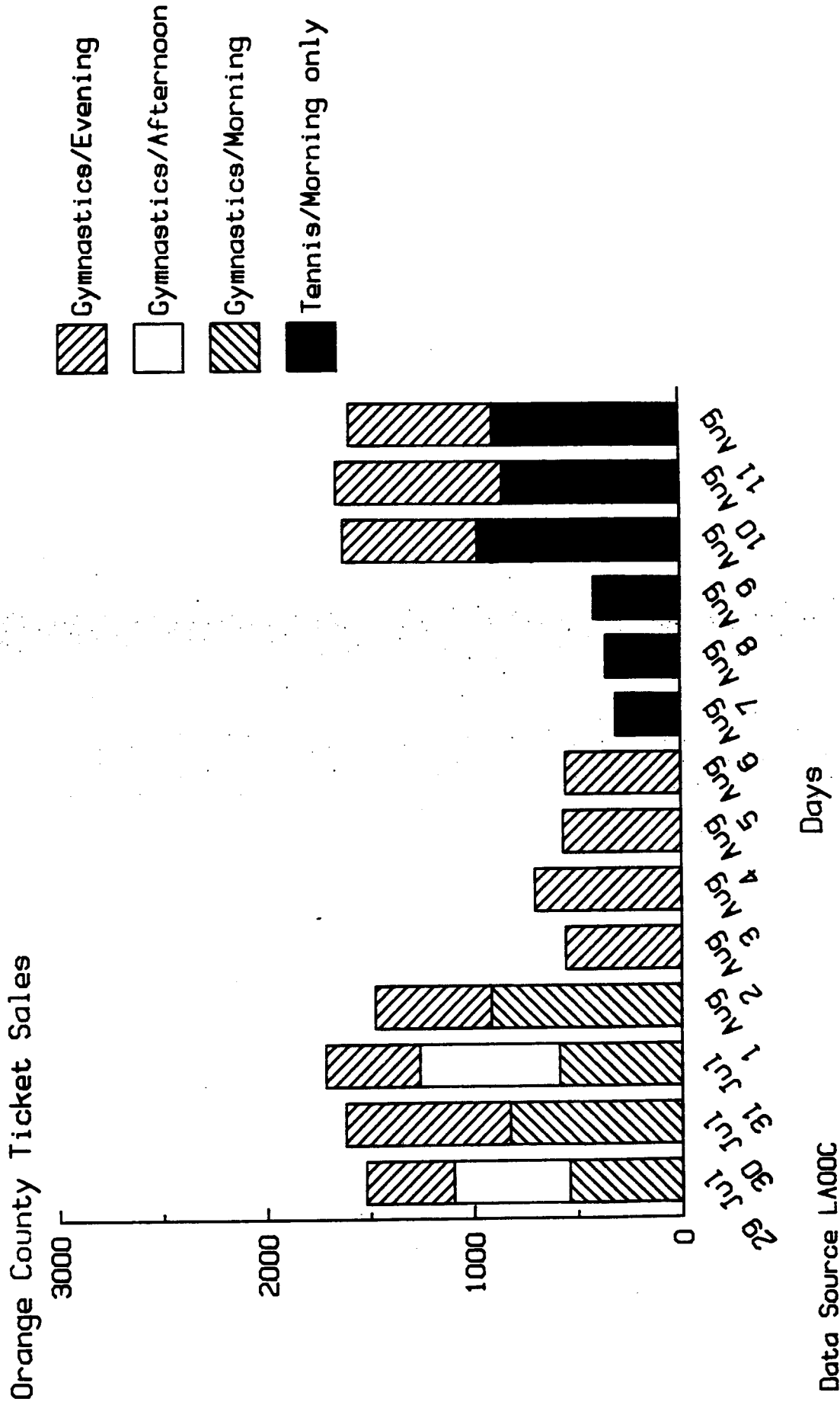


EXHIBIT 2

Total Ticket Sales To U.C.L.A. Events From
Orange County By Day, Time, and Event



Data Source LA00C
RTD Planning Department - 2/84

EXHIBIT 2

**Total Ticket Sales To U.C.L.A. Events From
Riverside/San Bernardino Counties By Day, Time
and Event**

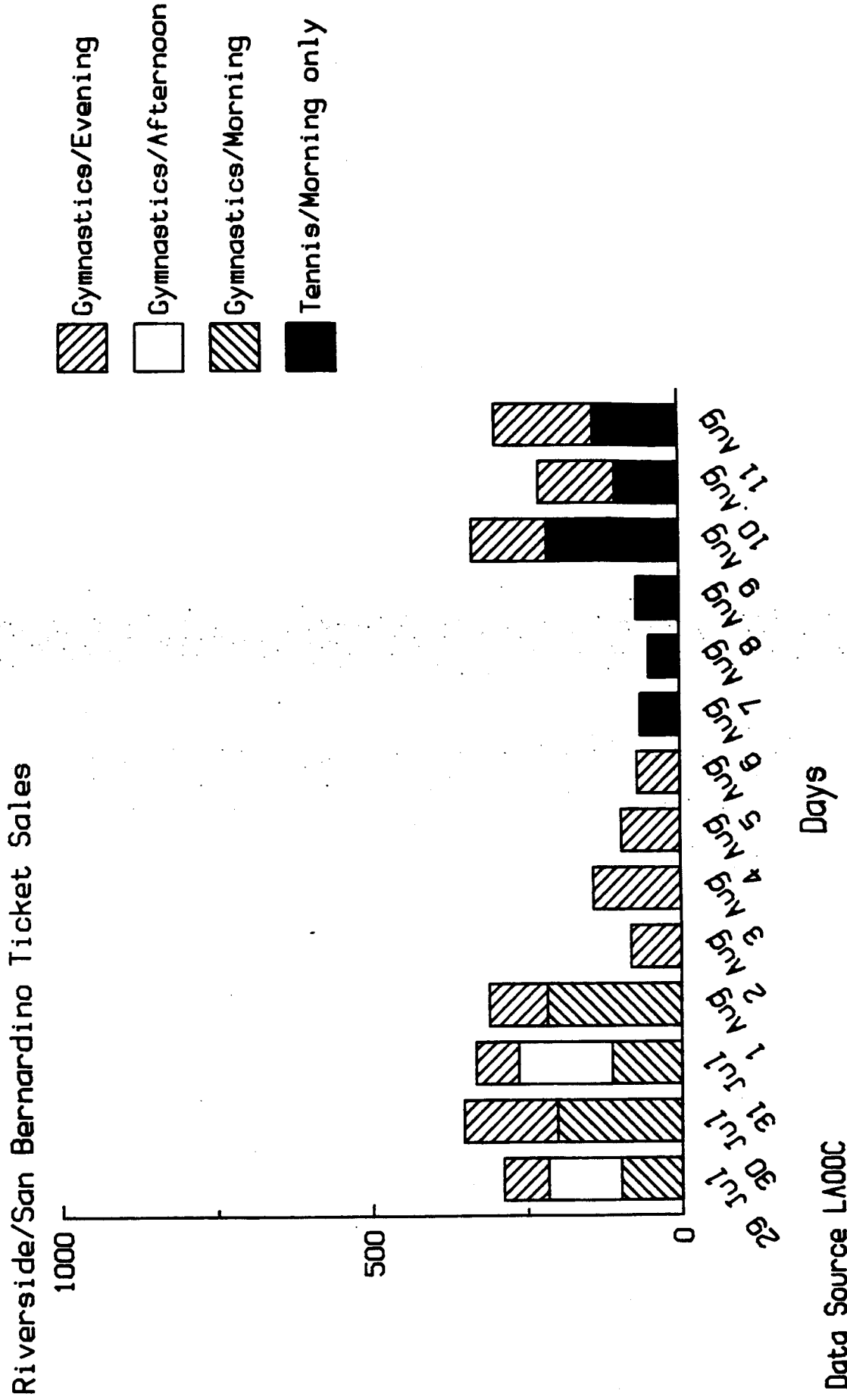


EXHIBIT 2

Total Ticket Sales To U.C.L.A. Events From San Diego County By Day, Time, and Event

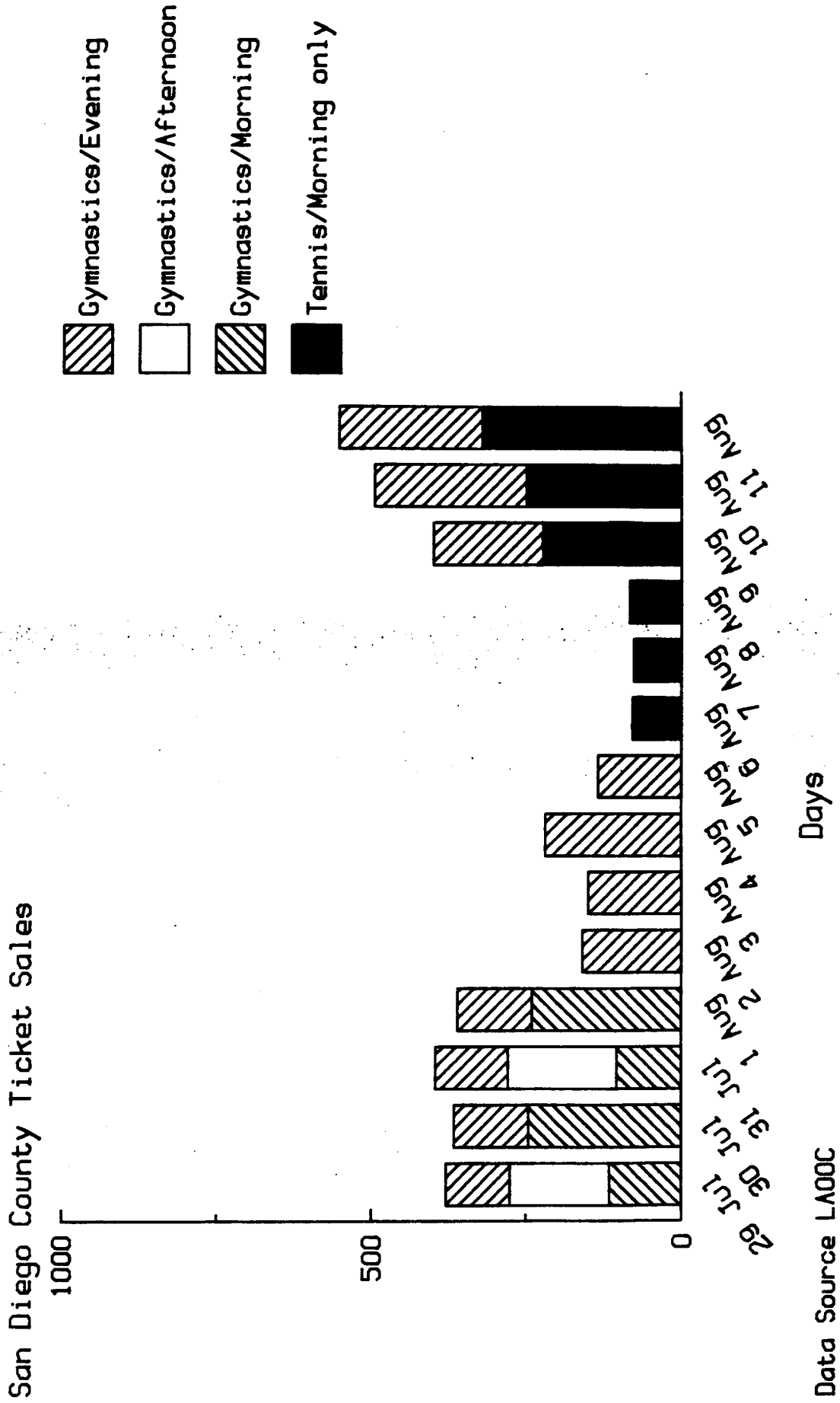


EXHIBIT 2

**Total Ticket Sales To U.C.L.A. Events From
Other Counties By Day, Time, and Event**

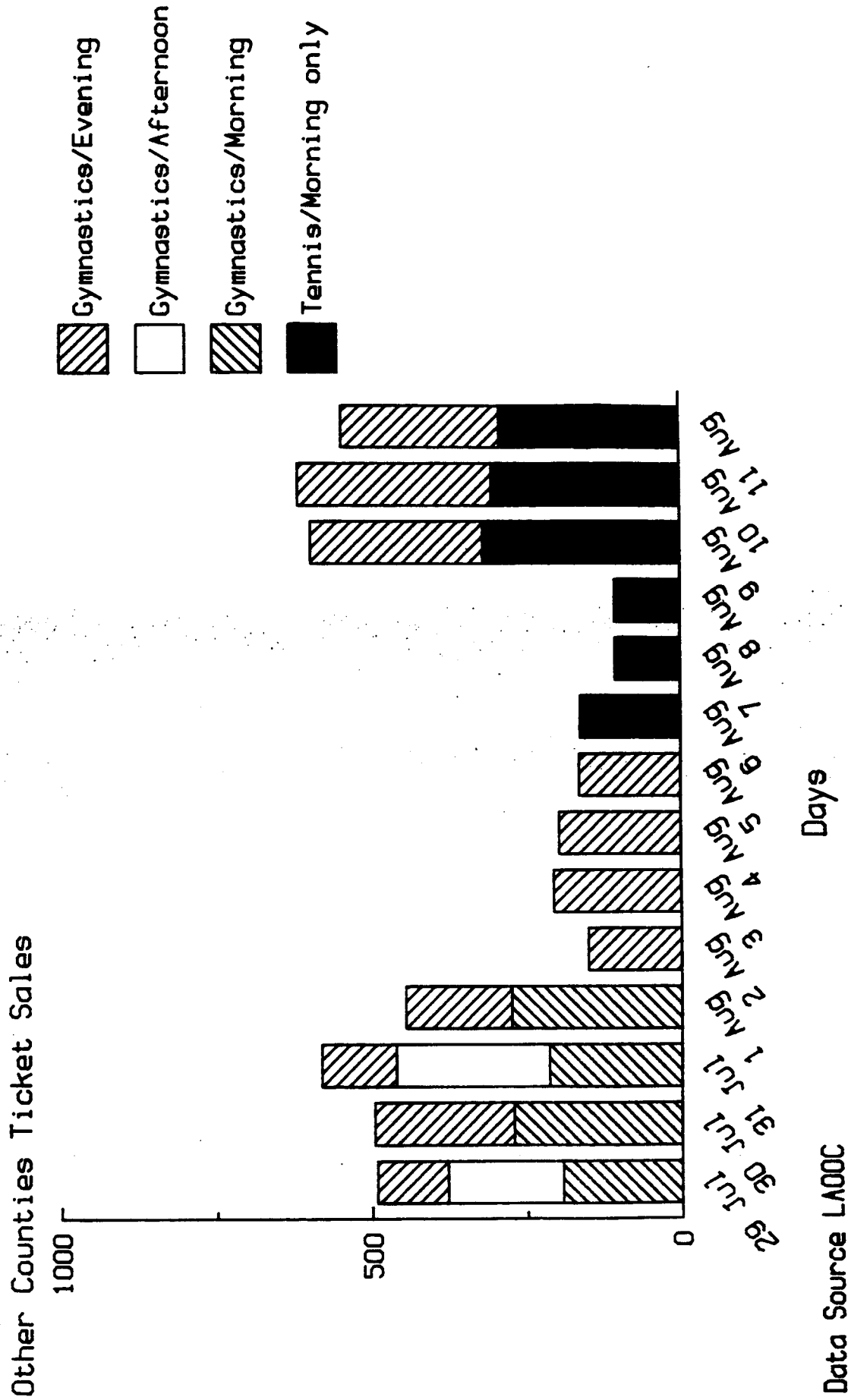
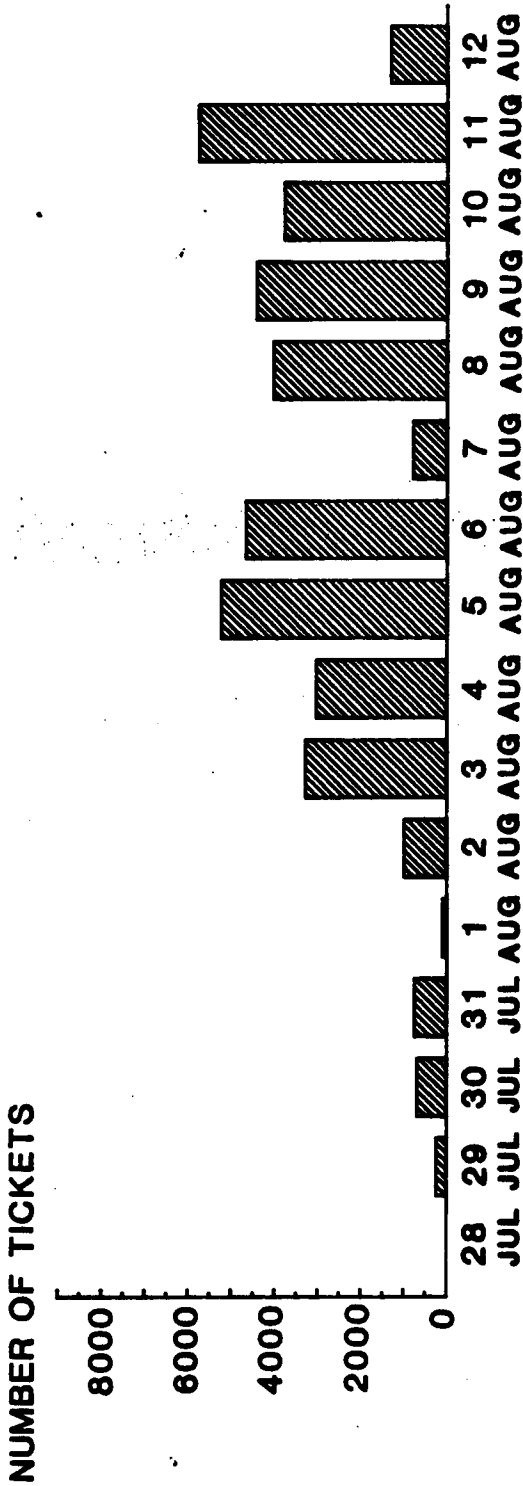


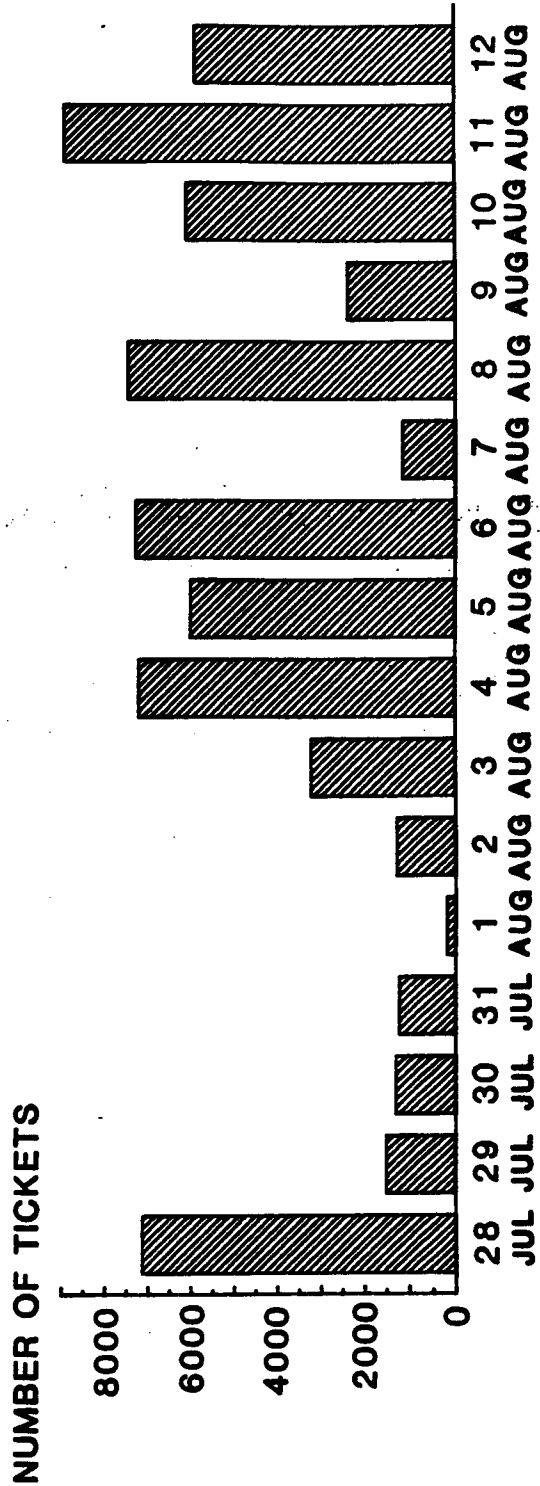
EXHIBIT 3

EXHIBIT 3

**TICKET SALES TO MORNING EVENTS AT EXPOSITION
PARK FROM WEST LOS ANGELES**



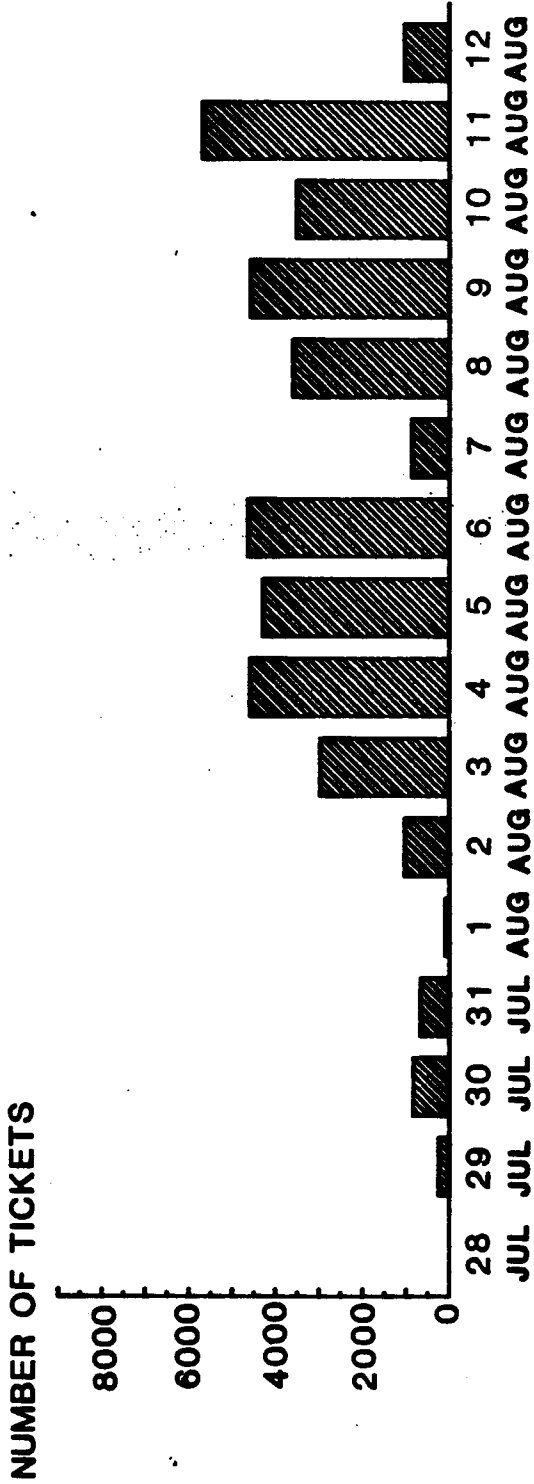
**TICKET SALES TO AFTERNOON/EVENING EVENTS AT
EXPOSITION PARK FROM WEST LOS ANGELES**



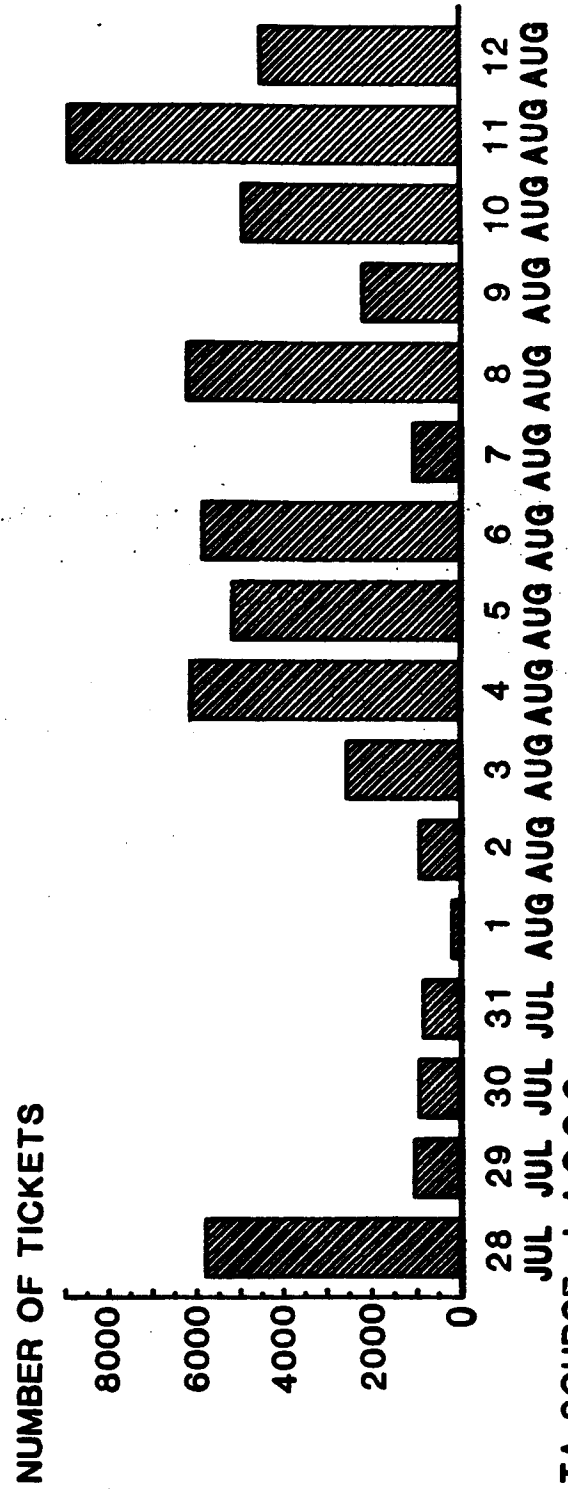
DATA SOURCE: L.A.O.O.C.

EXHIBIT 3

**TICKET SALES TO MORNING EVENTS AT EXPOSITION
PARK FROM THE SAN FERNANDO VALLEY**



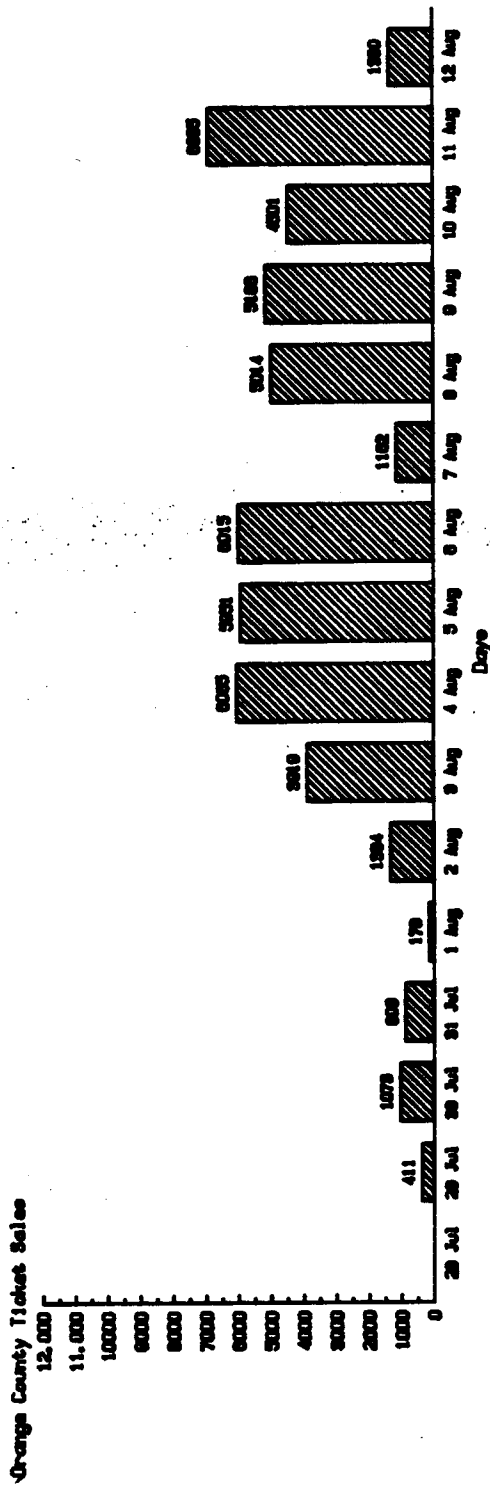
**TICKET SALES TO AFTERNOON/EVENING EVENTS AT
EXPOSITION PARK FROM THE SAN FERNANDO VALLEY**



DATA SOURCE: L.A.O.O.C.

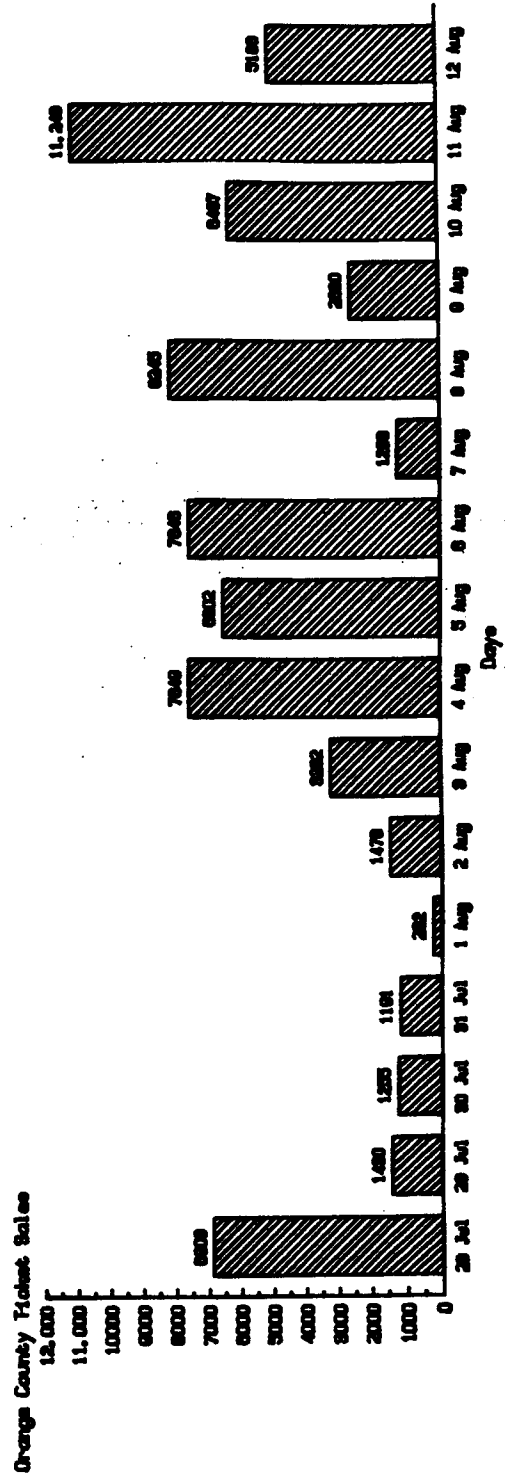
EXHIBIT 3

Ticket Sales To Morning Events At Exposition Park From Orange County



Data Source: LA00C
RTD Planning Department - 2/04

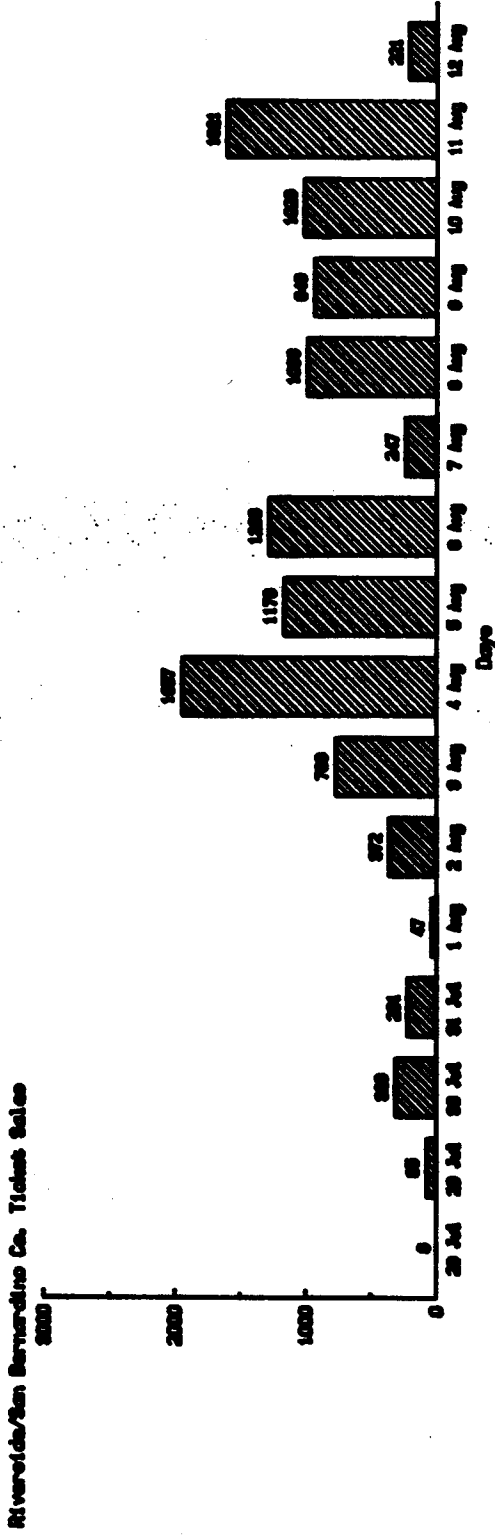
Ticket Sales To Afternoon/Evening Events At Exposition Park From Orange County



Data Source: LA00C
RTD Planning Department - 2/04

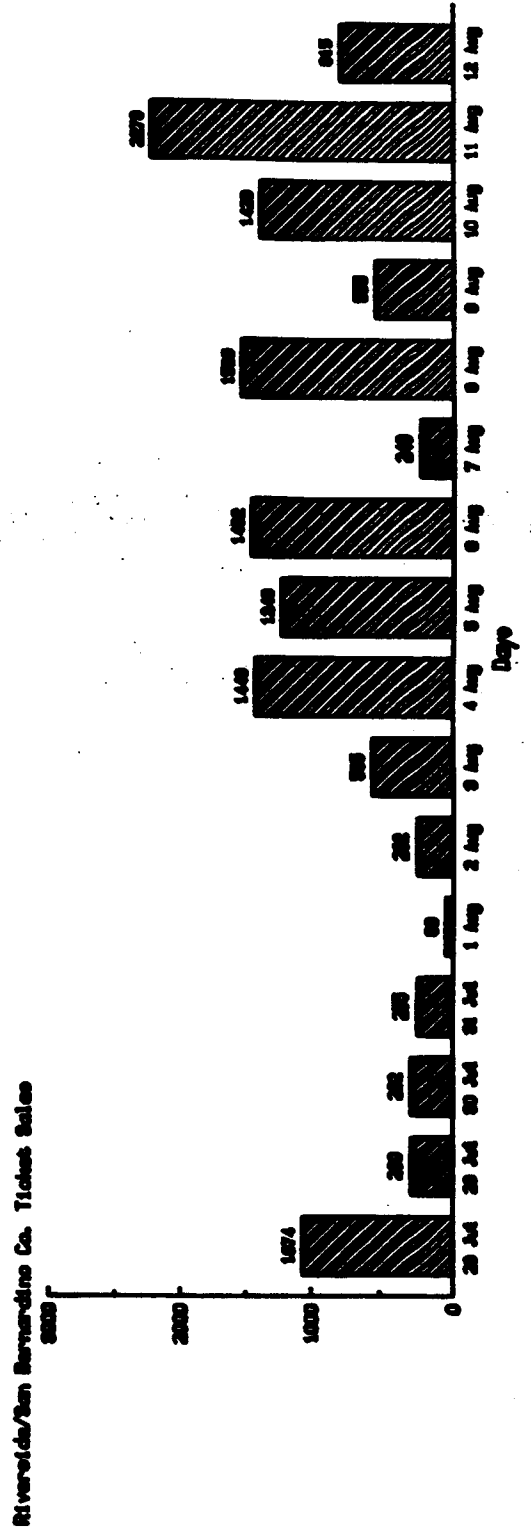
EXHIBIT 3

Ticket Sales to Morning Events At Exposition Park From Riverside/San Bernardino Counties



Bala Surves LLC
RFB Planning Department - 2/04

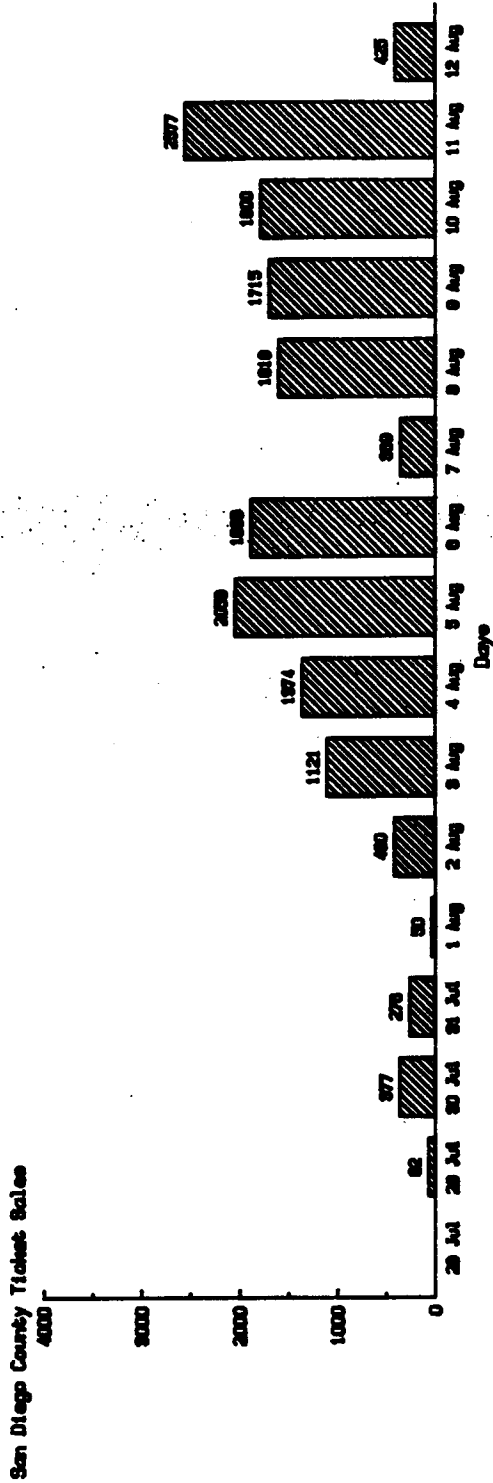
Ticket Sales to Afternoon/Evening Events At Exposition Park From Riverside/San Bernardino Counties



Bala Surves LLC
RFB Planning Department - 2/04

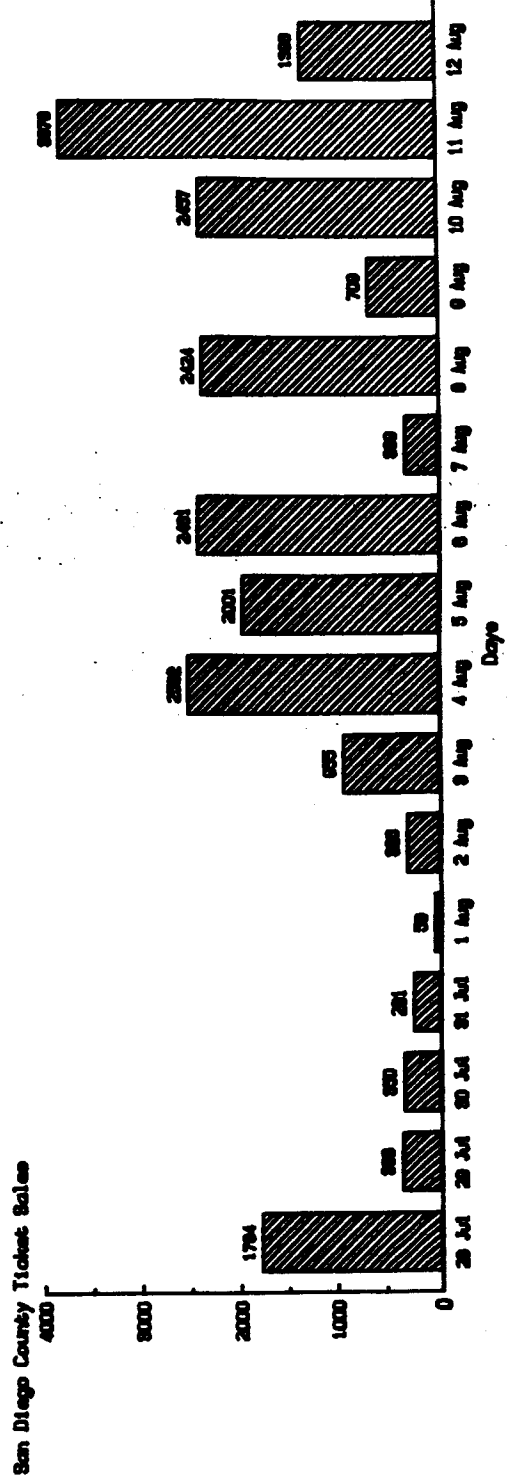
EXHIBIT 3

Ticket Sales To Morning Events At Exposition Park From San Diego County



Data Source: LAOCC
RTD Planning Department - 2/64

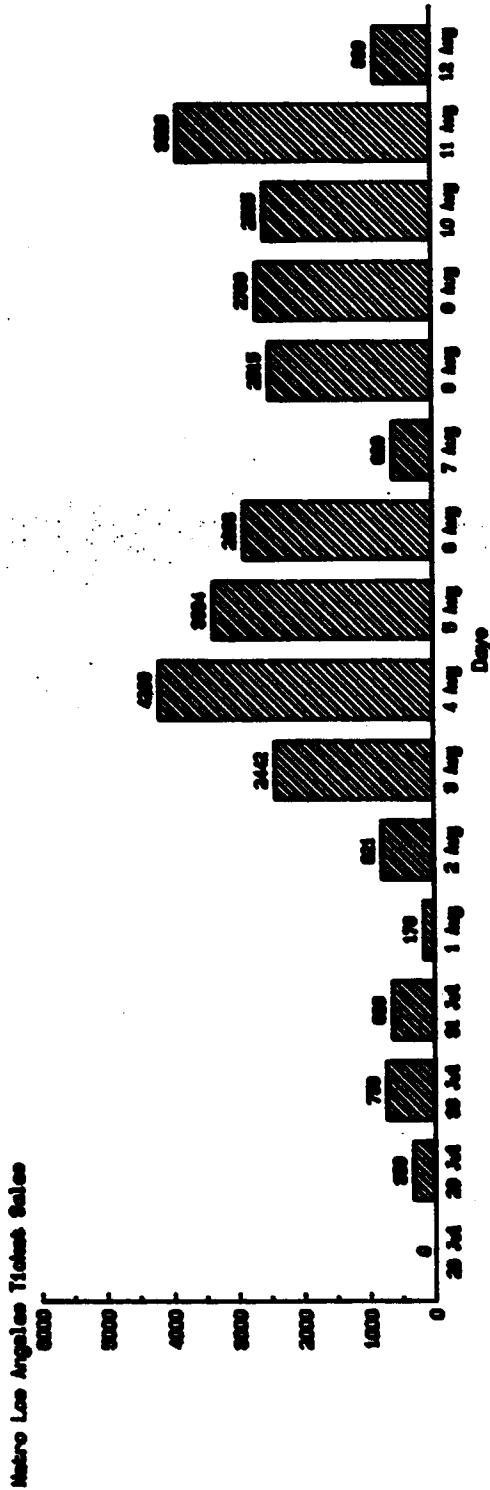
Ticket Sales To Afternoon/Evening Events At Exposition Park From San Diego County



Data Source: LAOCC
RTD Planning Department - 2/64

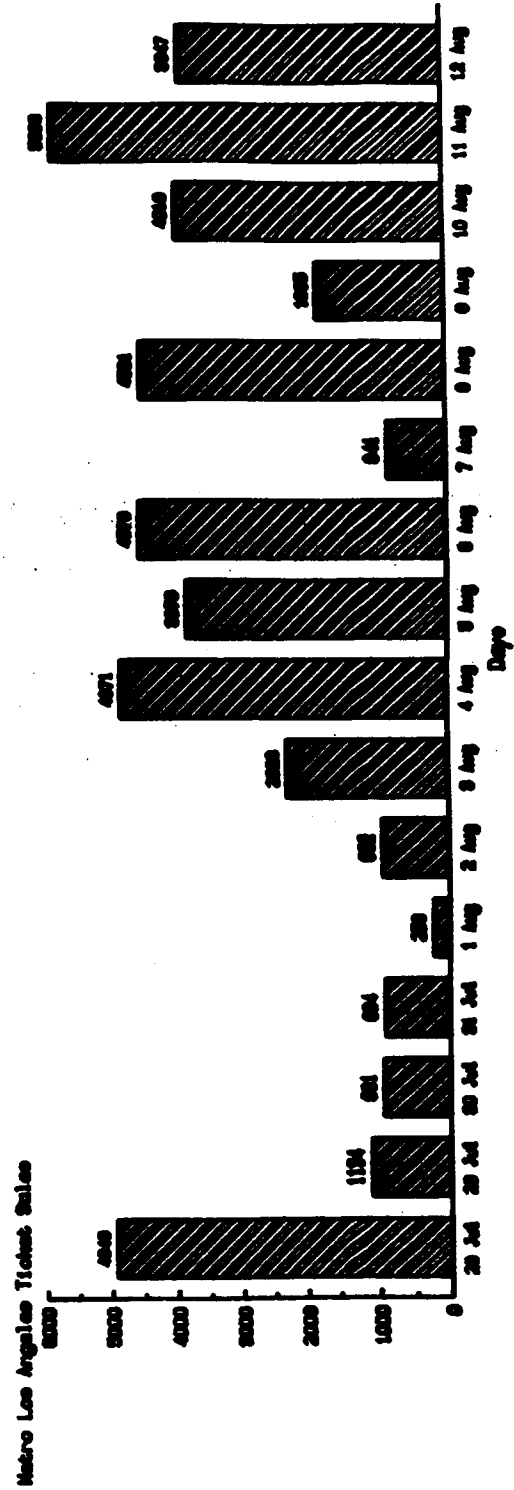
EXHIBIT 3

Ticket Sales to Morning Events At Exposition Park From Metro Los Angeles



Data Source LAMC
RFB Planning Department - 2/74

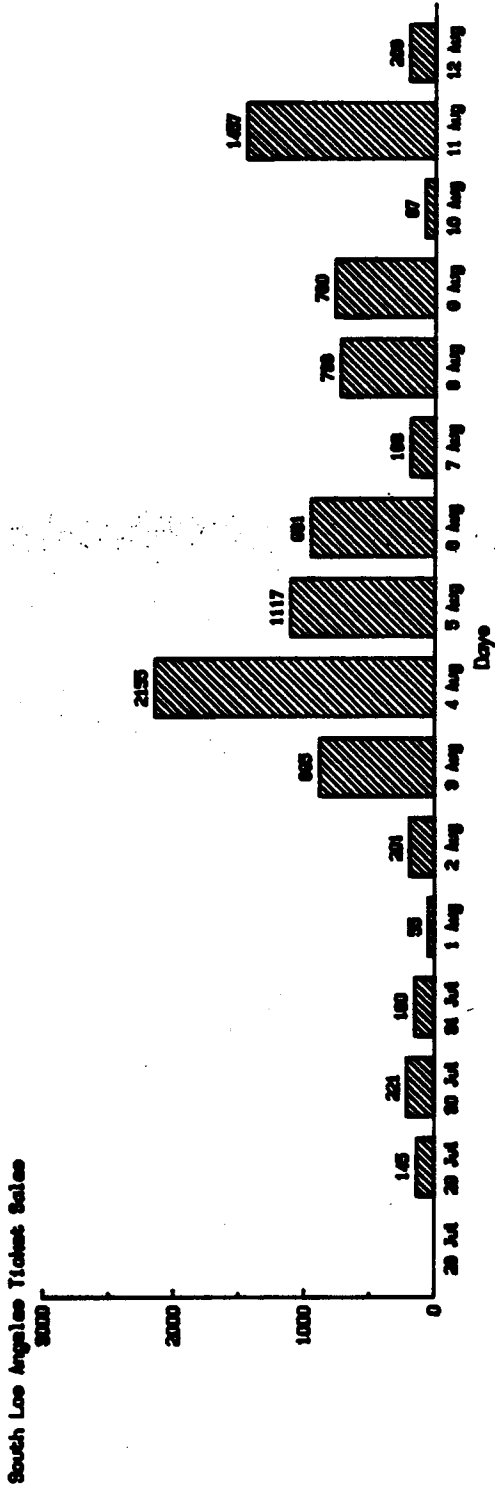
Ticket Sales to Afternoon/Evening Events At Exposition Park From Metro Los Angeles



Data Source LAMC
RFB Planning Department - 2/74

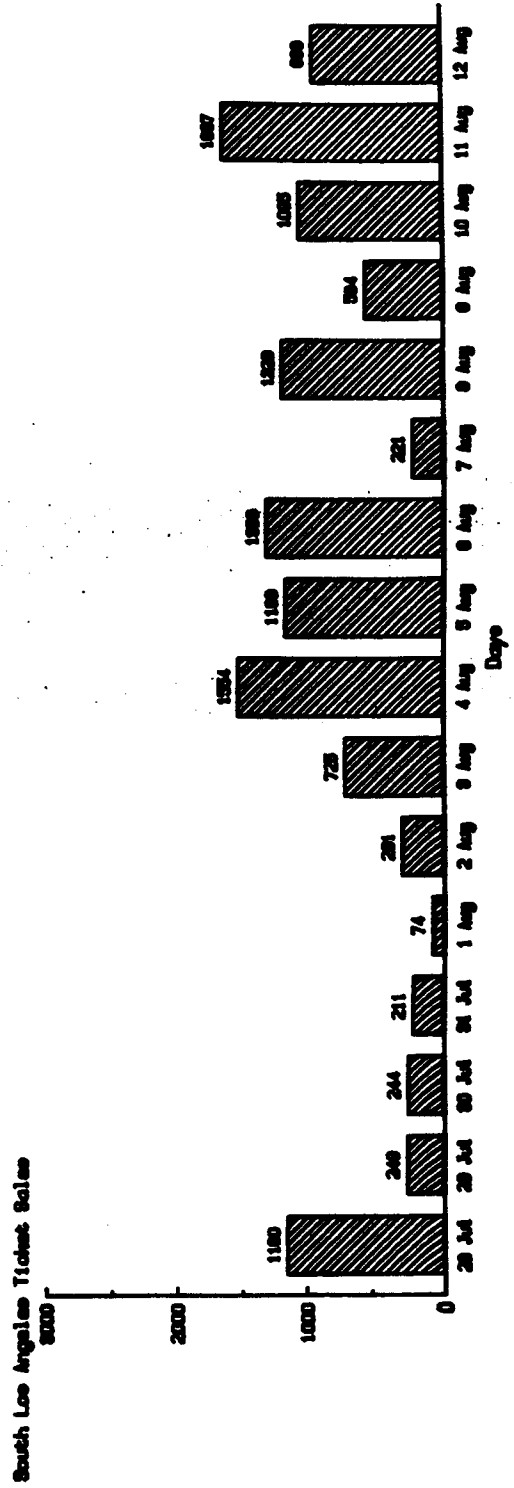
EXHIBIT 3

Ticket Sales to Morning Events At Exposition Park From South Los Angeles



Data Source LAMC
RFB Planning Department - 2/64

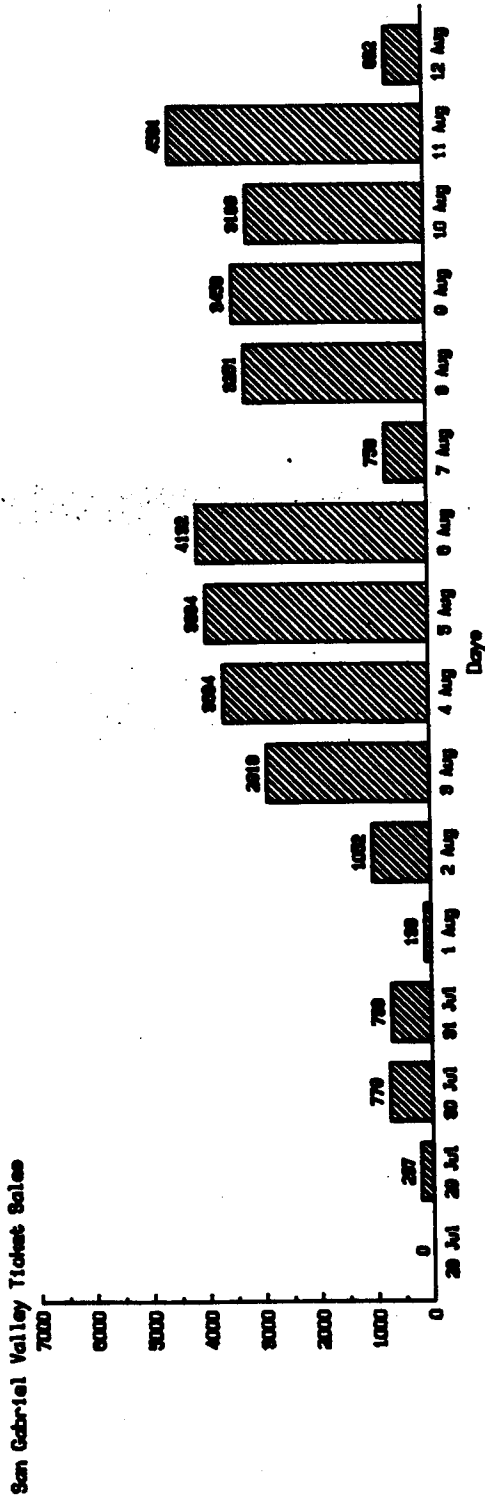
Ticket Sales to Afternoon/Evening Events At Exposition Park From South Los Angeles



Data Source LAMC
RFB Planning Department - 2/64

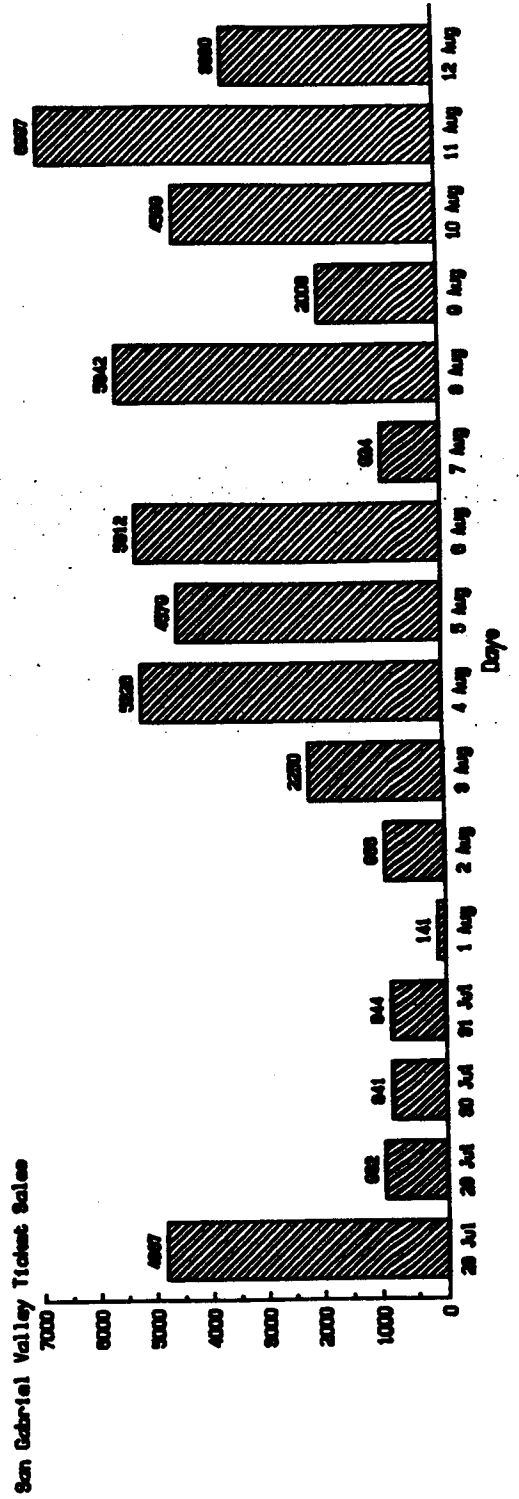
EXHIBIT 3

Ticket Sales to Morning Events At
Exposition Park From The San Gabriel Valley



Data Source LADEC
RTD Planning Department - 2/84

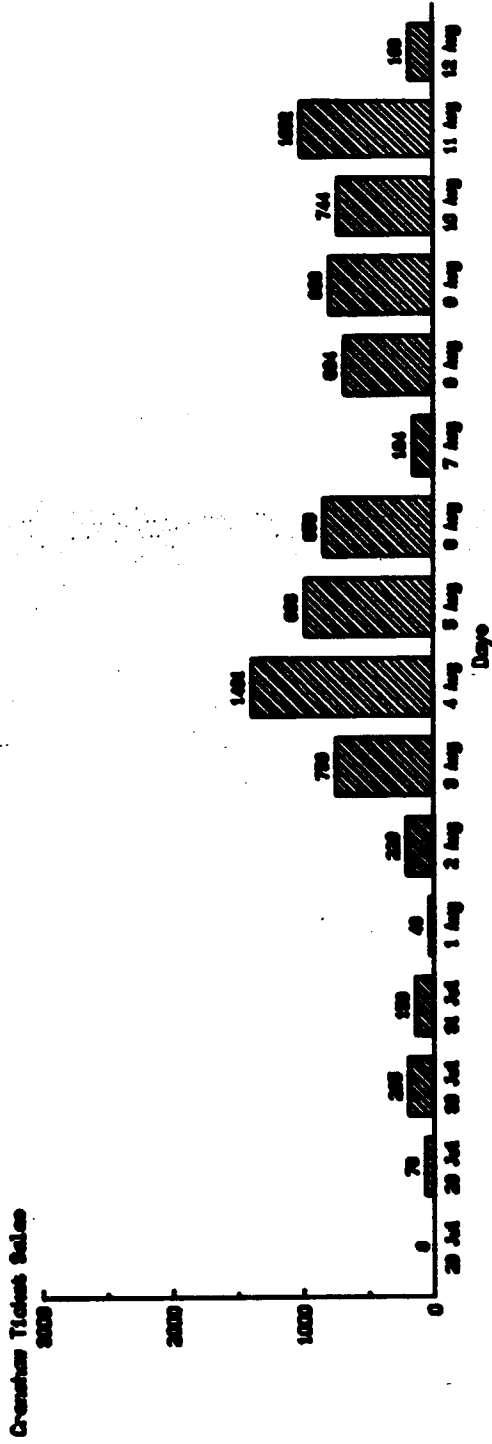
Ticket Sales to Afternoon/Evening Events At
Exposition Park From The San Gabriel Valley



Data Source LADEC
RTD Planning Department - 2/84

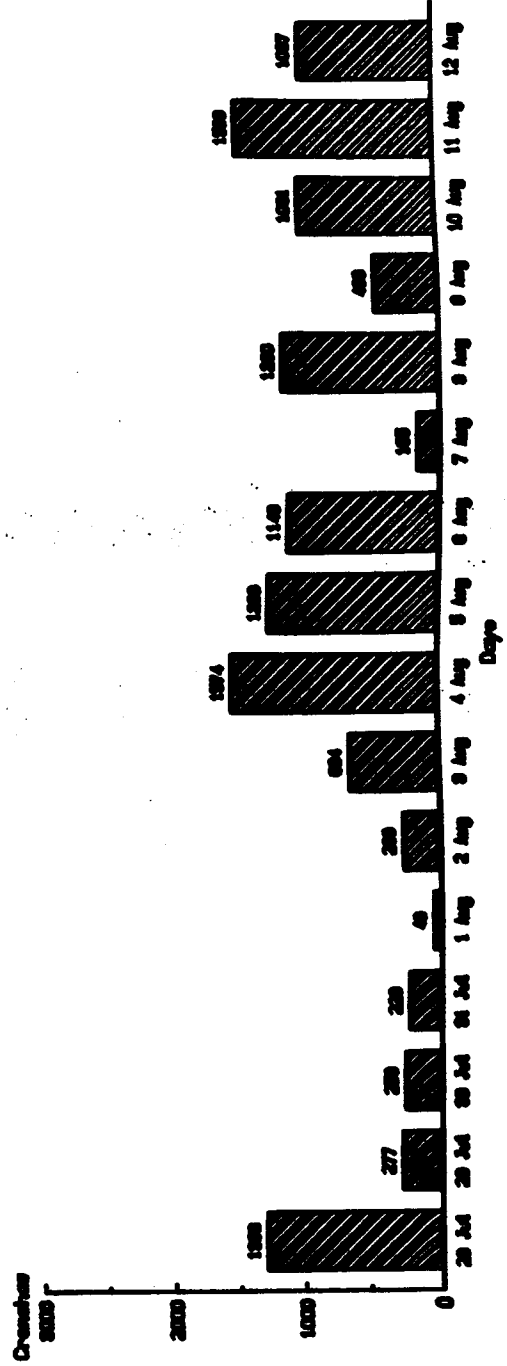
EXHIBIT 3

Ticket Sales to Morning Events At Exposition Park From Crenshaw



Data Source: LAMC
 RFB Planning Department - 2/04

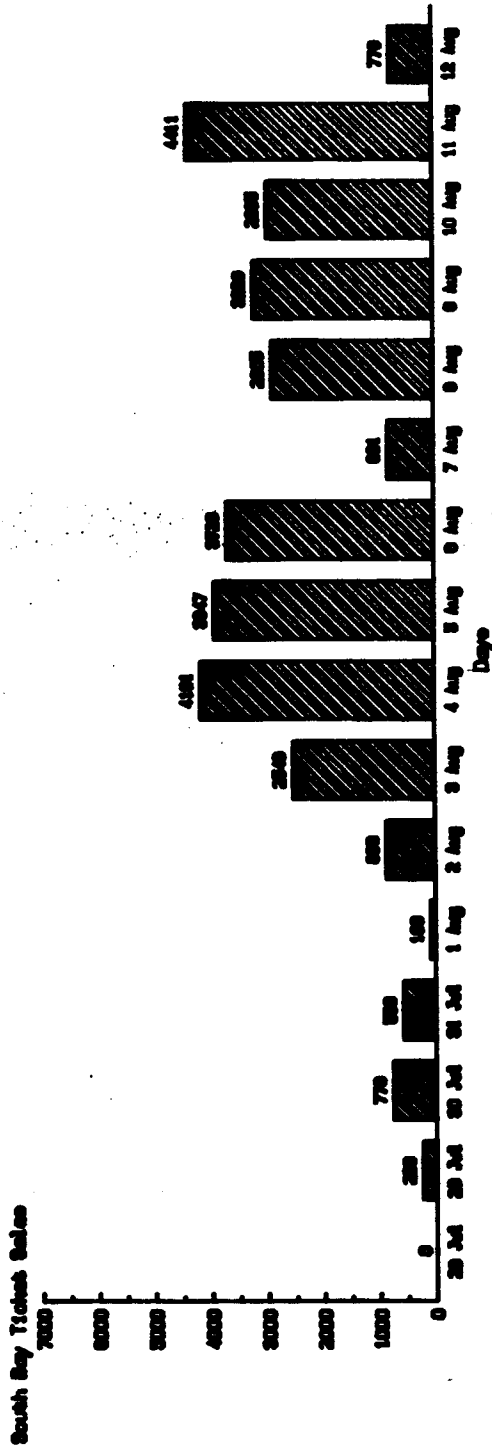
Ticket Sales to Afternoon/Evening Events At Exposition Park From Crenshaw



Data Source: LAMC
 RFB Planning Department - 2/04

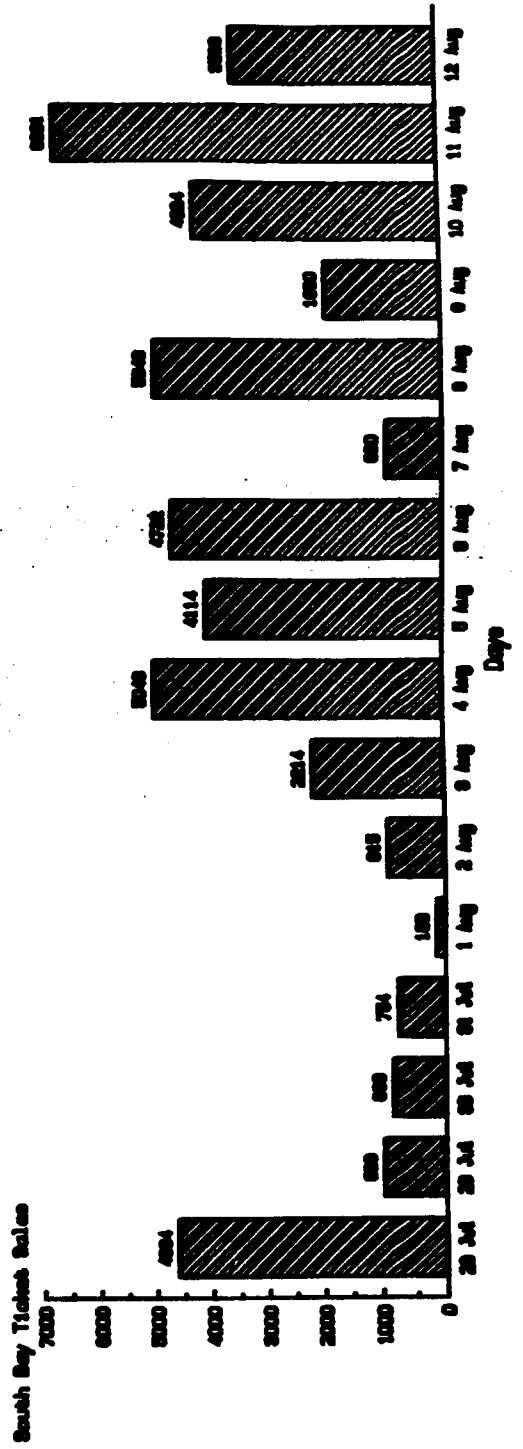
EXHIBIT 3

Ticket Sales To Morning Events At Exposition Park From The South Bay



Data Source LAJCC
RIS Planning Department - 2/04

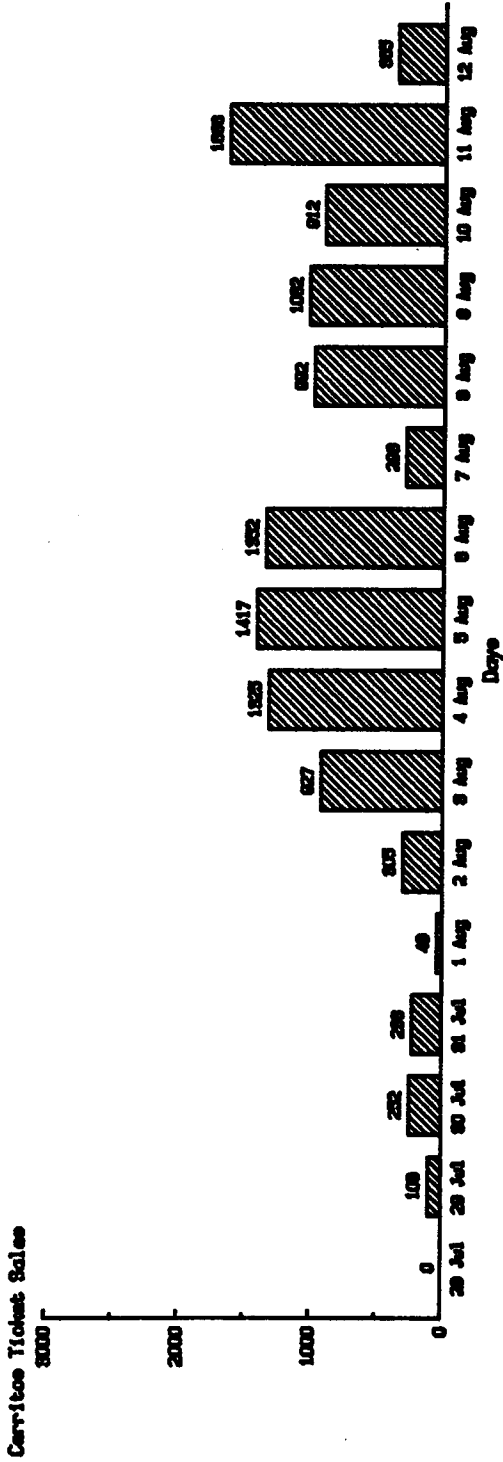
Ticket Sales to Afternoon/Evening Events At Exposition Park From The South Bay



Data Source LAJCC
RIS Planning Department - 2/04

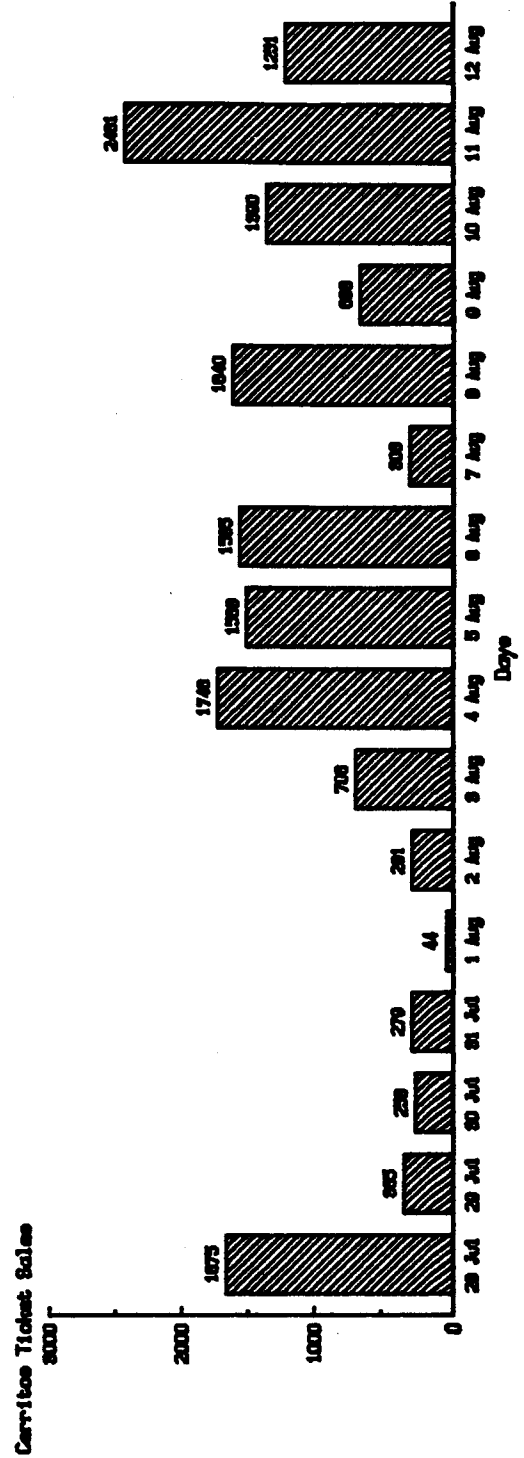
EXHIBIT 3

**Ticket Sales to Morning Events At Exposition
Park From Carritos**



Data Source LAMOC
RTD Planning Department - 2/64

**Ticket Sales to Afternoon/Evening Events At
Exposition Park From Carritos**



Data Source LAMOC
RTD Planning Department - 2/64

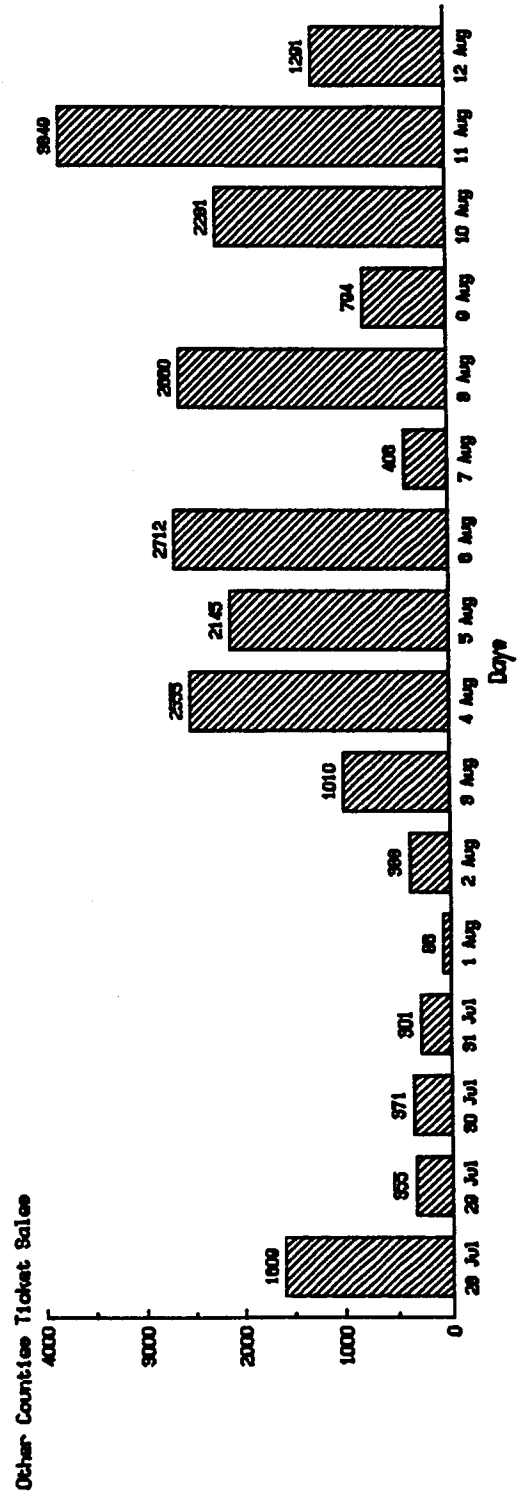
EXHIBIT 3

Ticket Sales to Morning Events At Exposition Park From Other Counties



Data Source LAOCC
RTD Planning Department - 2/84

Ticket Sales to Afternoon/Evening Events At Exposition Park From Other Counties



Data Source LAOCC
RTD Planning Department - 2/84

EXHIBIT 4

Distribution of Total Ticket Sales To Olympic Events At U.C.L.A. By Sector

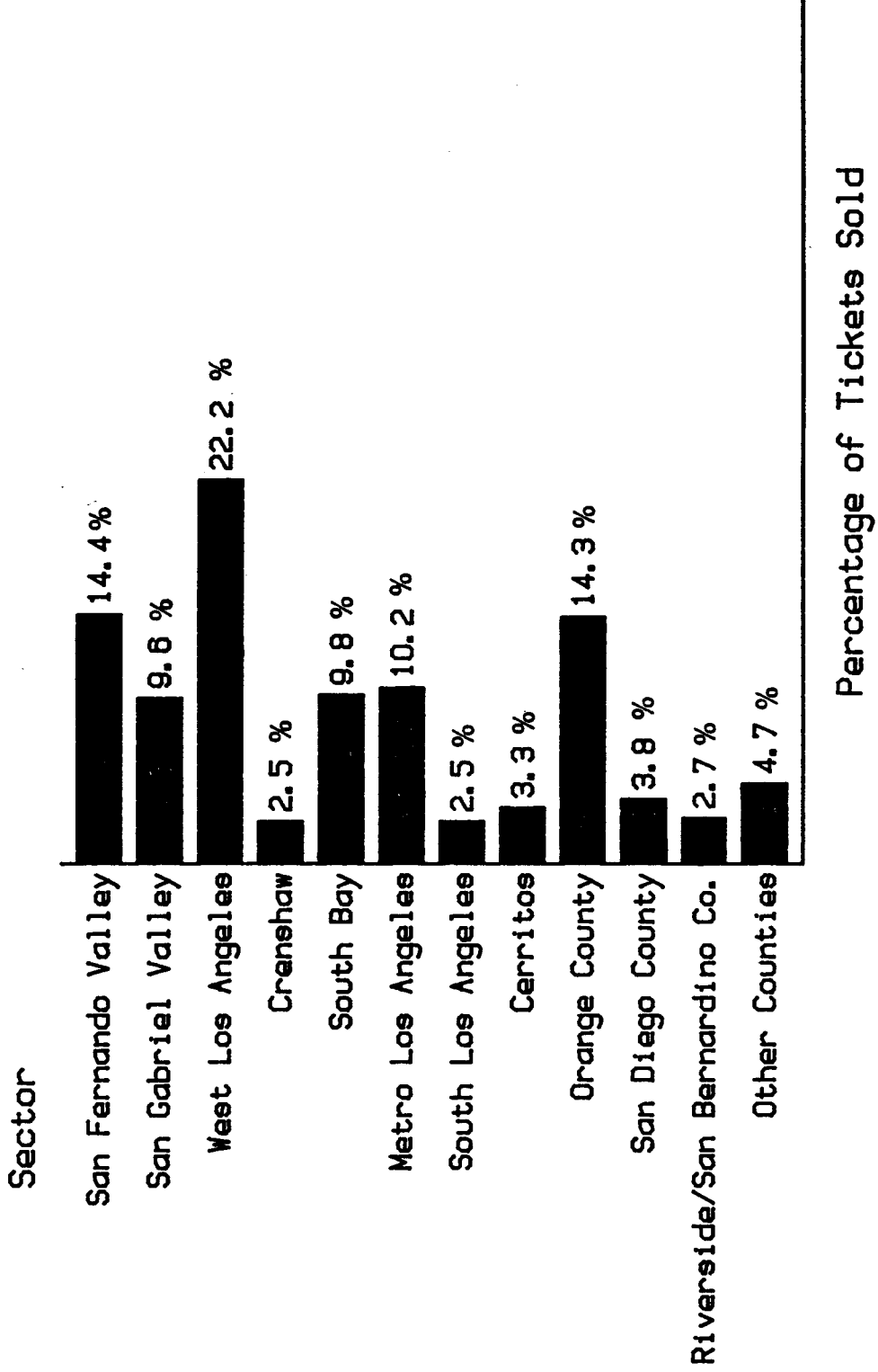
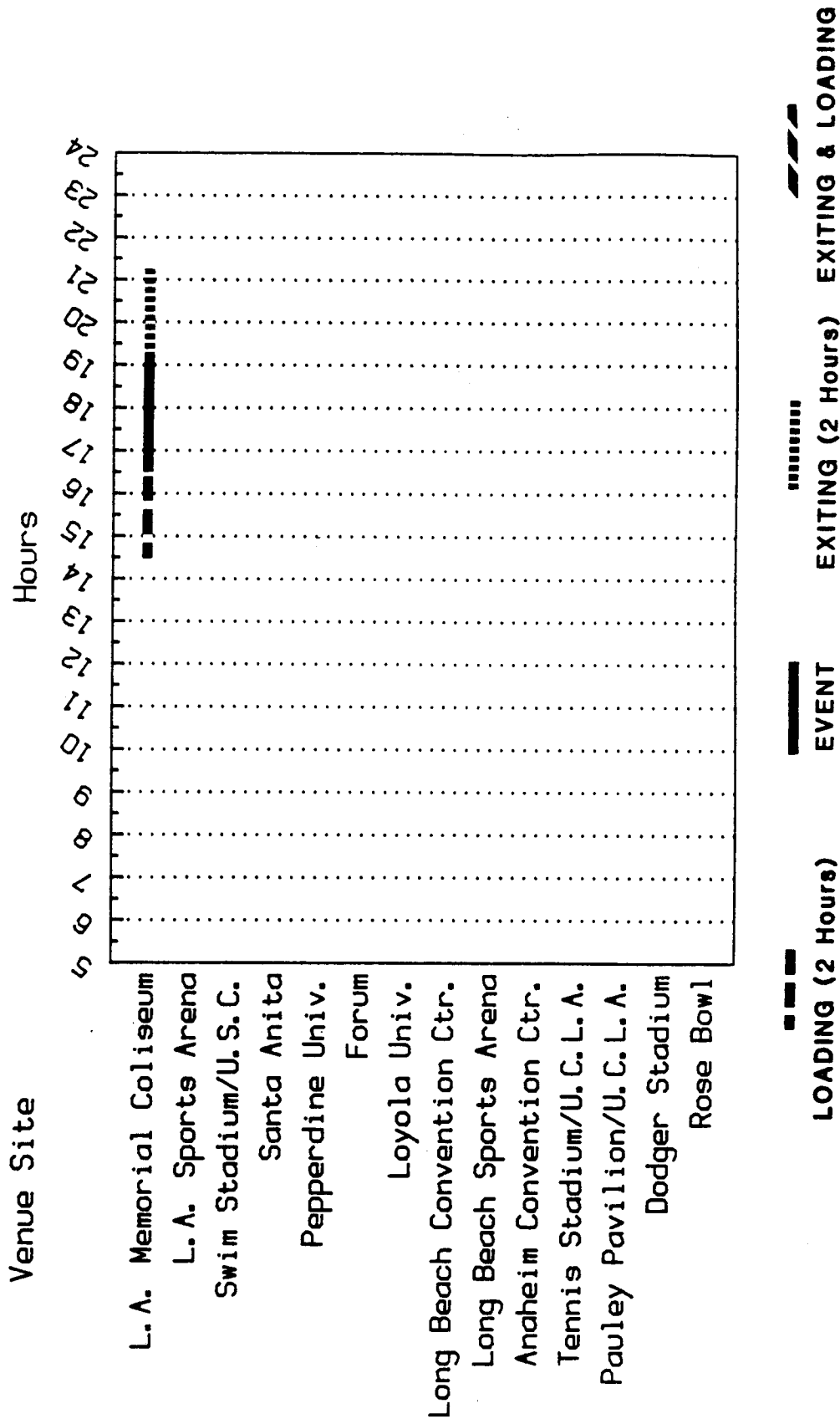


EXHIBIT 5

EXHIBIT 5
RTD DAILY PASSENGER MOVEMENTS AT OLYMPIC VENUES
FOR SATURDAY, JULY 28, 1984



Data Source LA00C
 RTD Planning Department - 3/84

EXHIBIT 5
RTD DAILY PASSENGER MOVEMENTS AT OLYMPIC VENUES
FOR SUNDAY, JULY 29, 1984

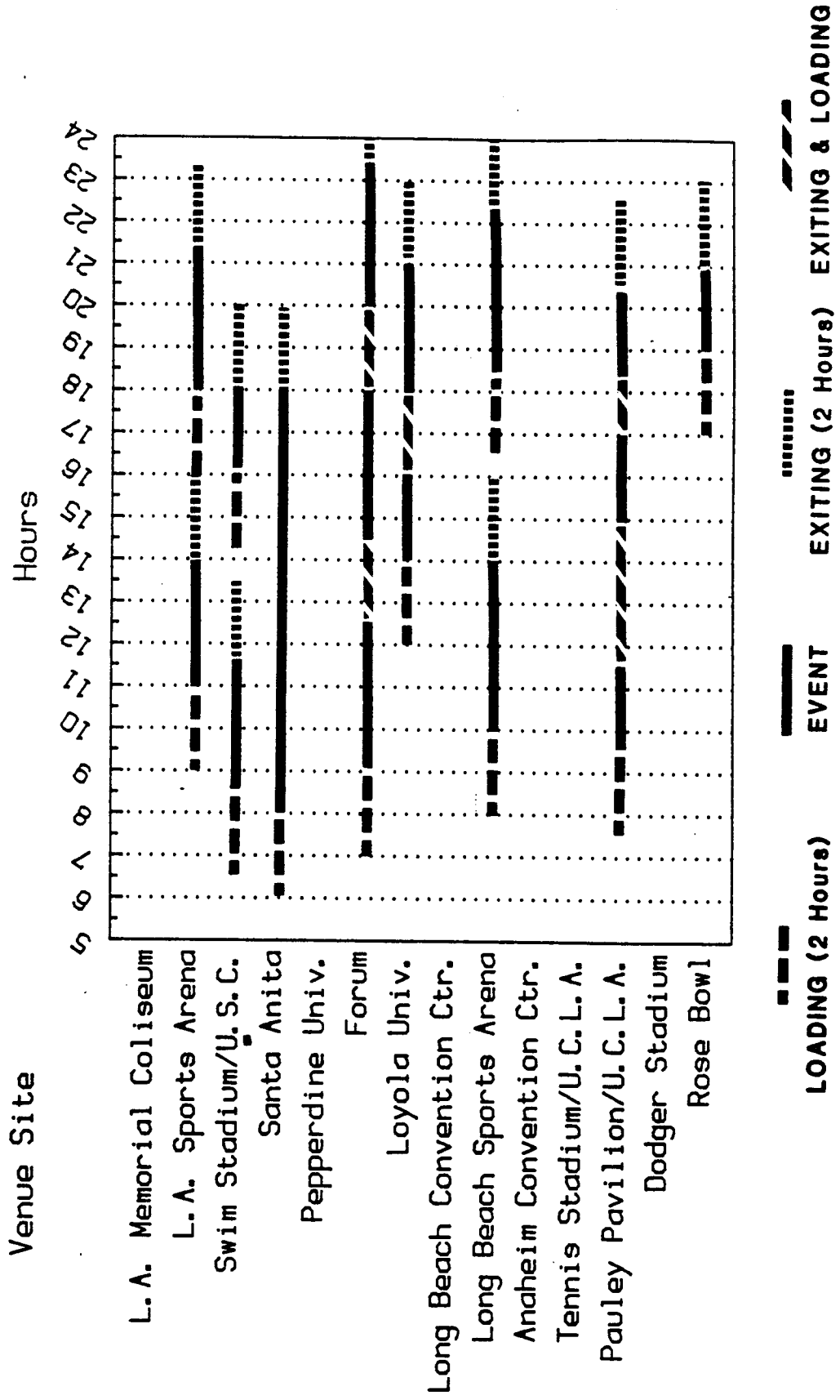


EXHIBIT 5
RTD DAILY PASSENGER MOVEMENTS AT OLYMPIC VENUES
FOR MONDAY, JULY 30, 1984

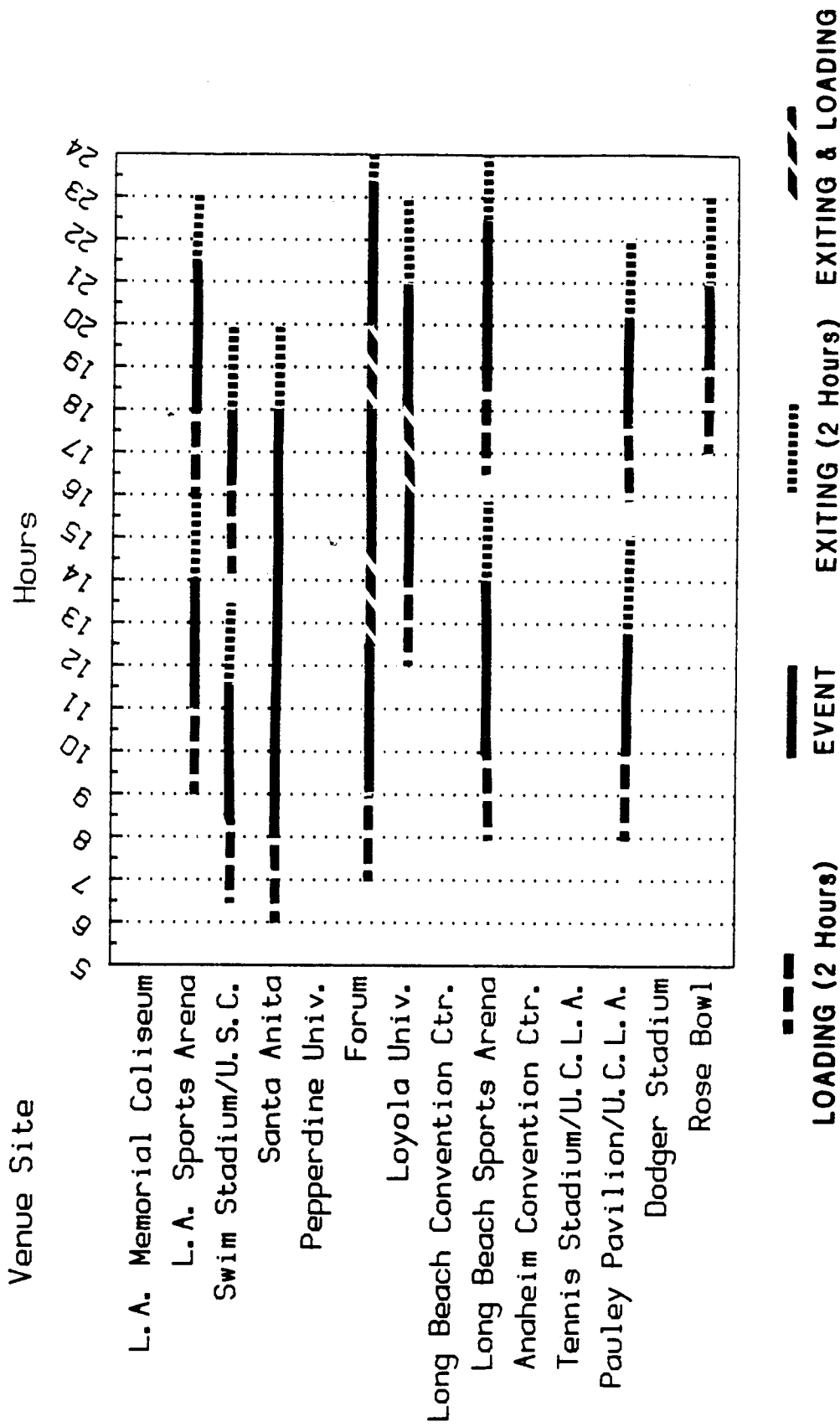


EXHIBIT 5
RTD DAILY PASSENGER MOVEMENTS AT OLYMPIC VENUES
FOR TUESDAY, JULY 31, 1984

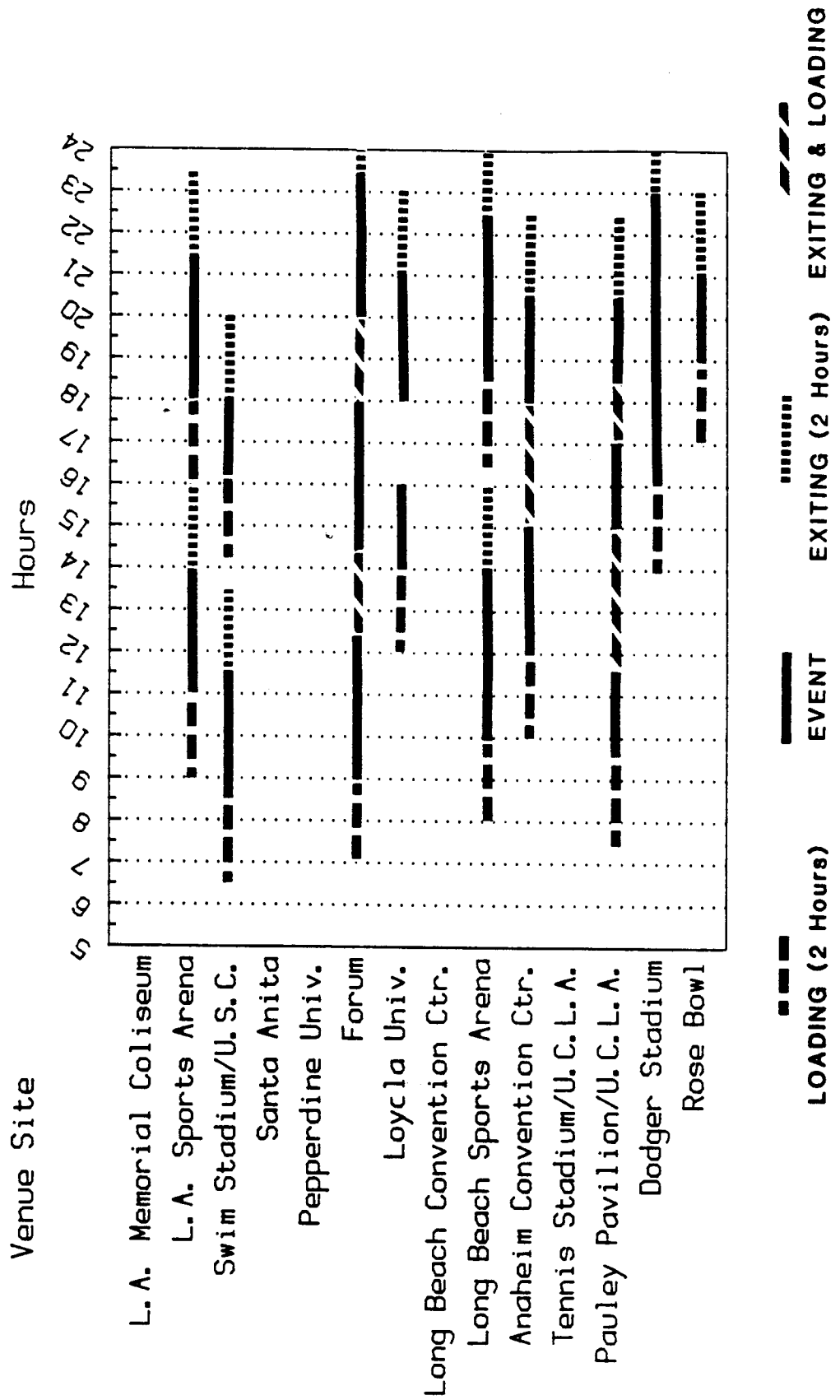


EXHIBIT 5
RTD DAILY PASSENGER MOVEMENTS AT OLYMPIC VENUES
FOR WEDNESDAY, AUGUST 1, 1984

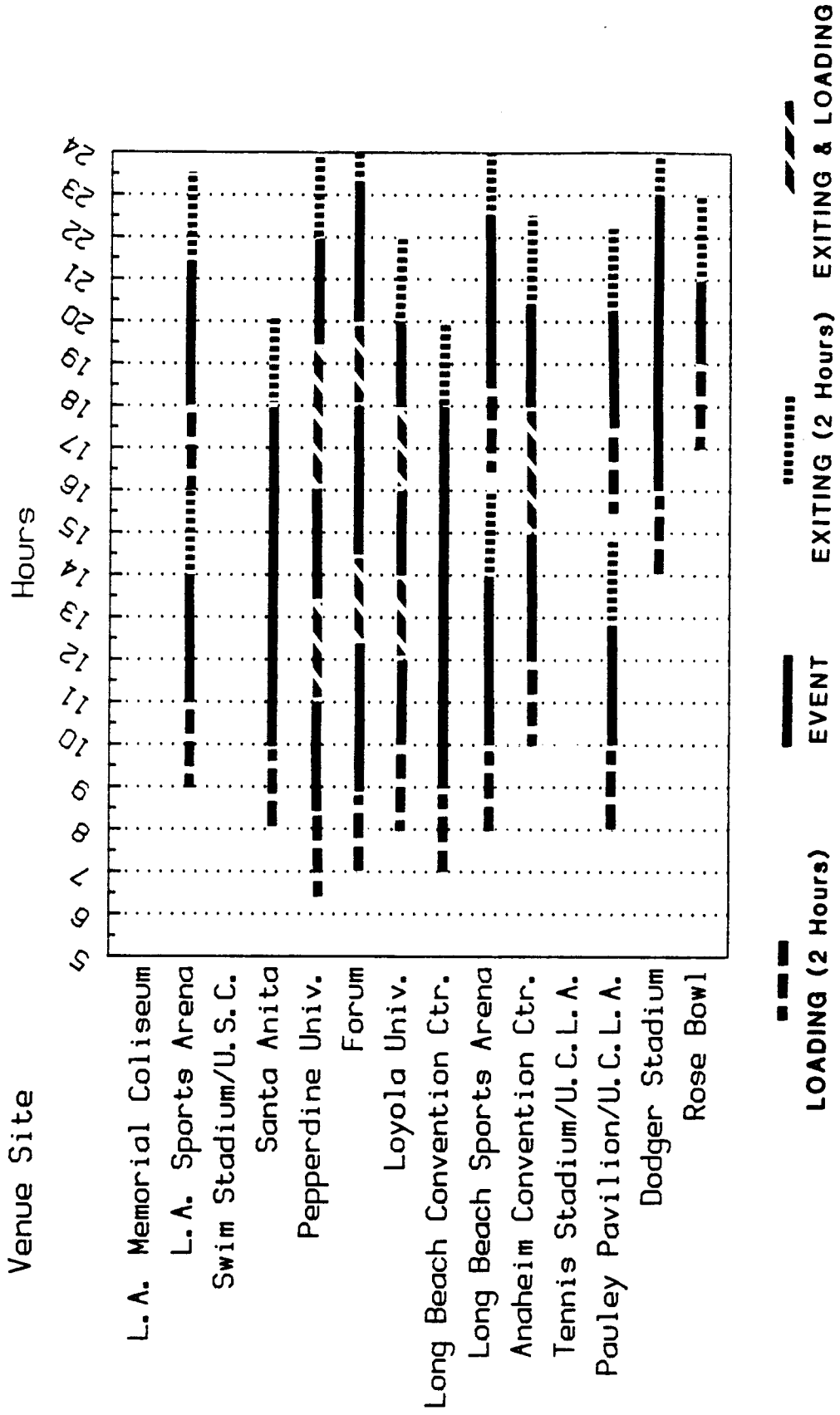


EXHIBIT 5
RTD DAILY PASSENGER MOVEMENTS AT OLYMPIC VENUES
FOR THURSDAY, AUGUST 2, 1984

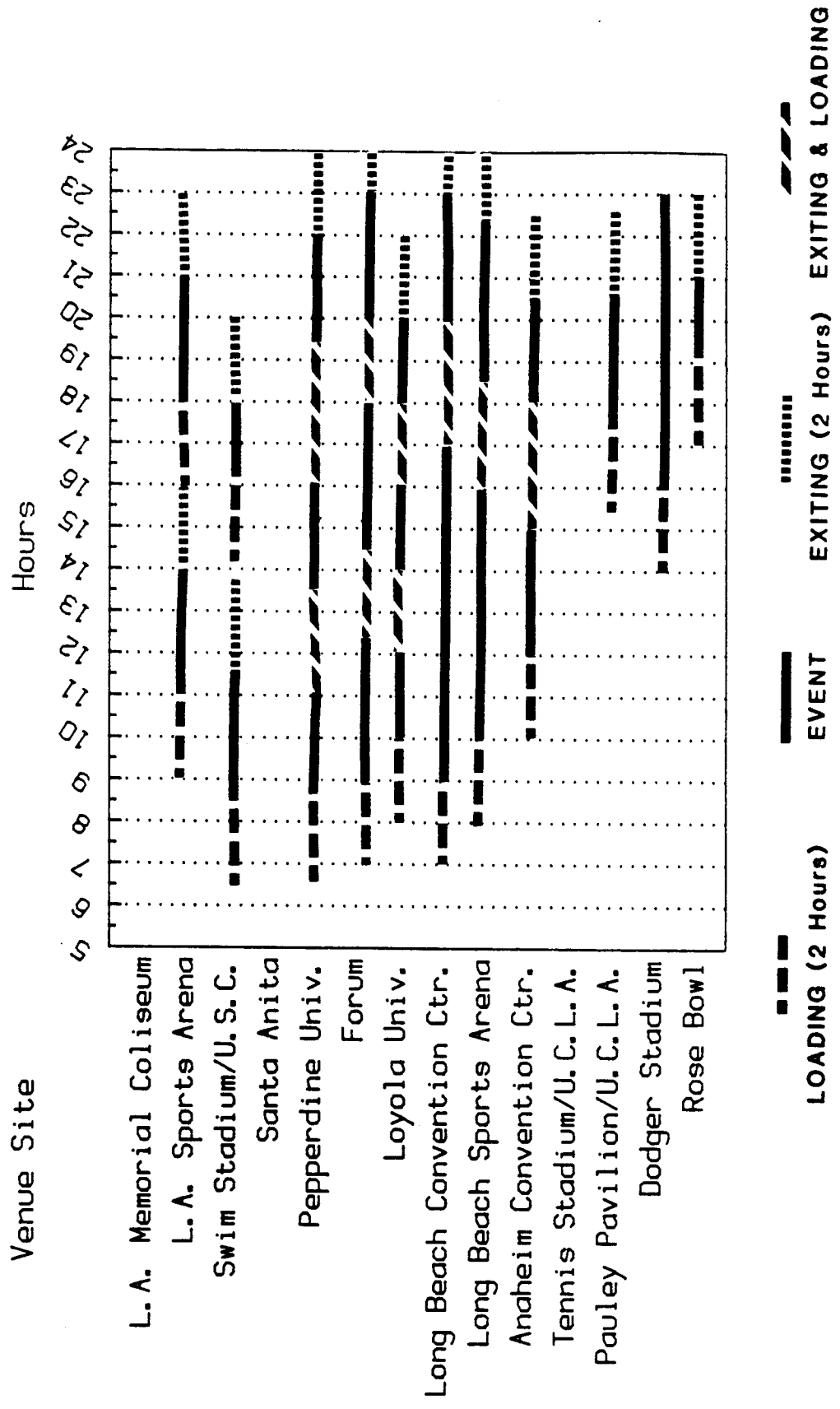


EXHIBIT 5

RTD DAILY PASSENGER MOVEMENTS AT OLYMPIC VENUES FOR FRIDAY, AUGUST 3, 1984

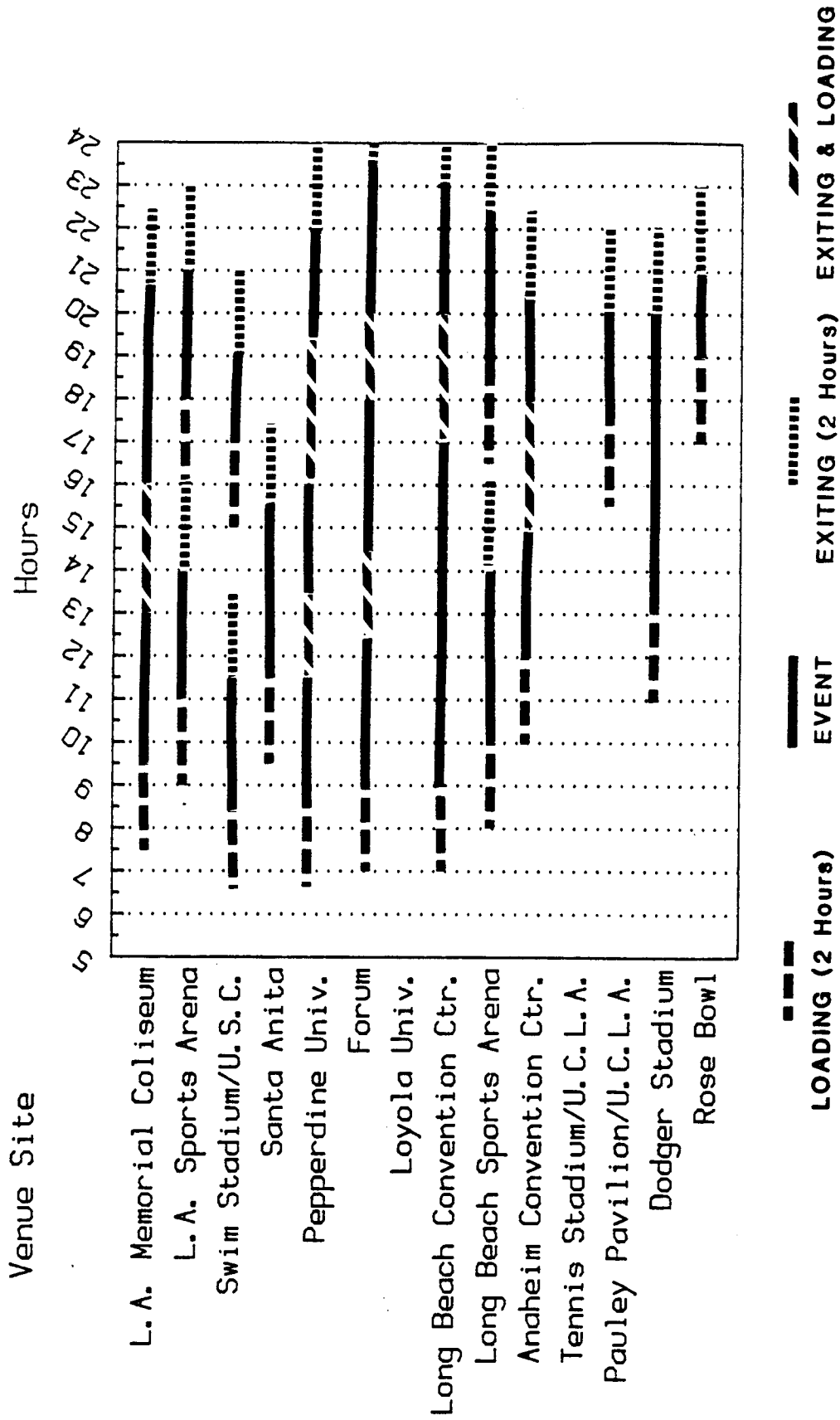


EXHIBIT 5
RTD DAILY PASSENGER MOVEMENTS AT OLYMPIC VENUES
FOR SATURDAY, AUGUST 4, 1984

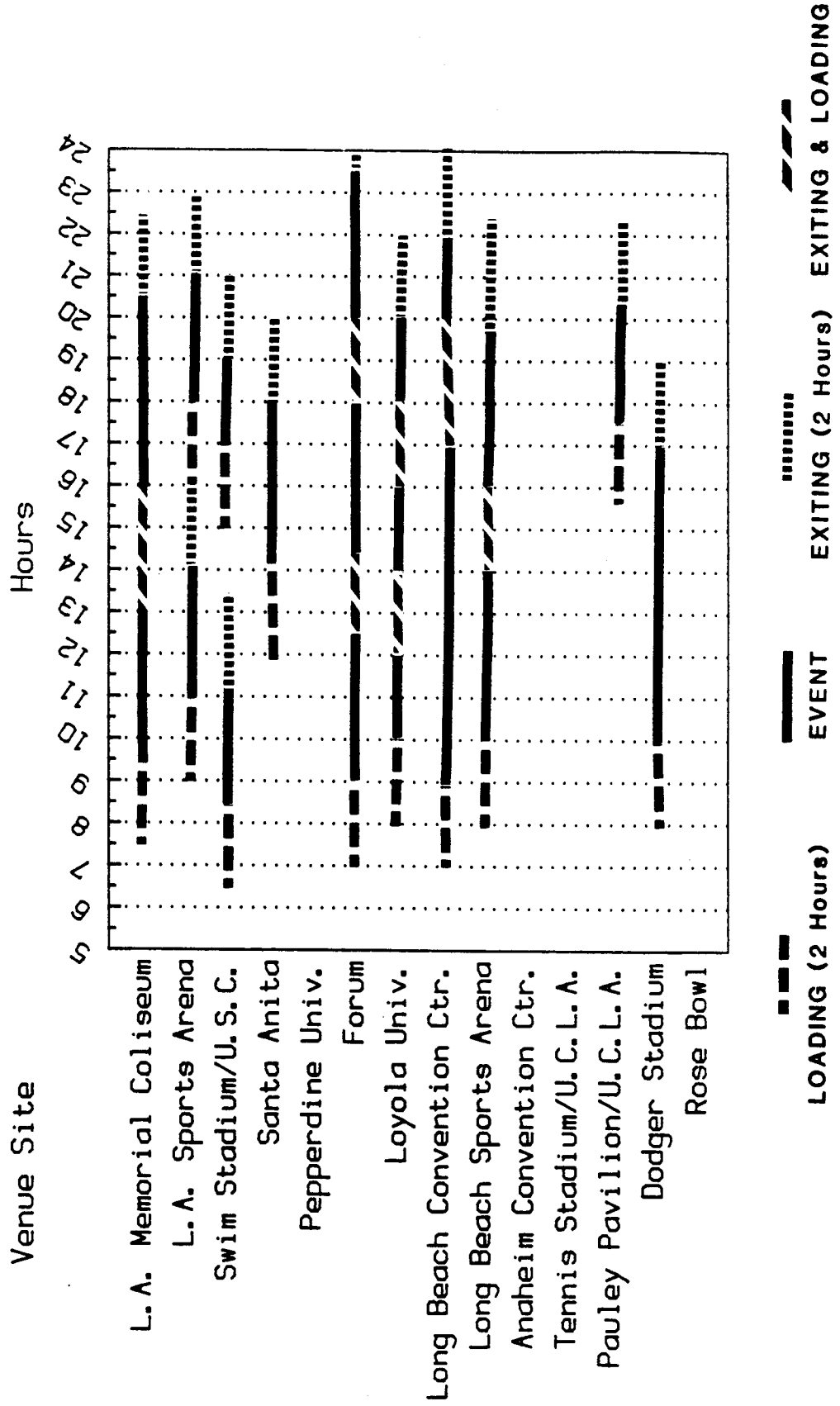


EXHIBIT 5
RTD DAILY PASSENGER MOVEMENTS AT OLYMPIC VENUES
FOR SUNDAY, AUGUST 5, 1984

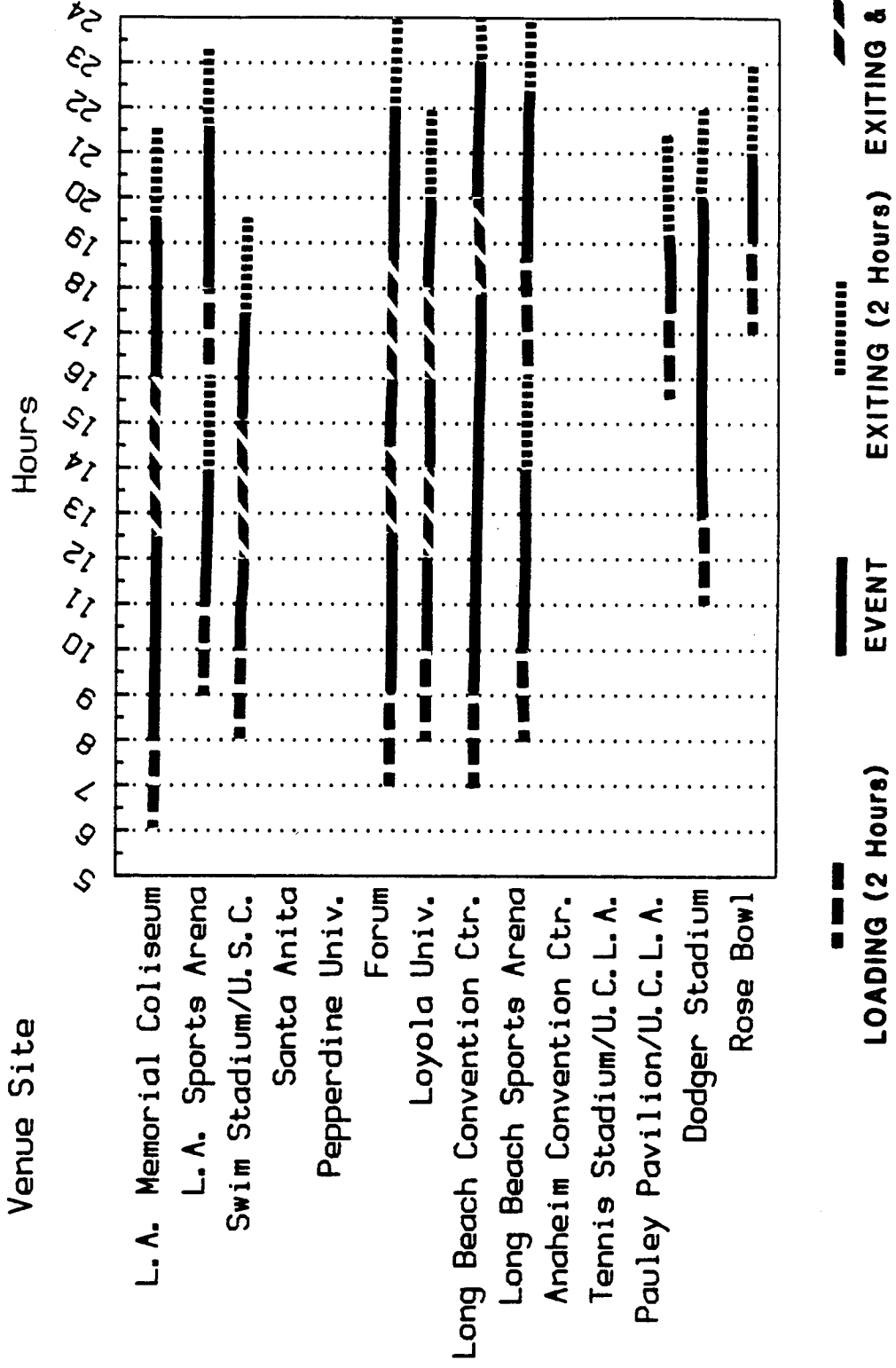


EXHIBIT 5
RTD DAILY PASSENGER MOVEMENTS AT OLYMPIC VENUES
FOR MONDAY, AUGUST 6, 1984

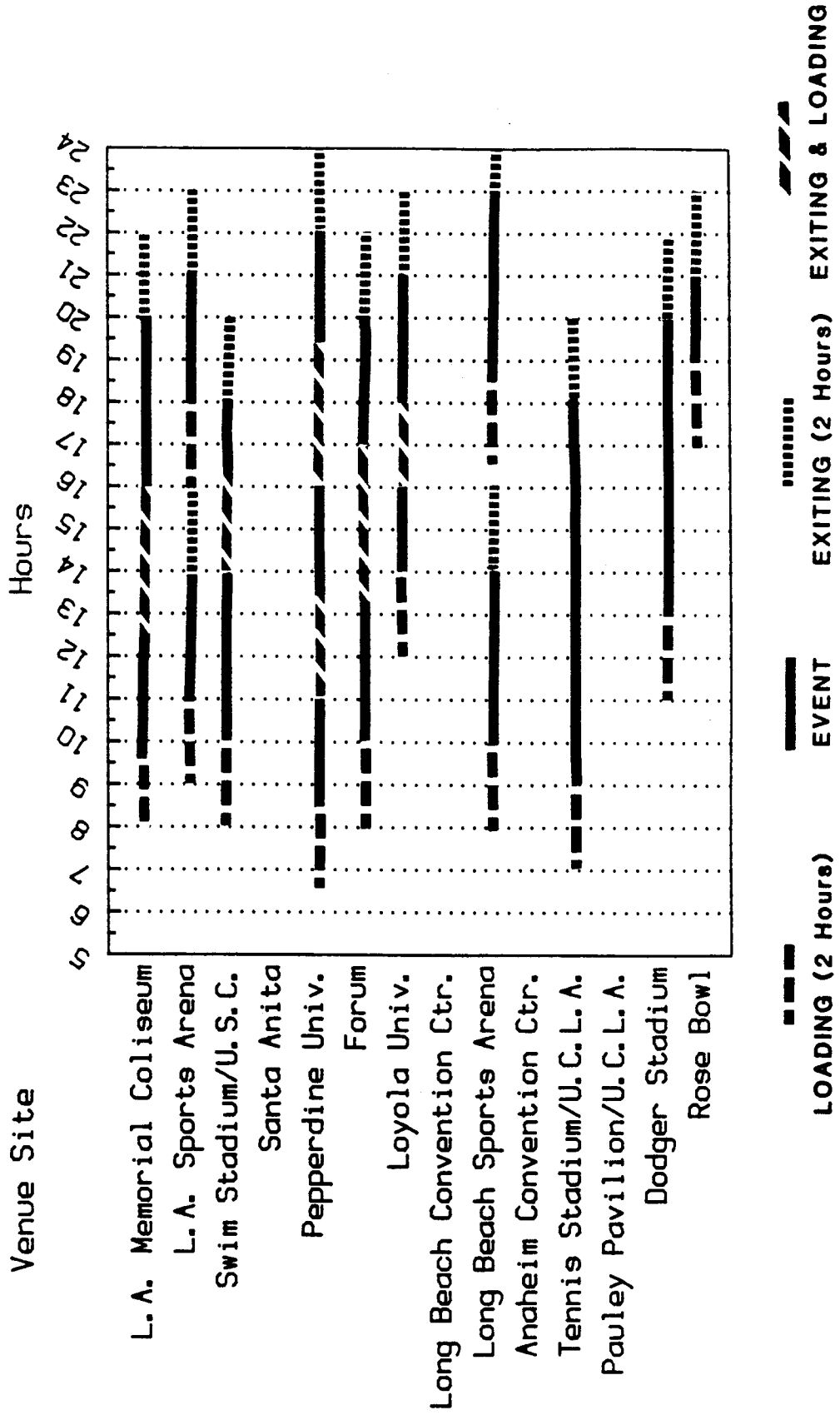


EXHIBIT 5
RTD DAILY PASSENGER MOVEMENTS AT OLYMPIC VENUES
FOR TUESDAY, AUGUST 7, 1984

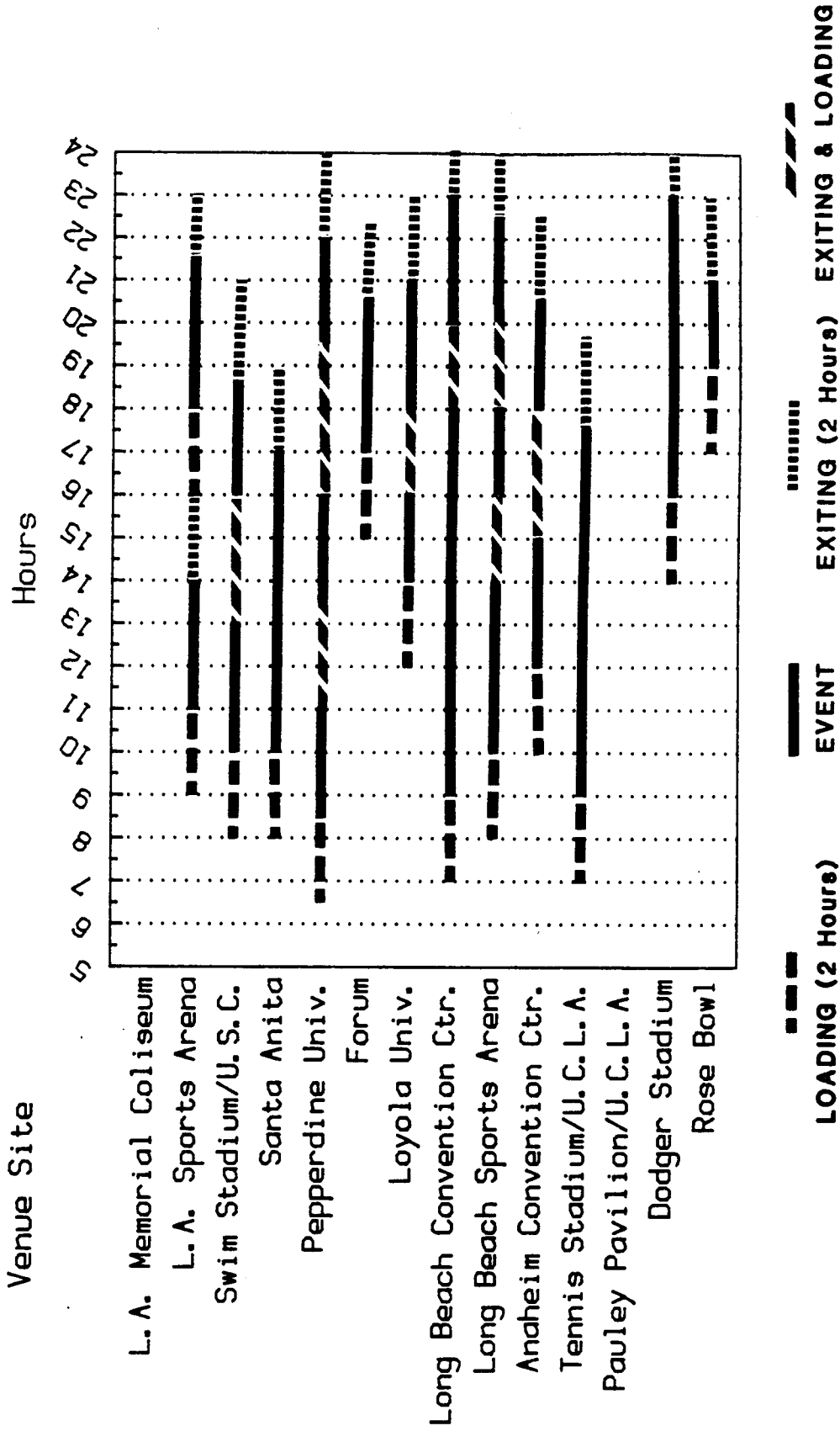


EXHIBIT 5
RTD DAILY PASSENGER MOVEMENTS AT OLYMPIC VENUES
FOR WEDNESDAY, AUGUST 8, 1984

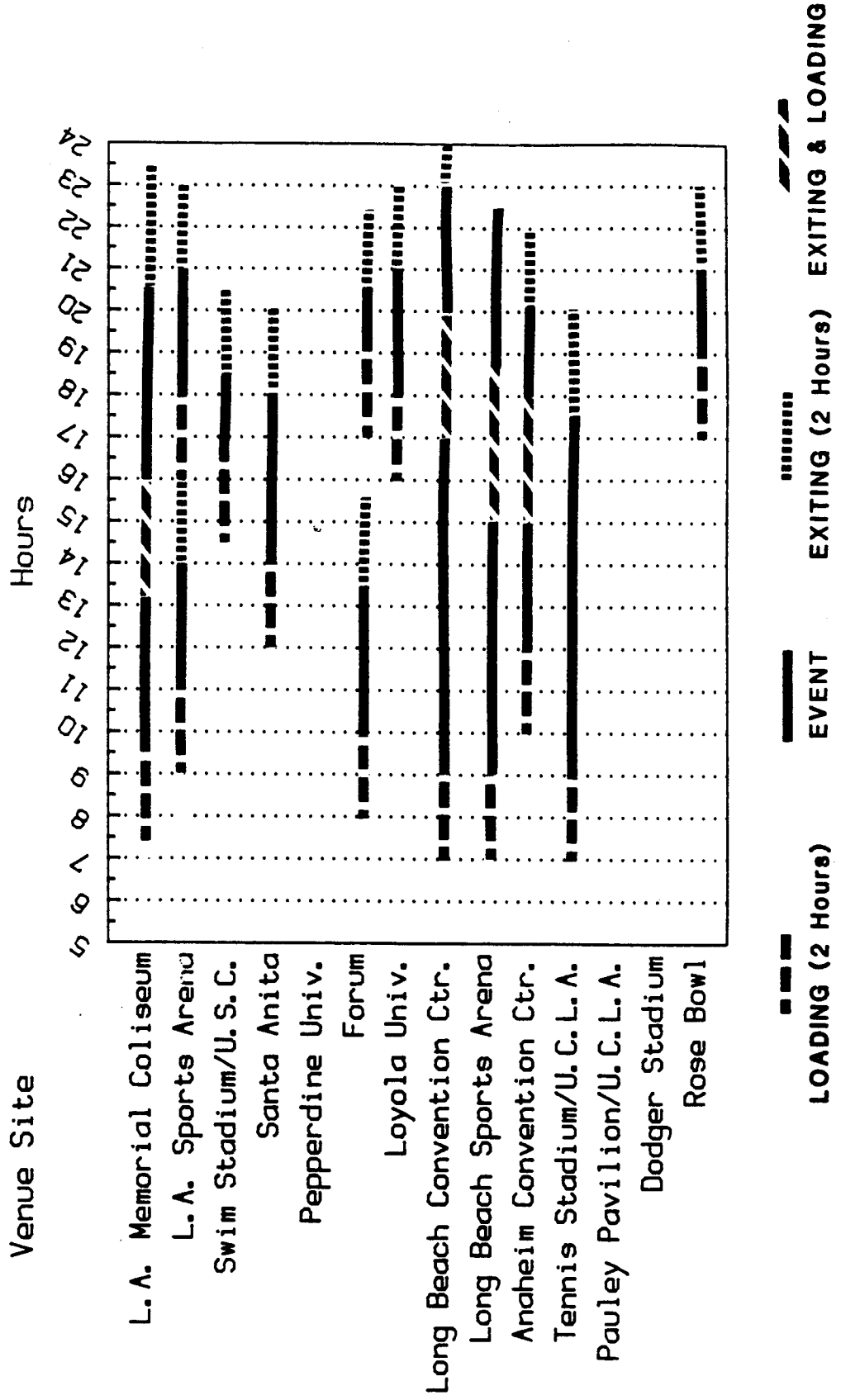


EXHIBIT 5
RTD DAILY PASSENGER MOVEMENTS AT OLYMPIC VENUES
FOR THURSDAY, AUGUST 9, 1984

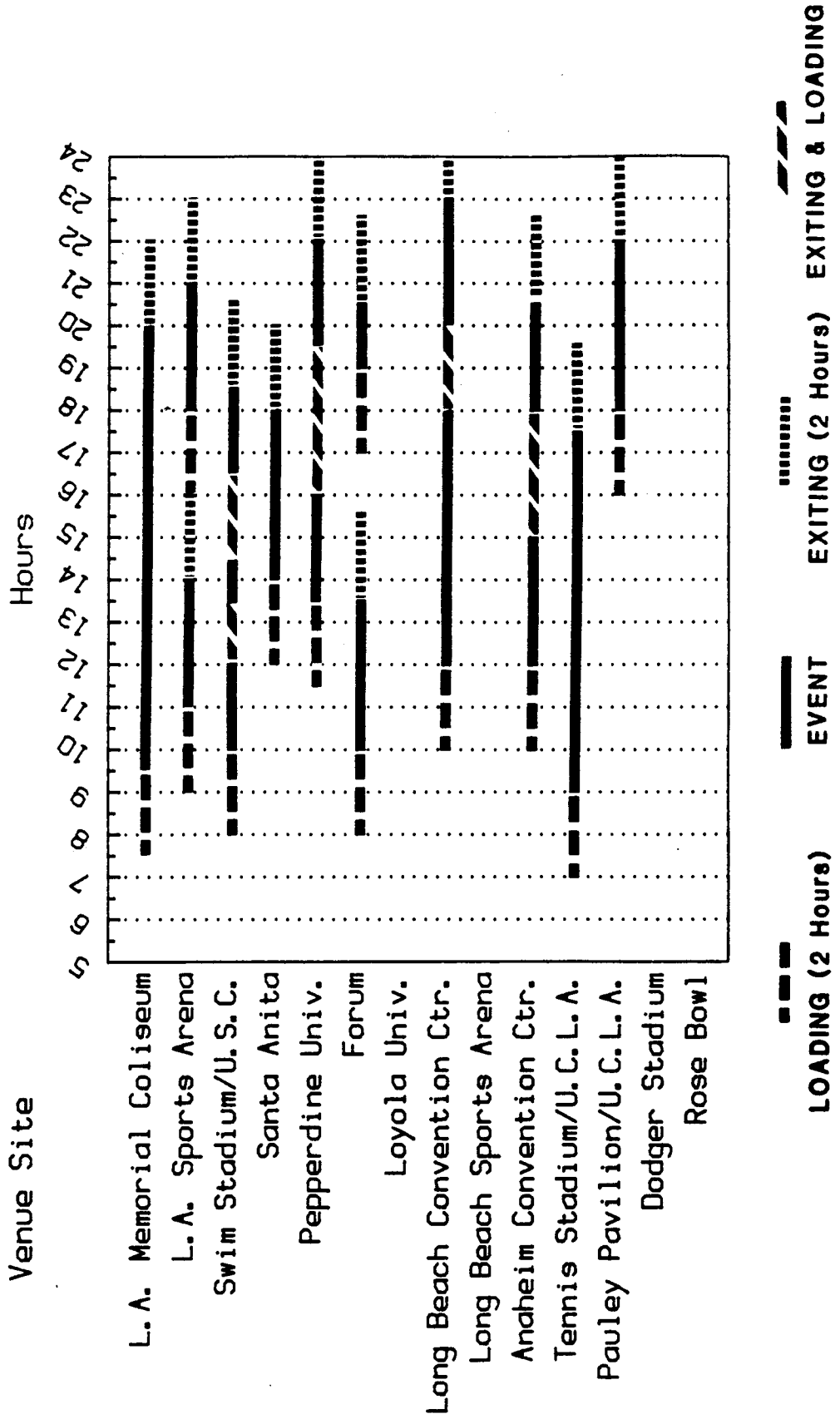


EXHIBIT 5
RTD DAILY PASSENGER MOVEMENTS AT OLYMPIC VENUES
FOR FRIDAY, AUGUST 10, 1984

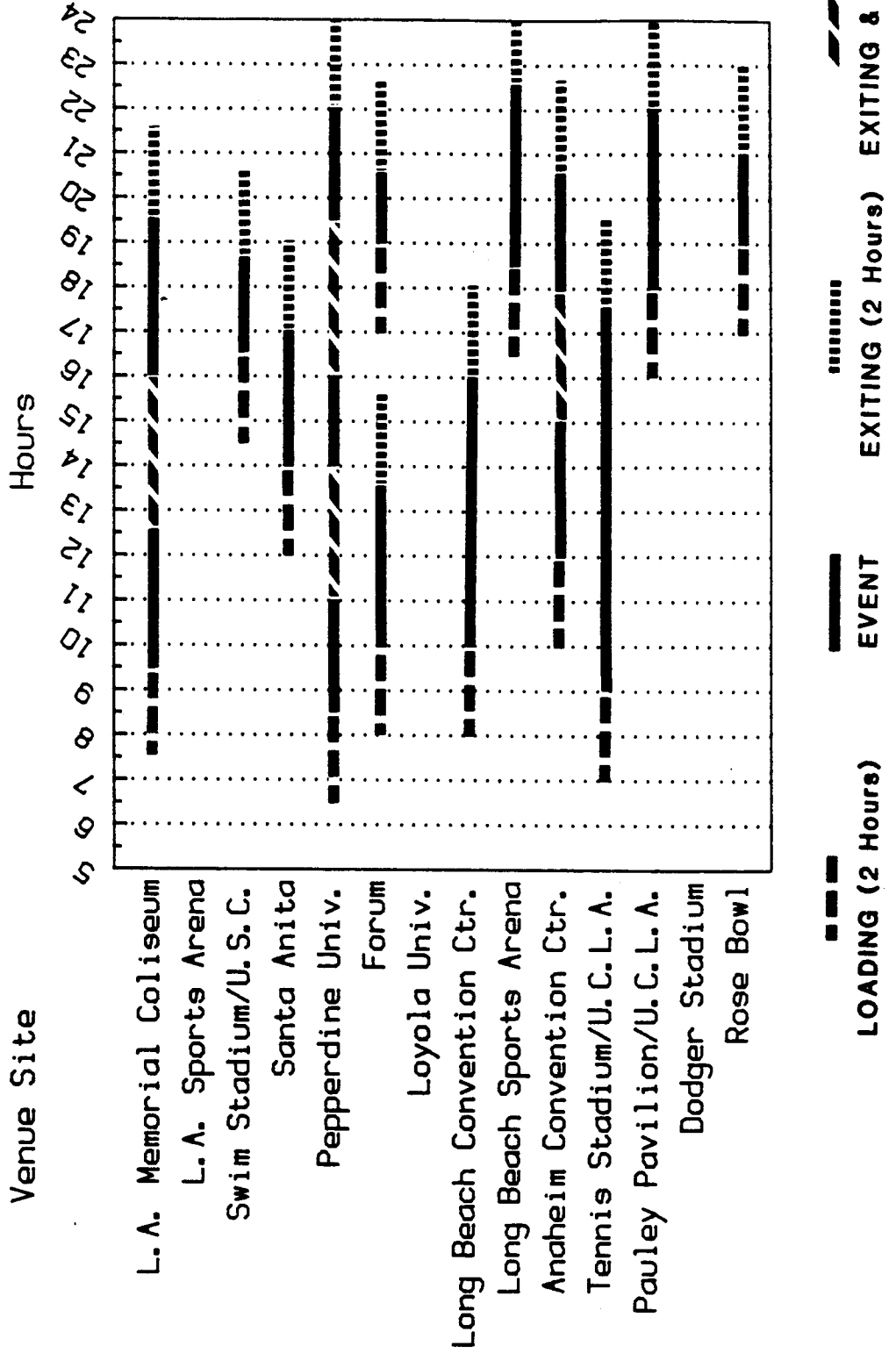
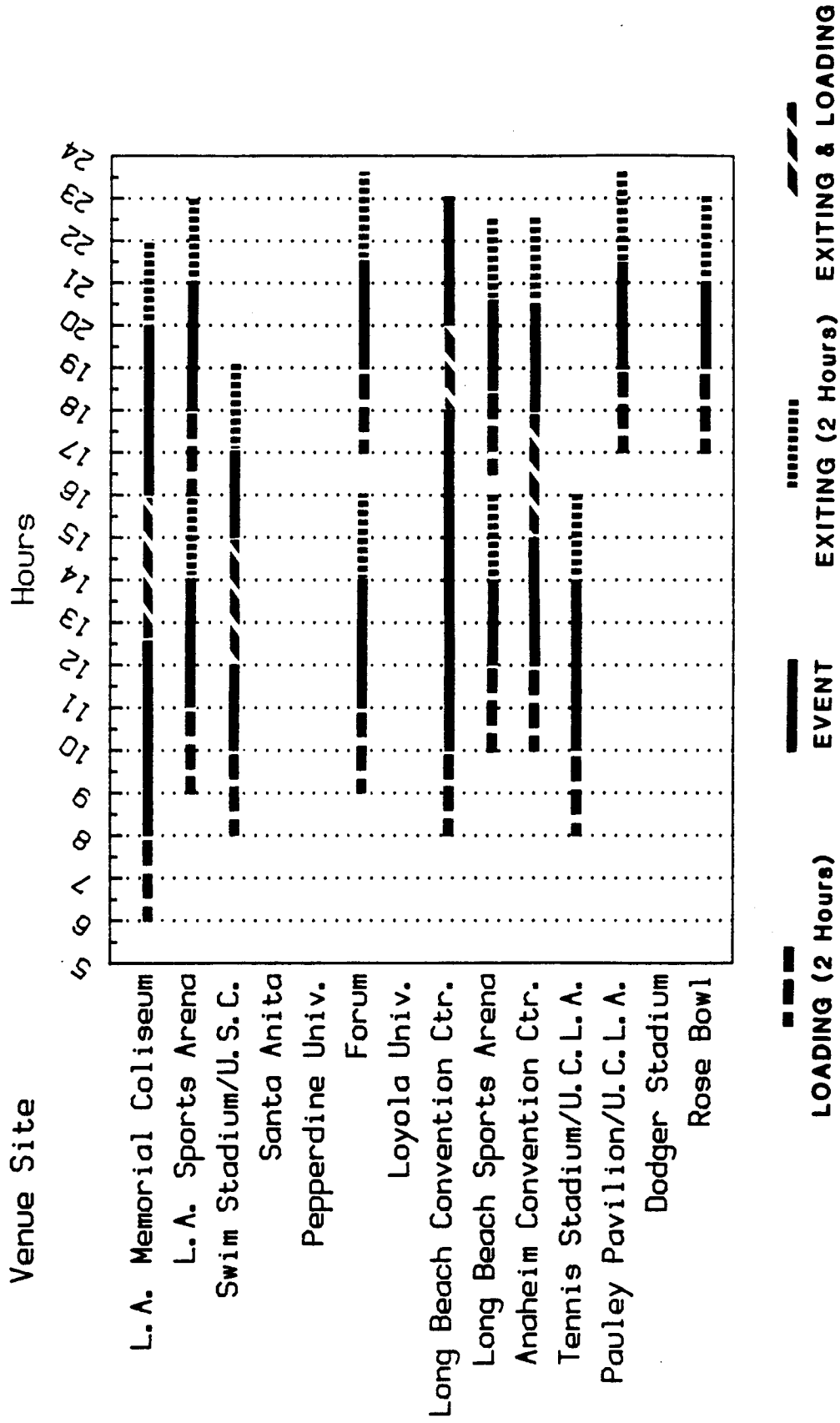


EXHIBIT 5
RTD DAILY PASSENGER MOVEMENTS AT OLYMPIC VENUES
FOR SATURDAY, AUGUST 11, 1984



Data Source LA00C
 RTD Planning Department - 3/84

EXHIBIT 5
RTD DAILY PASSENGER MOVEMENTS AT OLYMPIC VENUES
FOR SUNDAY, AUGUST 12, 1984

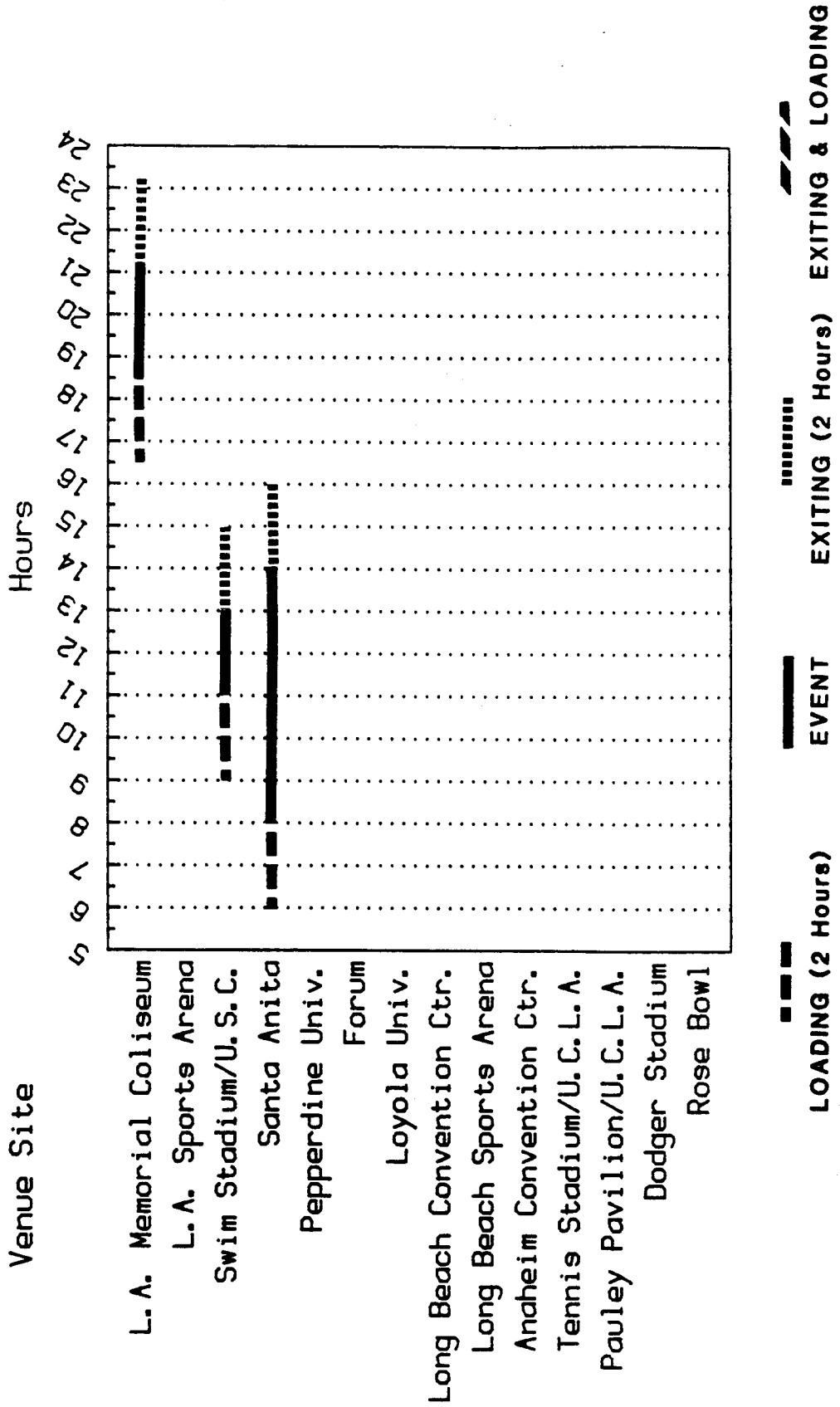
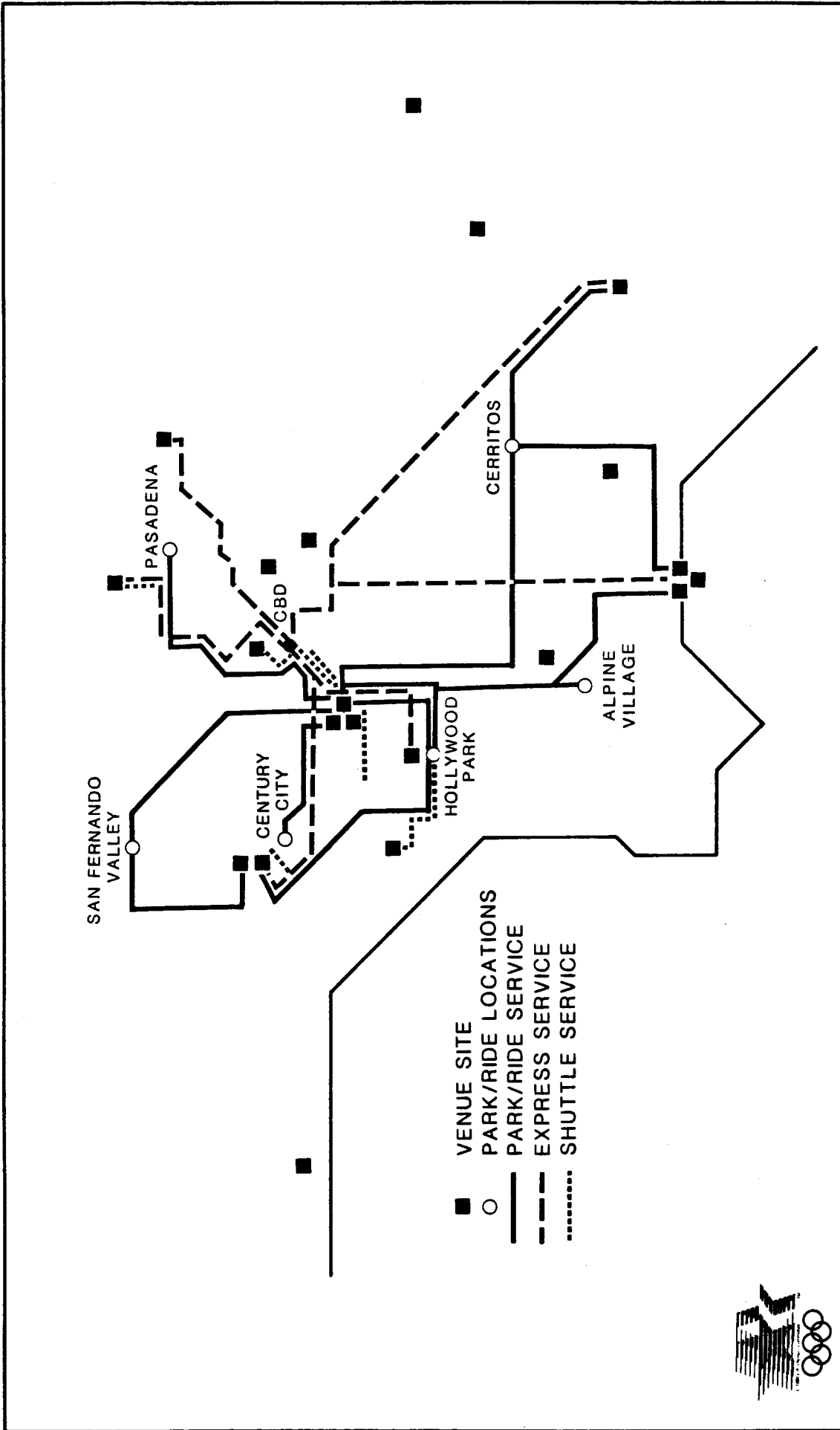


EXHIBIT 6



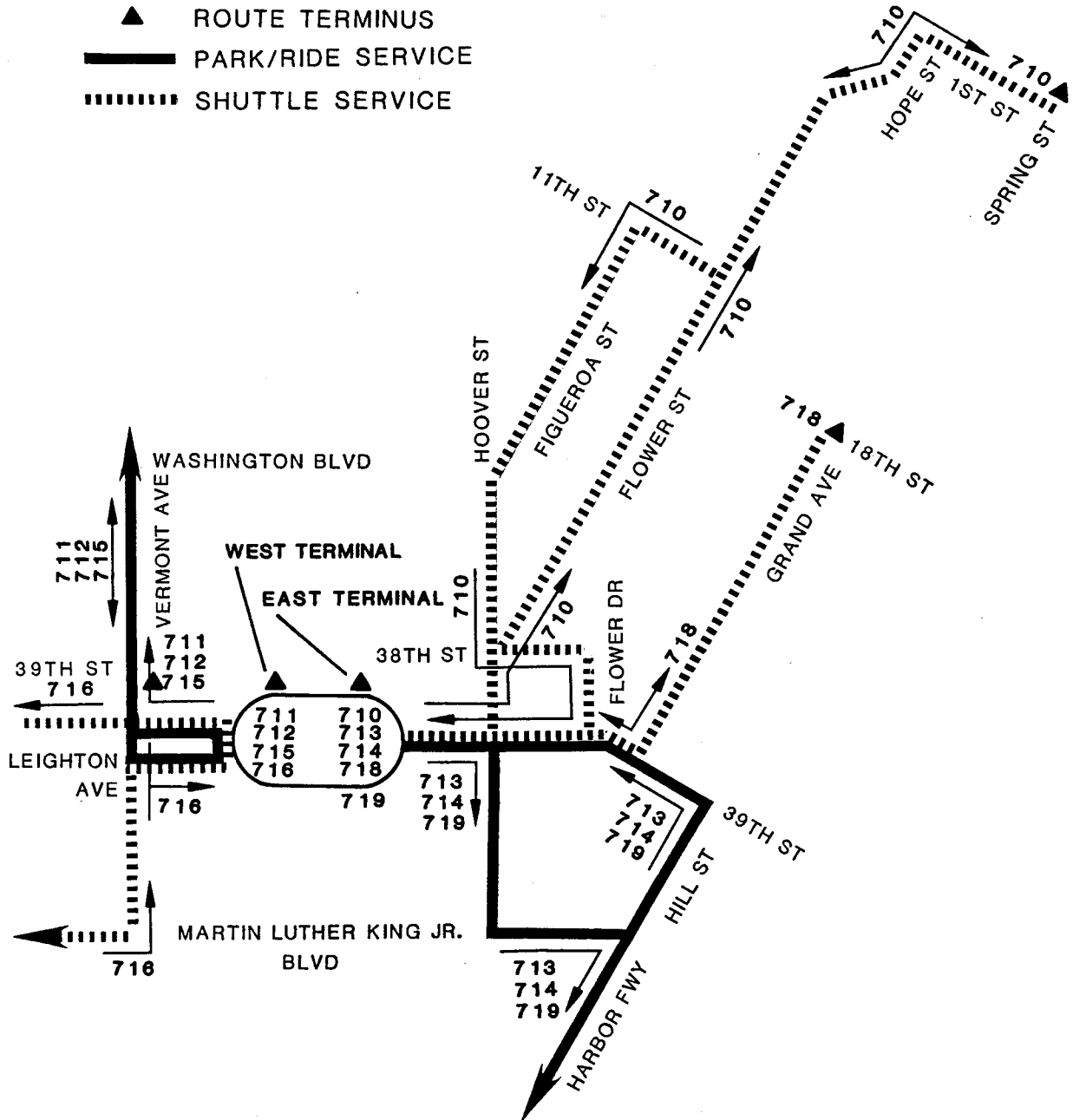
OLYMPIC SERVICE PLAN

EXHIBIT 6



NOT TO SCALE

- ▲ ROUTE TERMINUS
- PARK/RIDE SERVICE
- ⋯ SHUTTLE SERVICE

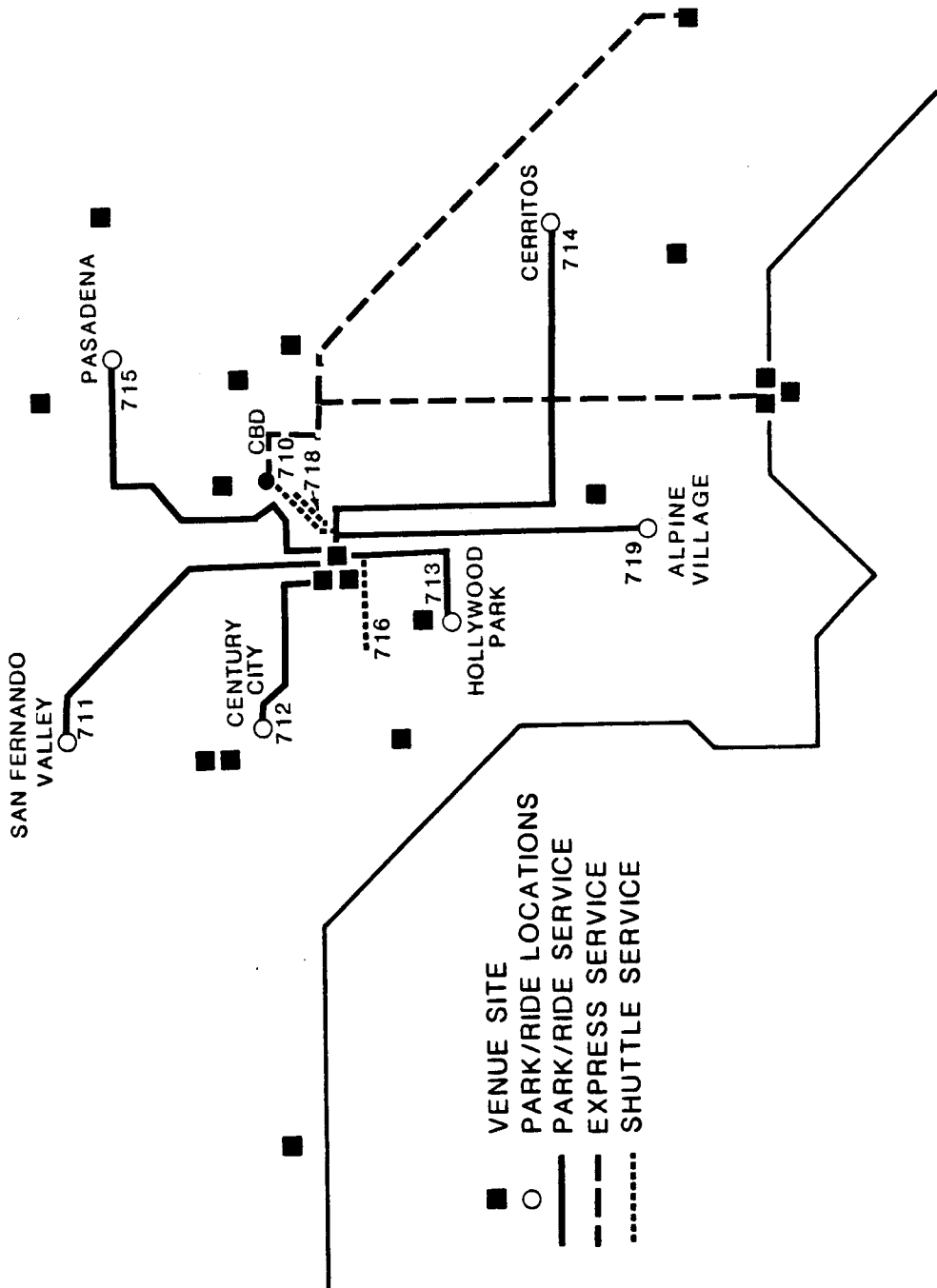


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**DETAIL OF BUS MOVEMENTS
AT THE COLISEUM**

EXHIBIT 6



- VENUE SITE
- LOCATION
- PARK/RIDE SERVICE
- - - EXPRESS SERVICE
- SHUTTLE SERVICE



**OLYMPIC SERVICE PLAN:
SATURDAY 28 JULY 1984**

EXHIBIT 6



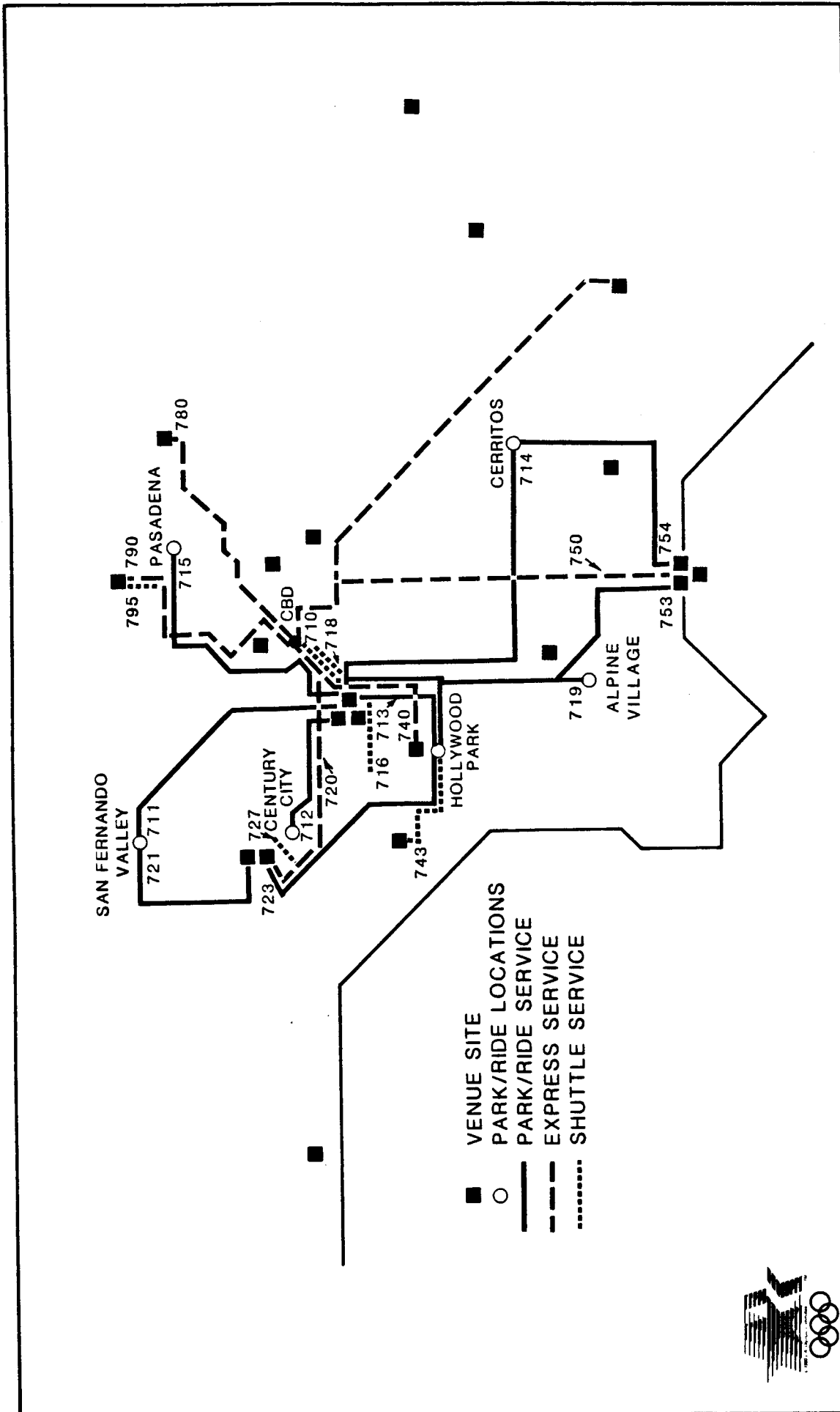
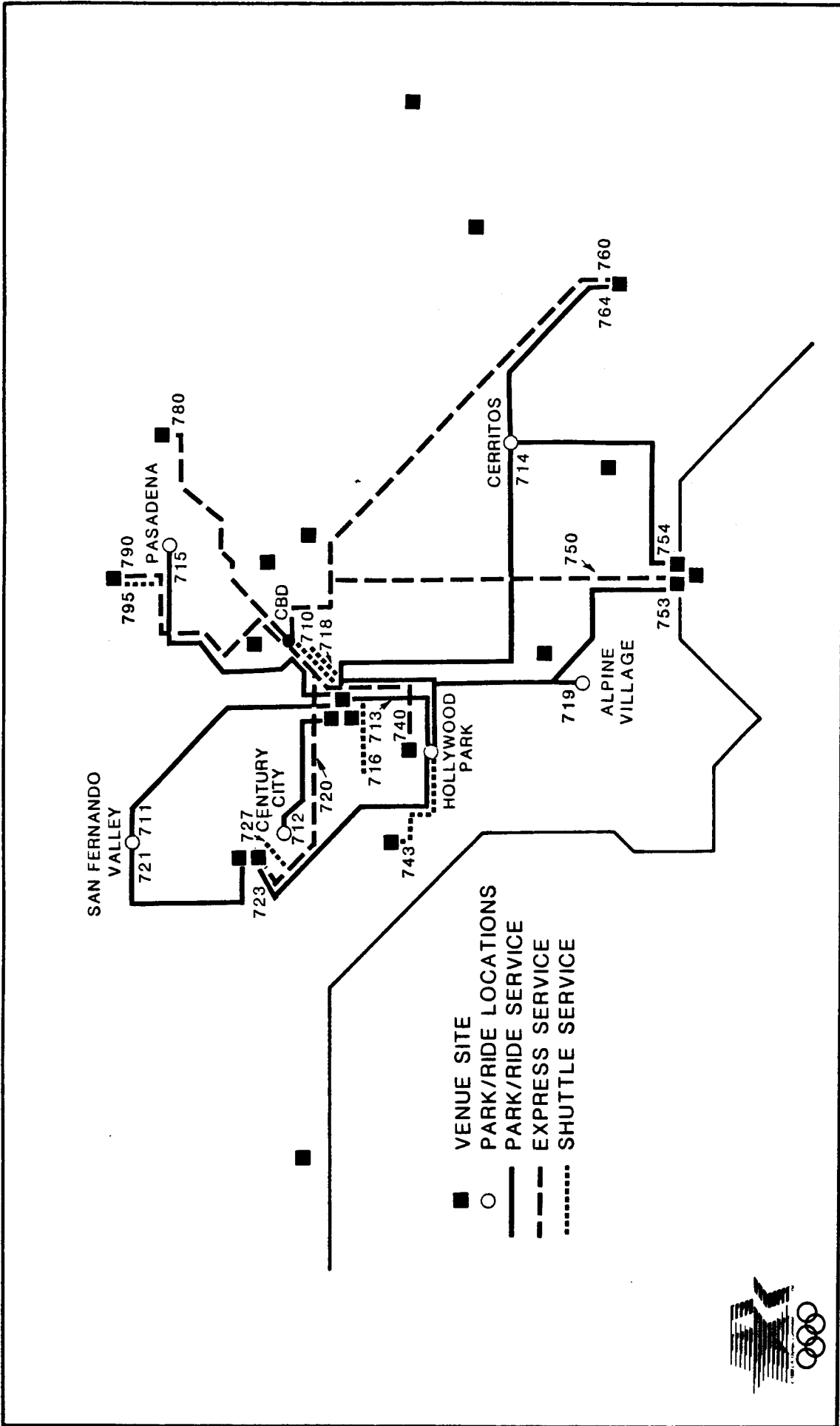


EXHIBIT 6

**OLYMPIC SERVICE PLAN:
SUNDAY 29 JULY 1984**





**OLYMPIC SERVICE PLAN:
MONDAY 30 JULY 1984**

EXHIBIT 6

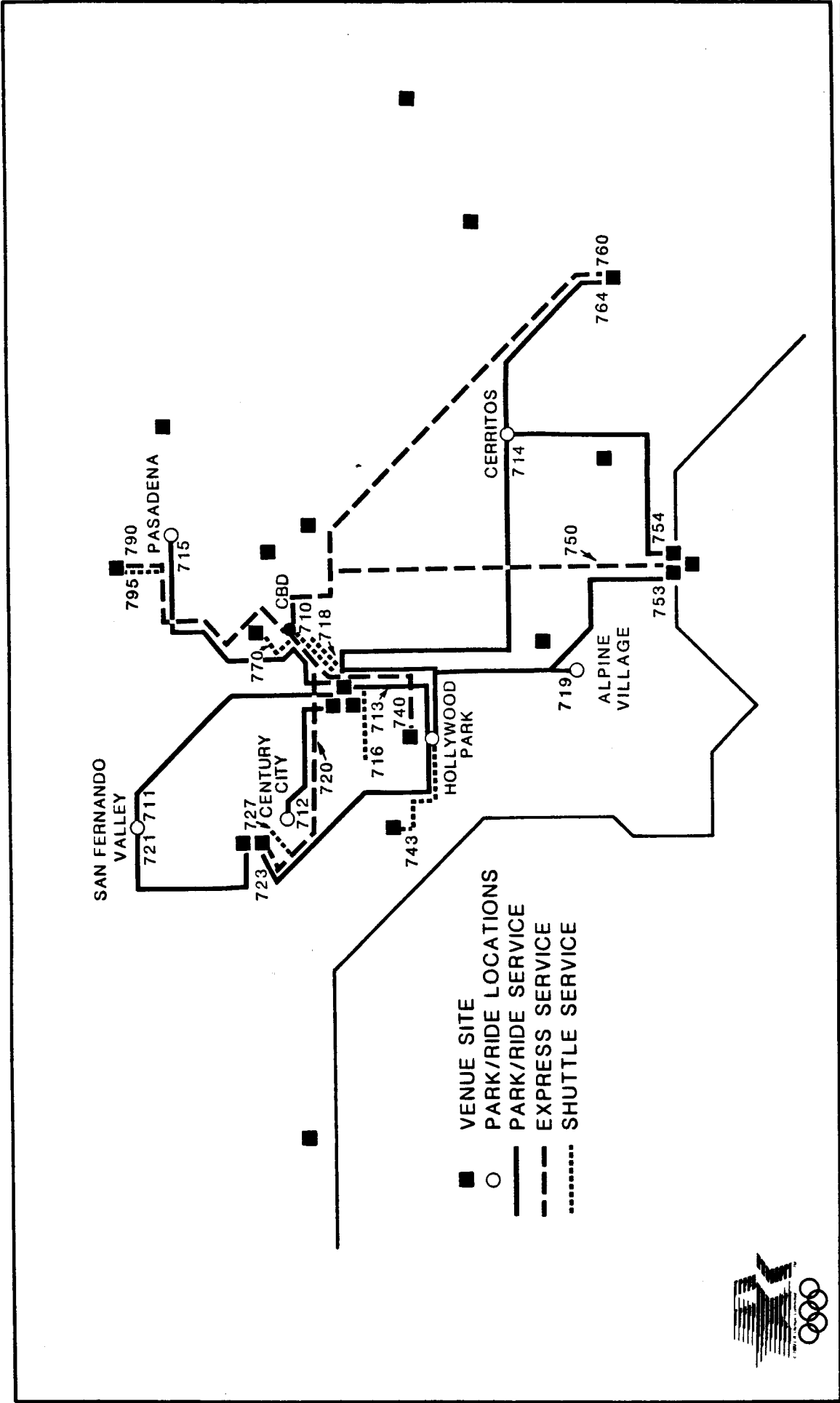
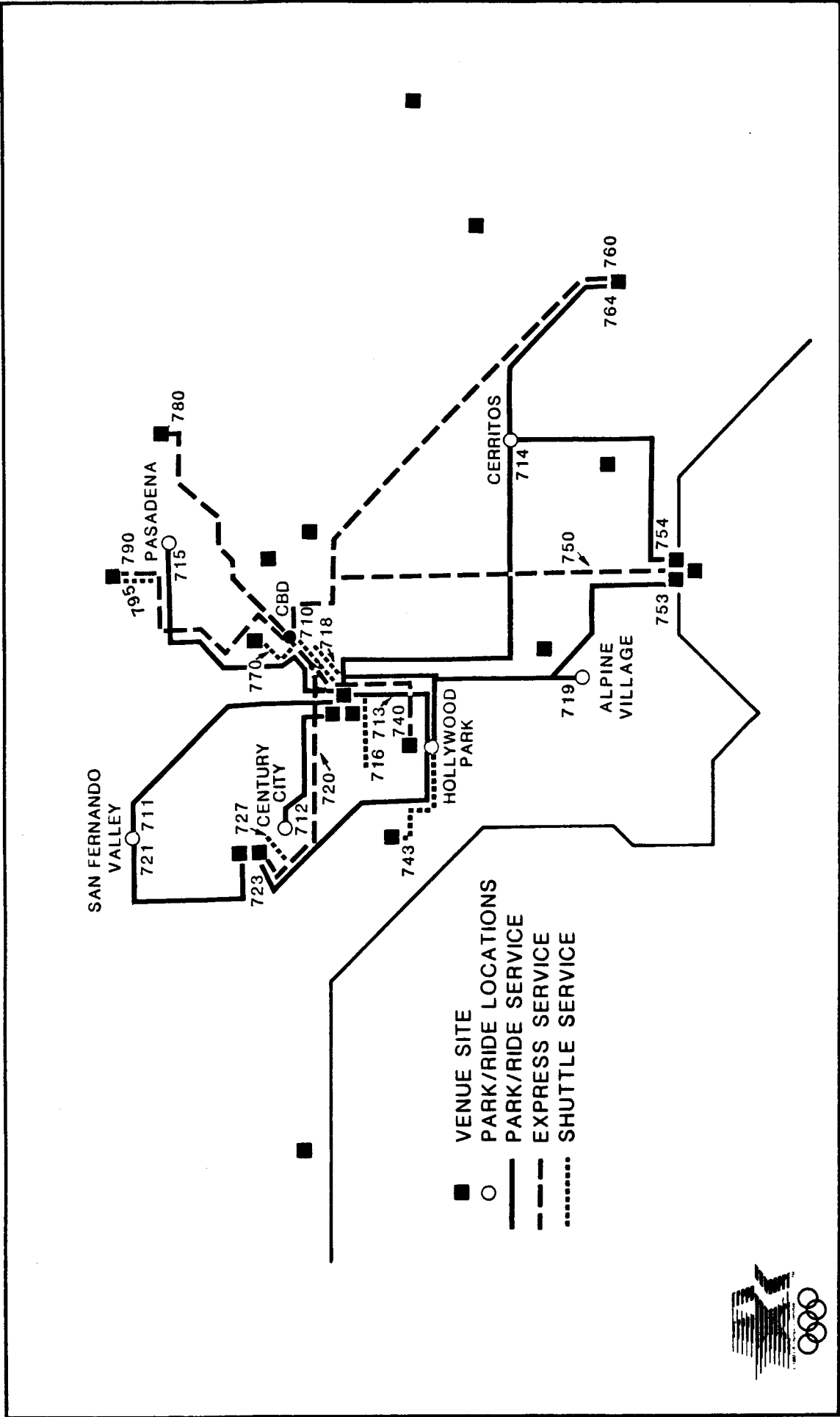


EXHIBIT 6

**OLYMPIC SERVICE PLAN:
TUESDAY 31 JULY 1984**





**OLYMPIC SERVICE PLAN:
 WEDNESDAY 1 AUGUST 1984**

EXHIBIT 6

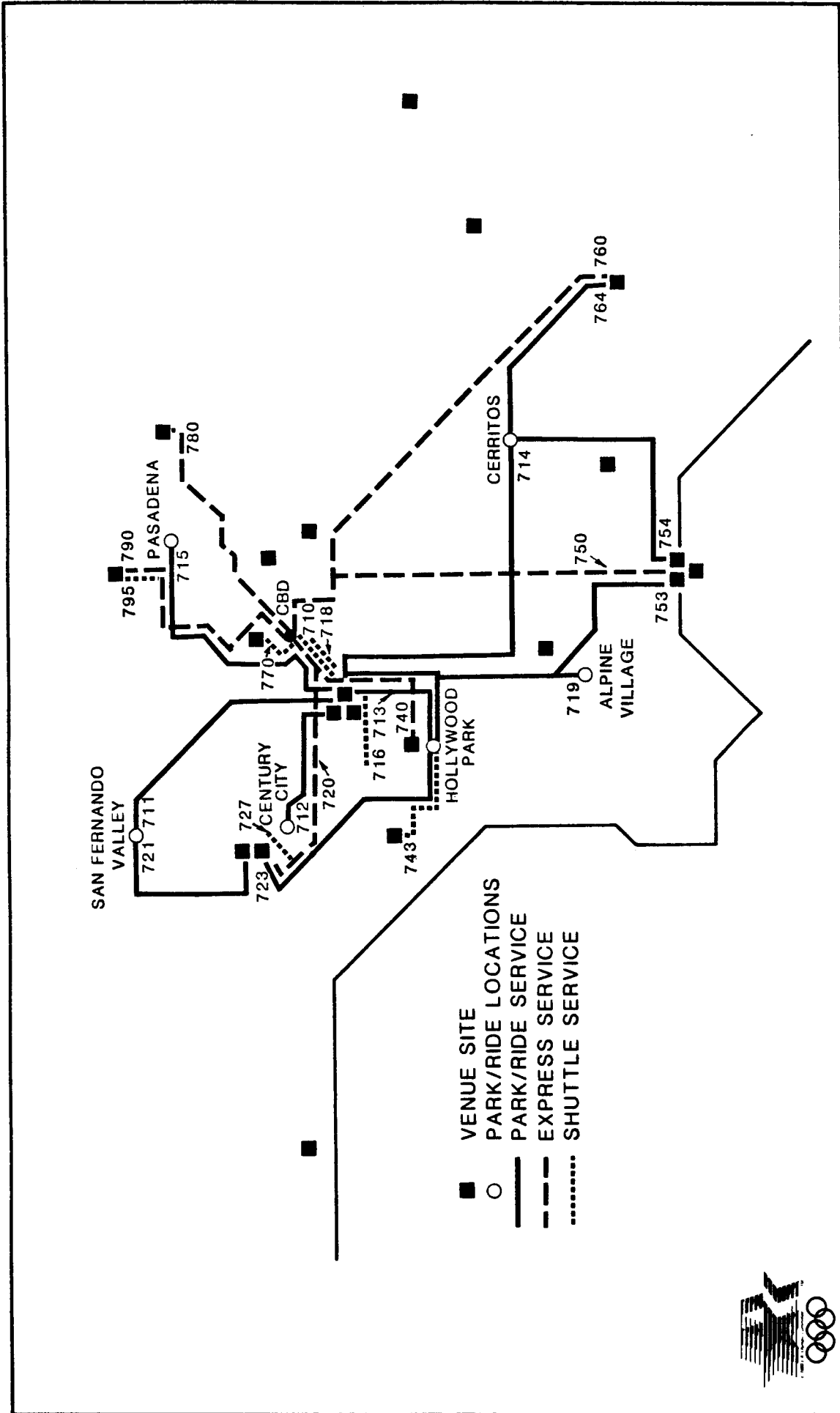
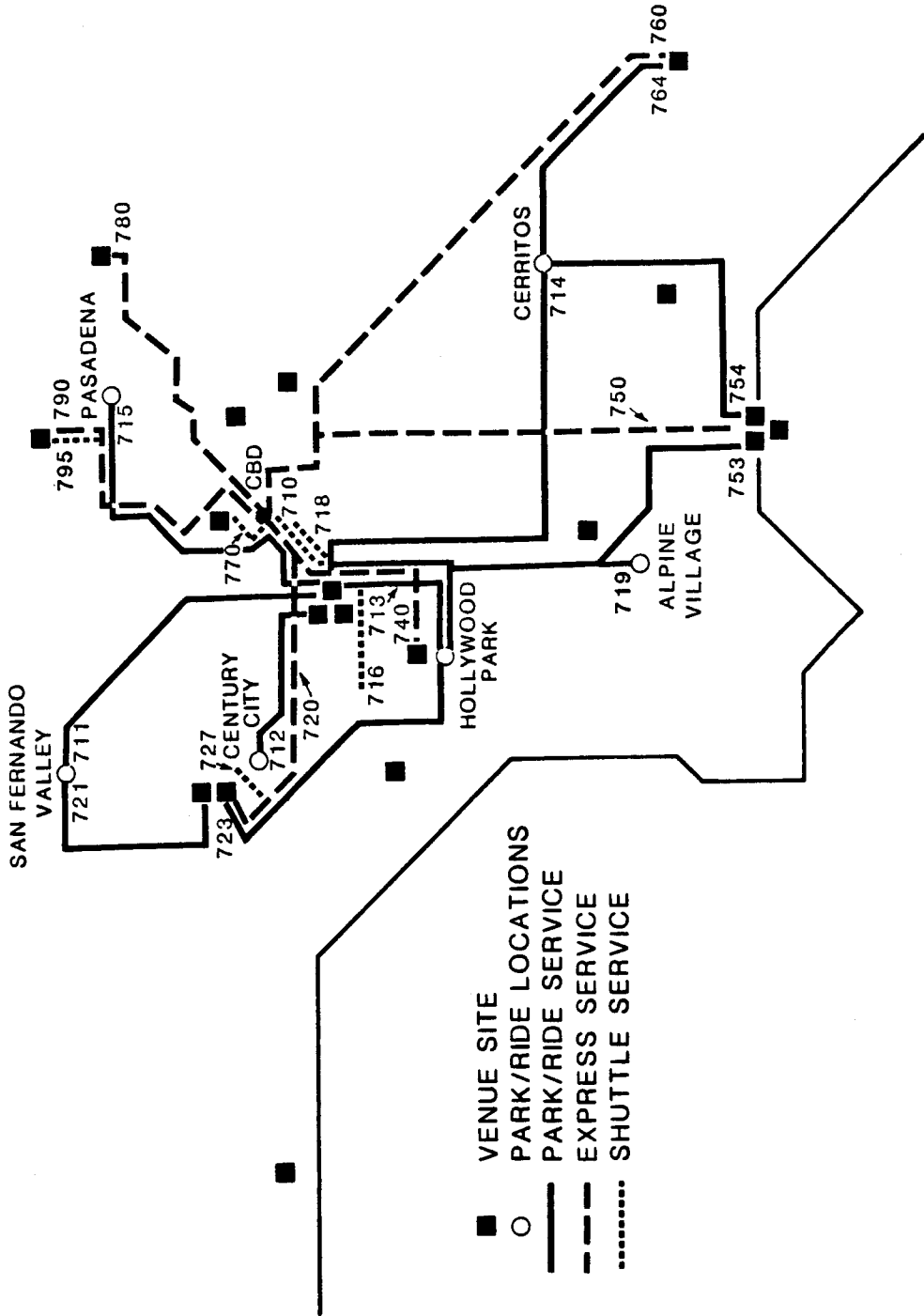


EXHIBIT 6

**OLYMPIC SERVICE PLAN:
THURSDAY 2 AUGUST 1984**





- VENUE SITE
- PARK/RIDE LOCATIONS
- PARK/RIDE SERVICE
- - - EXPRESS SERVICE
- SHUTTLE SERVICE



**OLYMPIC SERVICE PLAN:
FRIDAY 3 AUGUST 1984**

EXHIBIT 6

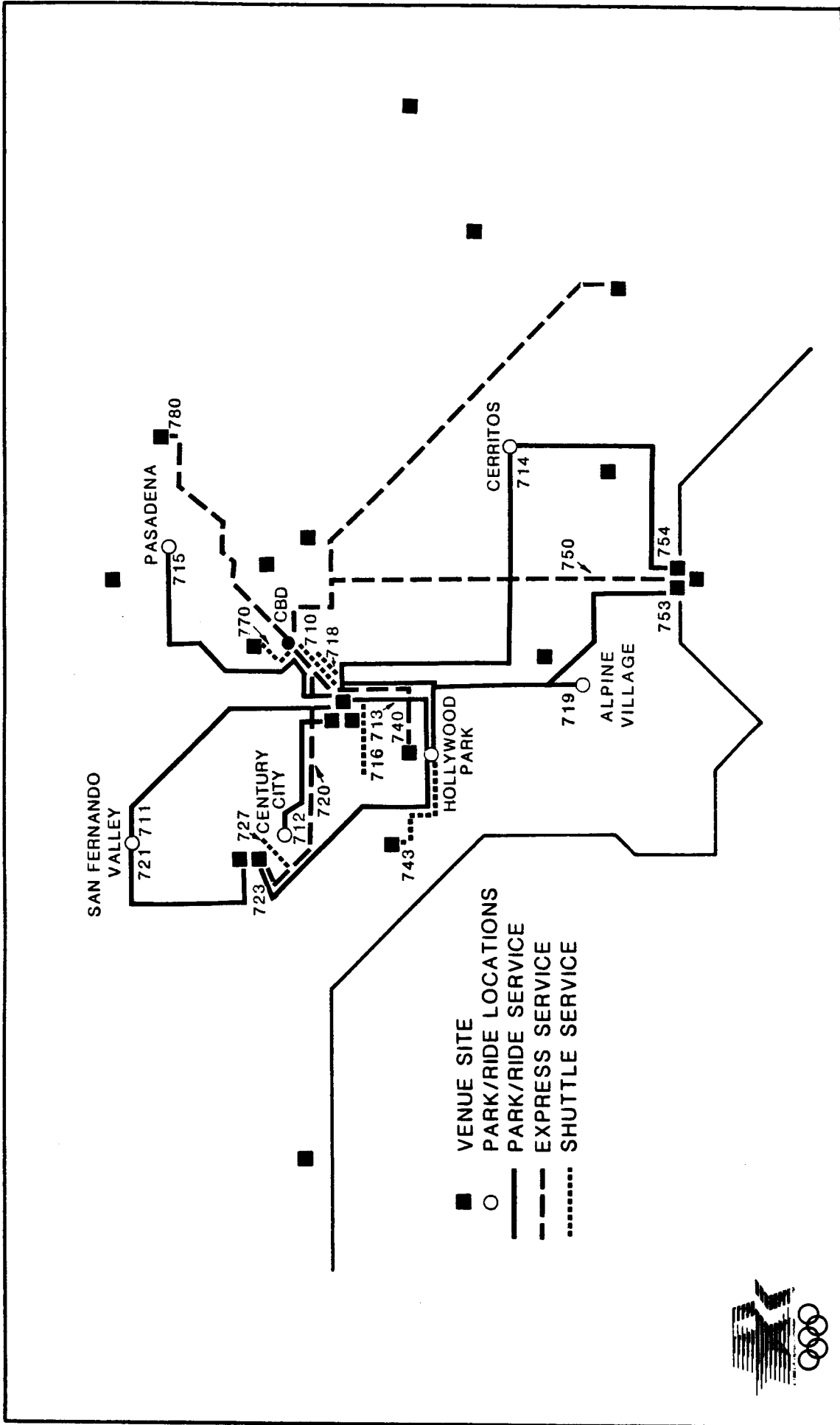
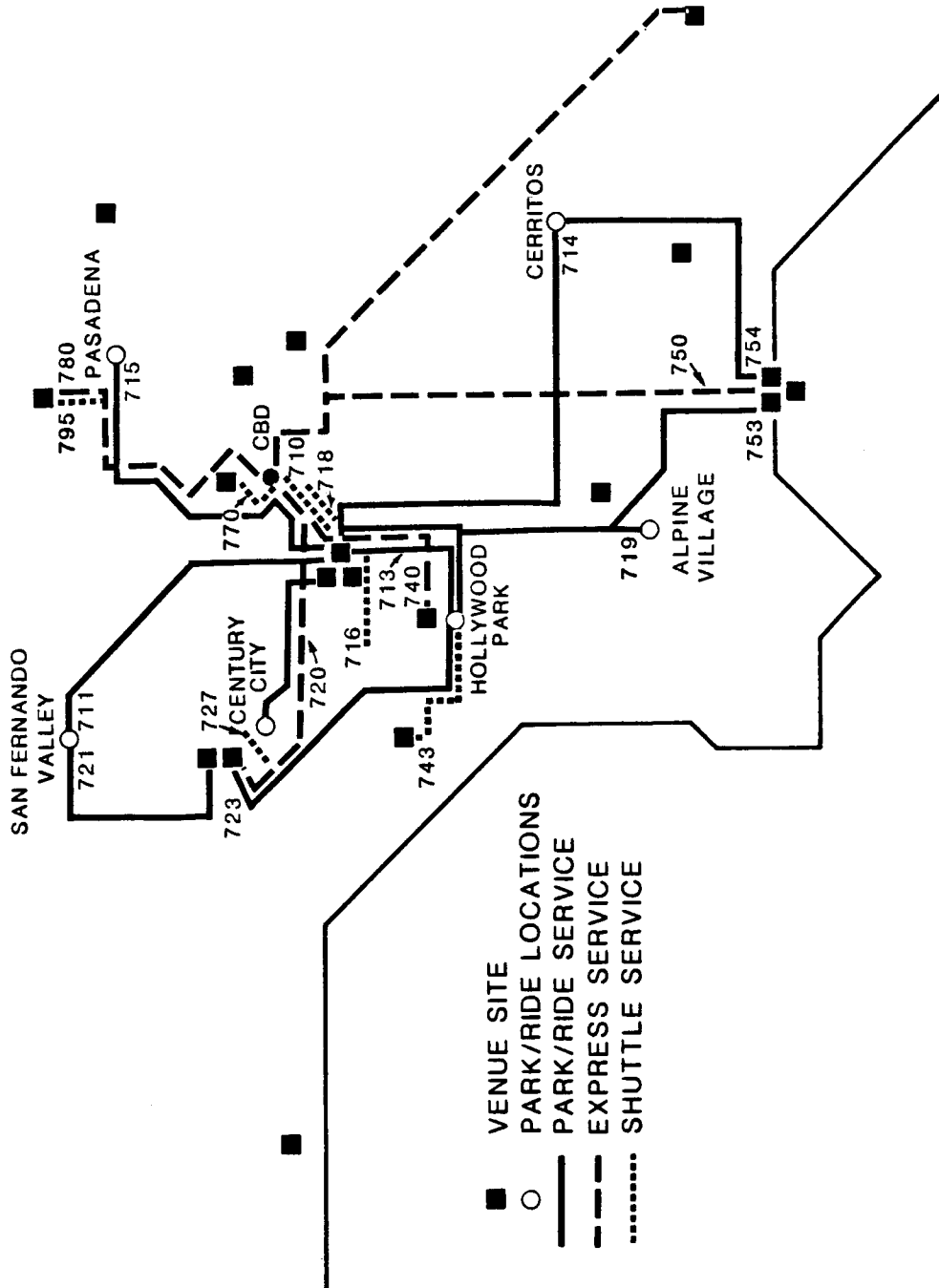


EXHIBIT 6

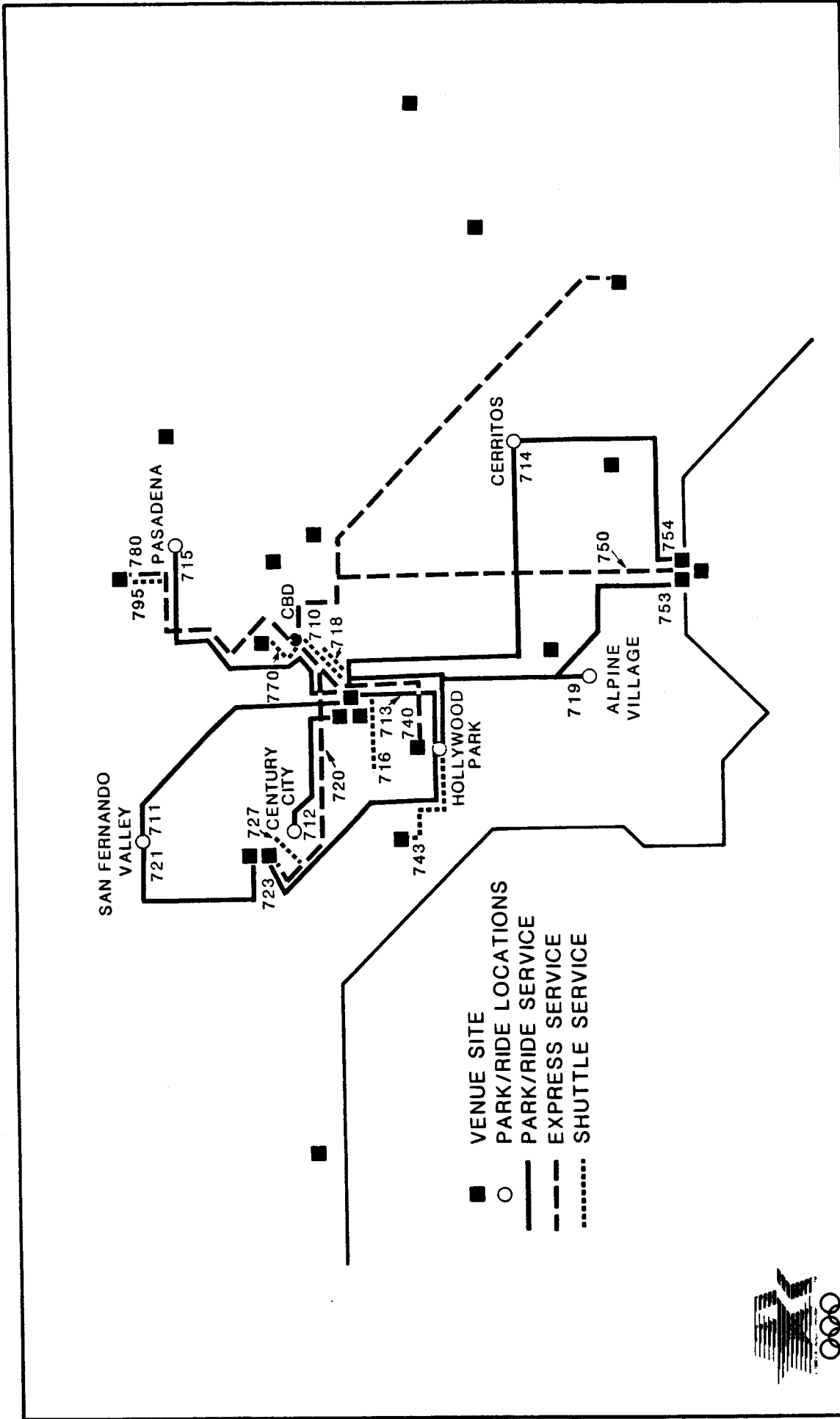
**OLYMPIC SERVICE PLAN:
 SATURDAY 4 AUGUST 1984**





**OLYMPIC SERVICE PLAN:
SUNDAY 5 AUGUST 1984**

EXHIBIT 6



**OLYMPIC SERVICE PLAN:
 MONDAY 6 AUGUST 1984**

EXHIBIT 6

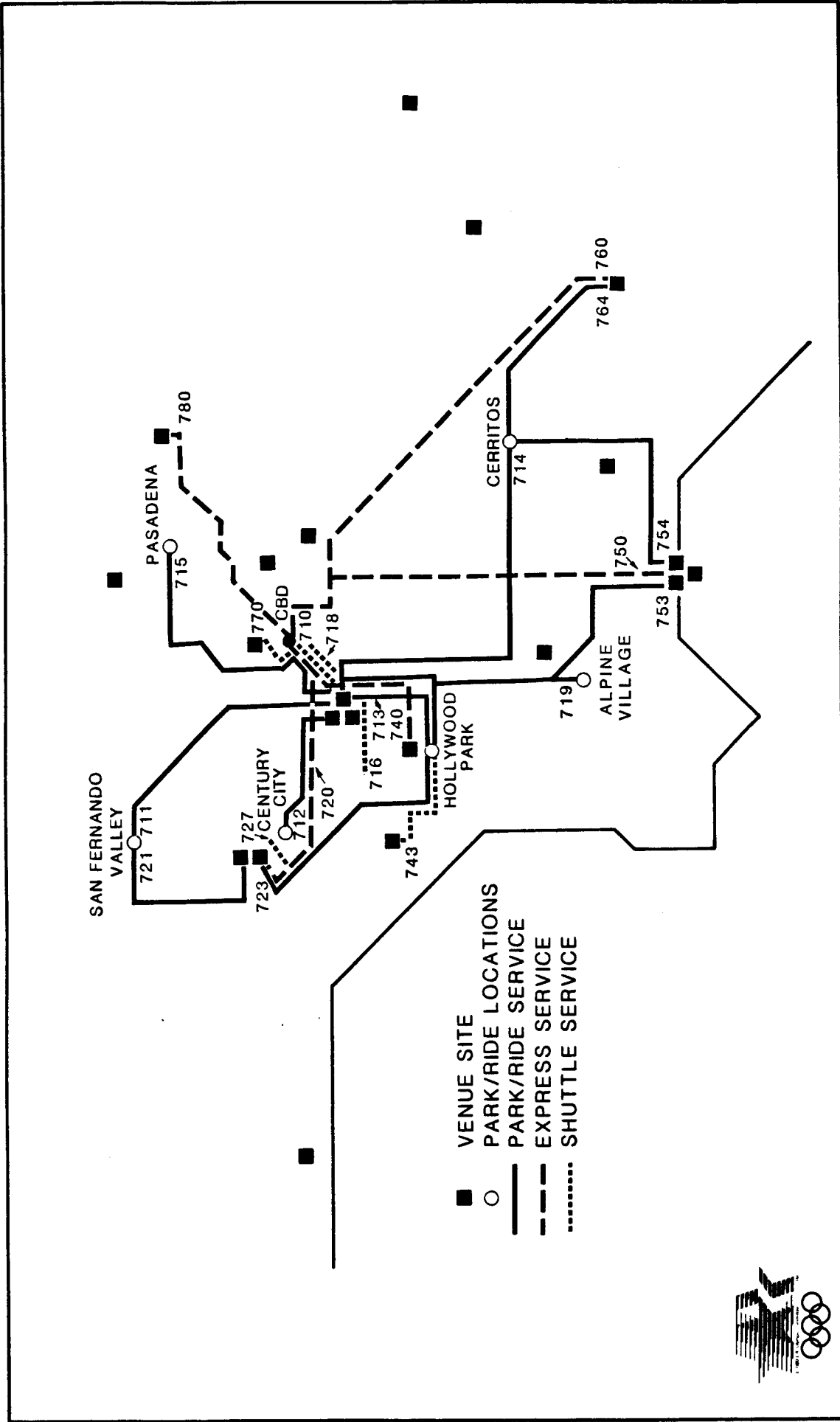


EXHIBIT 6

**OLYMPIC SERVICE PLAN:
TUESDAY 7 AUGUST 1984**



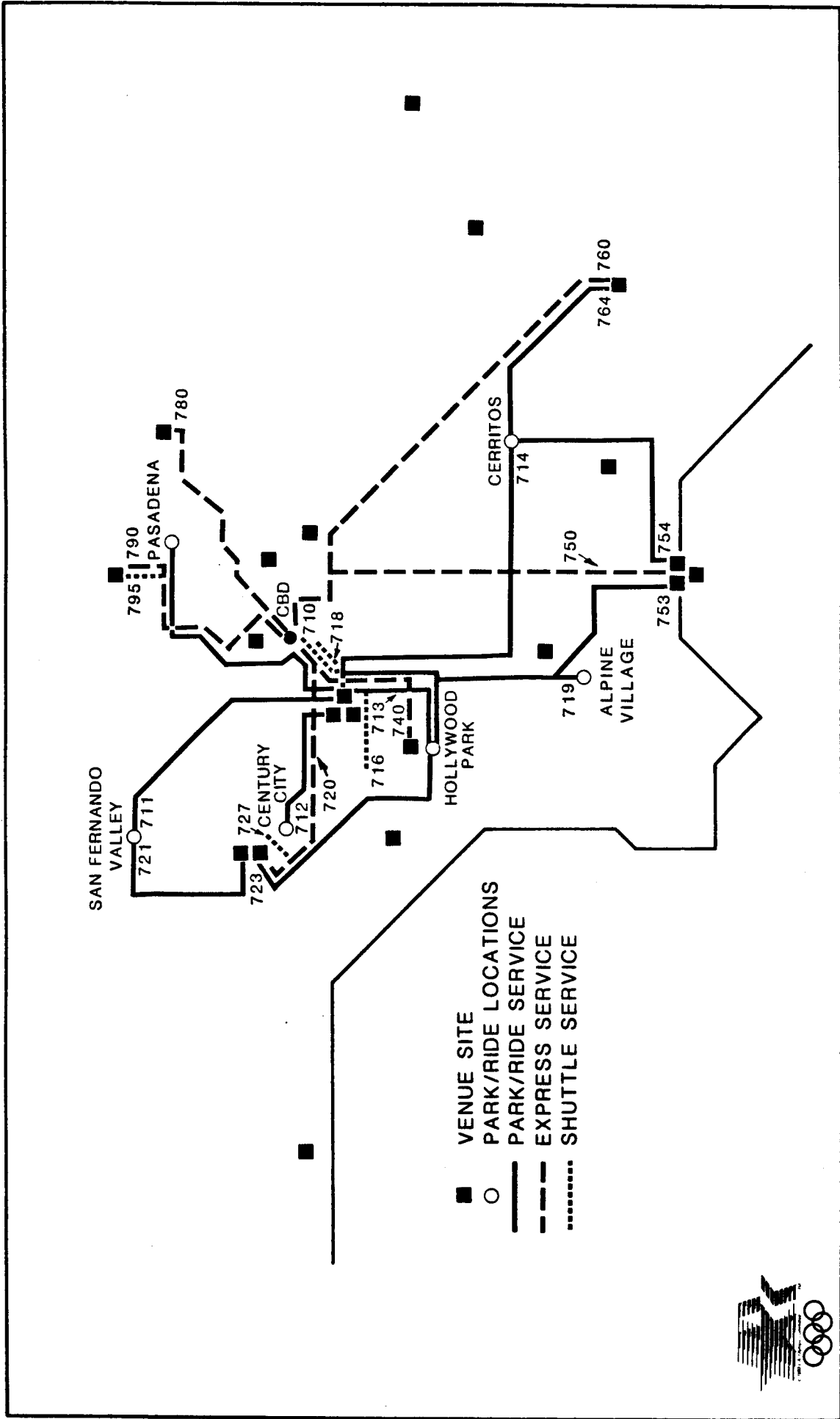
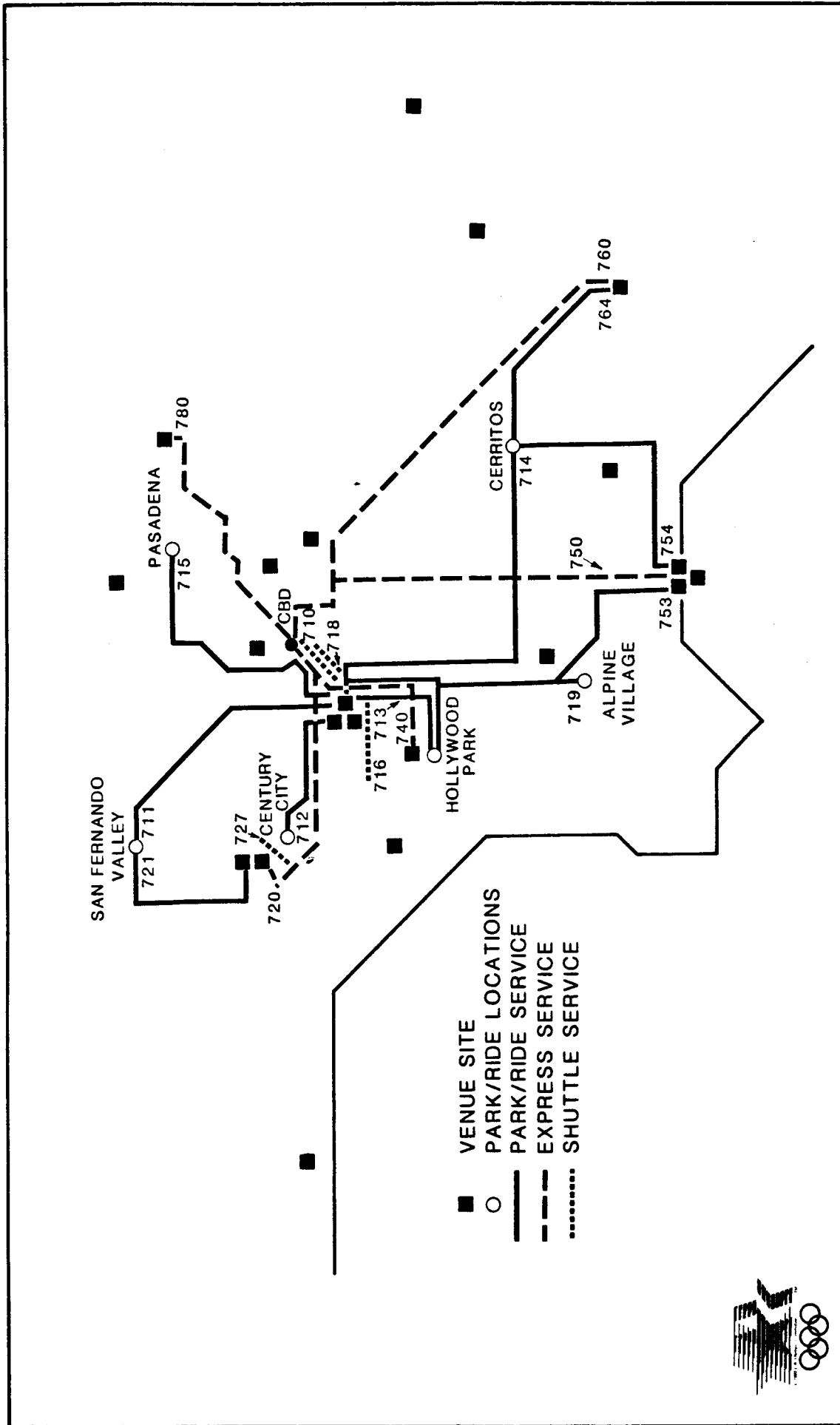


EXHIBIT 6

**OLYMPIC SERVICE PLAN:
WEDNESDAY 8 AUGUST 1984**





**OLYMPIC SERVICE PLAN:
THURSDAY 9 AUGUST 1984**

EXHIBIT 6

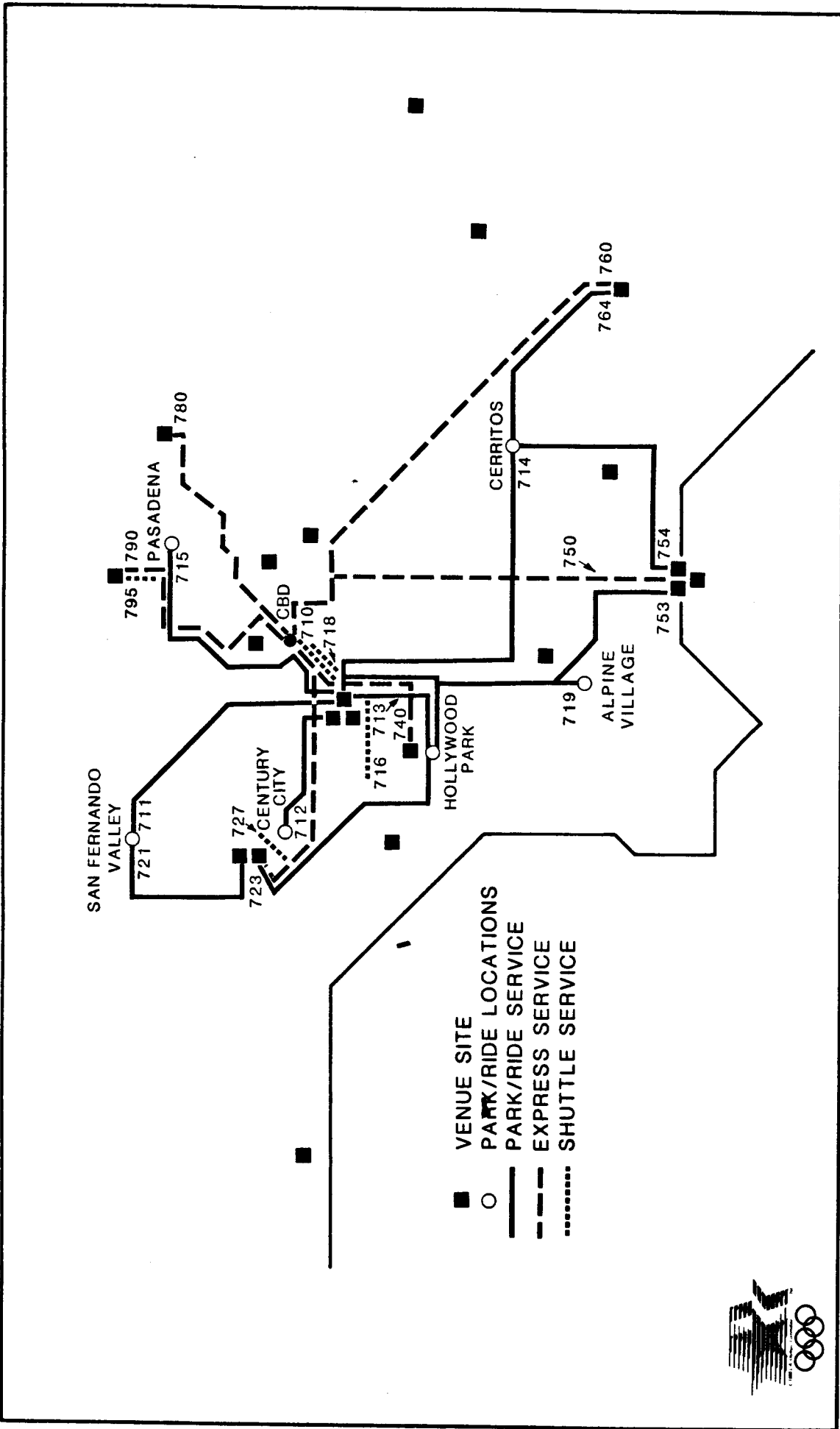
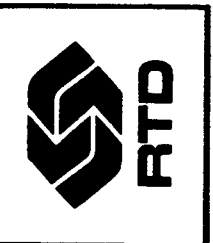
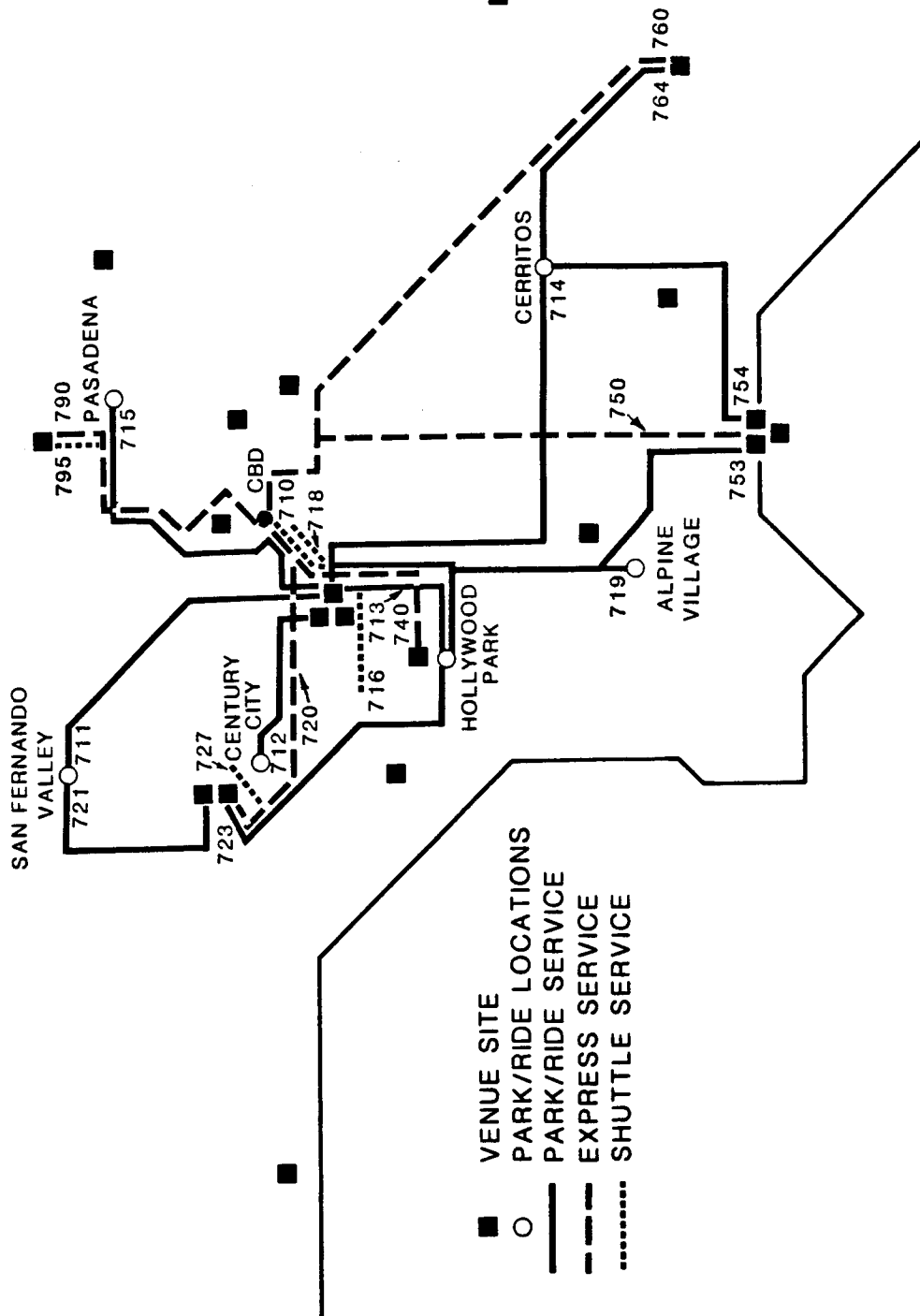


EXHIBIT 6

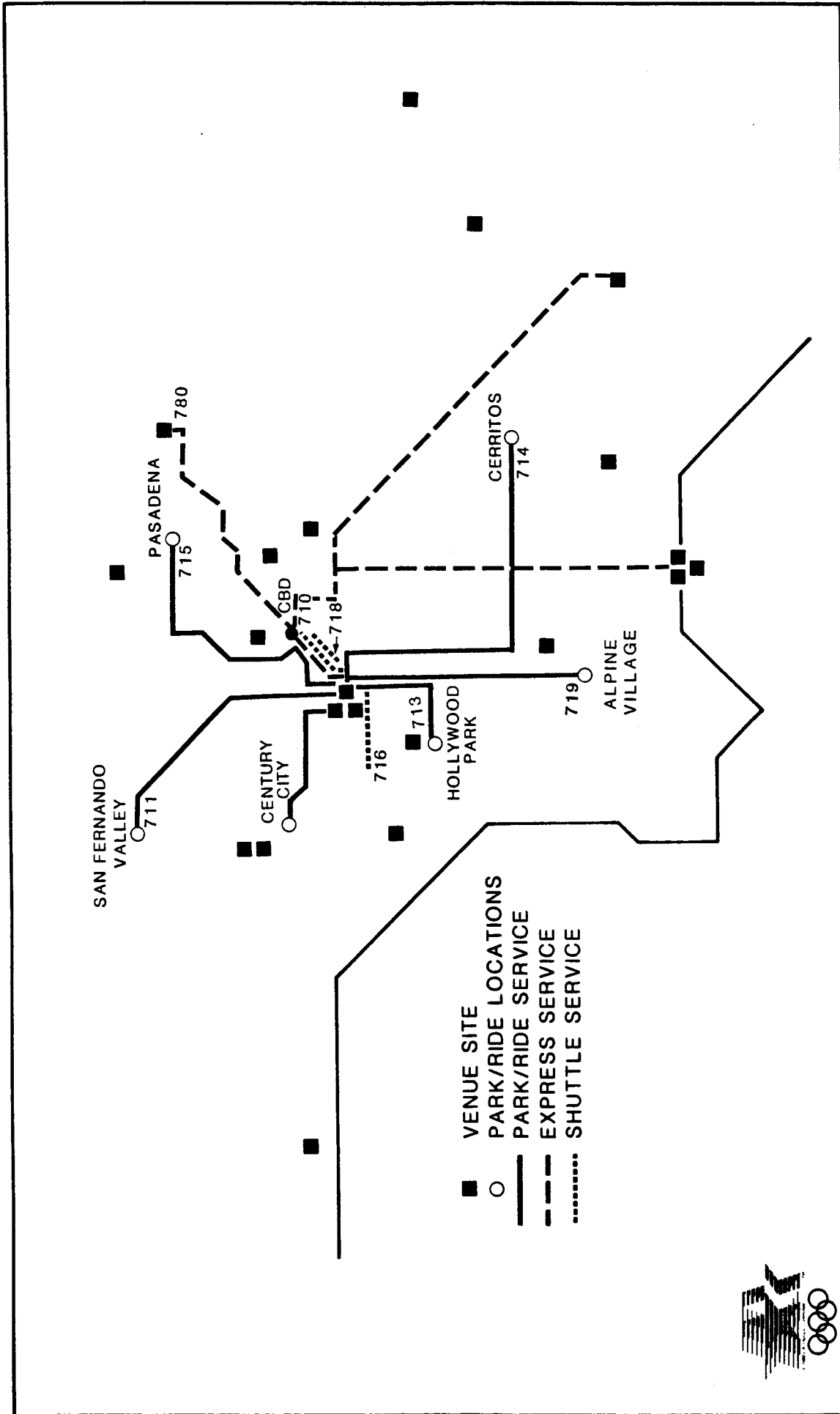
**OLYMPIC SERVICE PLAN:
FRIDAY 10 AUGUST 1984**





**OLYMPIC SERVICE PLAN:
SATURDAY 11 AUGUST 1984**

EXHIBIT 6



**OLYMPIC SERVICE PLAN:
SUNDAY 12 AUGUST 1984**

EXHIBIT 6

EXHIBIT 7

EXHIBIT 7

SUPPLEMENTAL SERVICE REQUIREMENTS ON EXISTING LINES

A review of midday ridership and night service on existing lines was made to determine additional service needs for the Olympics. Exhibit 7 is a summary of service requirements. Actual deployment will be based on demand and funding levels. Although the Los Angeles County Transportation Commission (LACTC) has agreed to fund additional service up to \$1,000,000, it is anticipated that in order to augment service outlined in this Exhibit, an additional \$3,417,290 would be required. Levels of service augmentation will be base on funding availability.

EXHIBIT 7

SUPPLEMENTAL SERVICE REQUIREMENTS ON EXISTING LINES

Pre Olympics/Post Olympics
 (6-30-84 to 7-27-84) (8-13-84 to 9-3-84)

| <u>LINE NO.</u> | <u>ROUTE SEGMENT</u> | <u>DAILY</u> | <u>SATURDAY</u> | <u>SUNDAY</u> |
|-----------------|--------------------------------------|--------------|-----------------|---------------|
| 1 | Terminal 28 - Hollywood/La Brea | x | x | x |
| 2 | Entire Line | x | x | x |
| 4 | Entire Line | x | - | - |
| 33 | Temple/Spring-Sunset/Main | x | - | - |
| 40 | Entire Line | x | x | x |
| 42 | Union Station-LAX Terminal | x | x | x |
| 60 | Entire Line | - | x | x |
| 81 | Hill/College-Figueroa/King Bl. | x | x | x |
| 180 | Hollywood/Vermont-Colorado/Lake | x | x | x |
| 207 | Hollywood/Western-Manchester/Western | x | x | x |
| 232 | Entire Line | x | x | x |
| 320 | Entire Line | x | - | - |
| 360 | Entire Line | x | - | - |
| 420 | Terminal 28-Van Nuys/Roscoe | x | x | x |
| 424 | Terminal 28-Ventura/Reseda | x | x | x |
| 456 | Entire Line | x | x | x |
| 460 | 11th/Georgia-Disneyland | x | x | x |
| 480 | Wilshire/Union-Eastland | x | x | x |

EXHIBIT 7

SUPPLEMENTAL SERVICE REQUIREMENTS ON REGULAR LINES
DURING THE OLYMPICS

| LINE NO. | LINE SEGMENT | DAILY | | SATURDAY | | SUNDAY | |
|----------|---|--------|-------|----------|-------|--------|-------|
| | | MIDDAY | NIGHT | MIDDAY | NIGHT | MIDDAY | NIGHT |
| 1 | LACBD-Hollywood | x | x | x | x | x | x |
| 2 | Hollywood/Vermont - Westwood | x | x | - | - | - | - |
| | LACBD-Westwood | - | - | x | - | x | - |
| | UCLA-Sunset/Vermont | - | x | - | - | - | - |
| | Sunset/Vermont- Westwood | - | - | - | x | - | - |
| | Entire Line | x | x | x | x | x | x |
| 4 | LACBD-Santa Monica | x | x | x | x | x | x |
| 10 | Maple Lot-Melrose/ Vine | - | - | x | x | - | - |
| 14 | Adams/Crenshaw - La Cienega | x | - | x | - | x | x |
| | Venice/Hill- La Cienega | - | x | - | x | - | - |
| 16 | Entire Line | x | x | x | x | x | x |
| | Los Angeles Street- Cedars Sinai | - | x | - | x | - | x |
| | 4th Street/Los Angeles Street-6th/PROW | - | - | x | x | - | - |
| 18 | 6th/PROW-Whittier/ Brannick | - | - | - | - | x | x |
| | Entire Line | - | - | x | x | - | - |
| 20 | LACBD-Santa Monica | - | x | x | x | x | x |
| 21 | UCLA-Maple Lot | - | x | - | x | - | x |
| 28 | LACBD-Century City | x | x | x | x | x | x |

EXHIBIT 7 (Cont'd)

SUPPLEMENTAL SERVICE REQUIREMENTS ON REGULAR LINES
DURING THE OLYMPICS

| LINE NO. | LINE SEGMENT | DAILY | | SATURDAY | | SUNDAY | |
|----------|---|--------|-------|----------|-------|--------|-------|
| | | MIDDAY | NIGHT | MIDDAY | NIGHT | MIDDAY | NIGHT |
| 30 | Rimpau Loop-Floral/ Atlantic | x | x | - | - | x | x |
| | Rimpau Loop-Dozier Loop | - | - | x | x | - | - |
| 33 | Spring/Temple-Sunset/ Main | x | x | x | x | - | x |
| 38 | Maple Lot-West L.A. Center | - | - | x | x | - | - |
| 40 | LACBD-South Bay | x | x | x | x | - | x |
| | LACBD-Arbor Vitae | - | - | - | - | x | - |
| 42 | LACBD-L.A.Airport Terminal | x | x | x | x | x | x |
| | L.A. Airport Terminal- P.V. via Valencia | x | - | x | - | - | - |
| 45 | Broadway/Temple- Manchester | - | x | - | x | - | x |
| | Manchester-Lincoln Park | x | - | x | - | x | - |
| 51 | Entire Line | x | x | x | x | - | x |
| 53 | Entire Line | x | x | x | x | x | x |
| 55 | Terminal 31-Compton/ Willowbrook | x | x | x | x | x | x |
| 60 | LACBD-Long Beach | - | x | x | x | x | x |
| 65 | CSULA-Olympic/Soto | - | x | - | x | - | x |
| 66 | 8th/Western-Olympic/ Atlantic | - | - | - | x | - | - |
| | Entire Line | x | - | - | - | - | - |

EXHIBIT 7 (Cont'd)

SUPPLEMENTAL SERVICE REQUIREMENTS ON REGULAR LINES
DURING THE OLYMPICS

| LINE NO. | LINE SEGMENT | DAILY | | SATURDAY | | SUNDAY | |
|-------------|---|--------|-------|----------|-------|--------|-------|
| | | MIDDAY | NIGHT | MIDDAY | NIGHT | MIDDAY | NIGHT |
| 68 | Washington/Figueroa- Garfield | x | - | - | - | - | - |
| | Riggin/Garfield- Washington/Figueroa | - | - | x | - | x | - |
| | Washington/Figueroa- Riggin-Atlantic | - | - | - | - | - | x |
| 70 | Entire Line | x | - | x | x | x | x |
| 76 | Entire Line | x | x | x | x | - | x |
| 78 | Entire Line | x | x | x | x | x | x |
| 81 | Century-York | x | x | x | x | x | x |
| 83 | Entire Line | x | x | x | x | x | x |
| | Terminal 28-Figueroa/ York | - | - | x | x | - | - |
| 84 | Entire Line | - | - | x | x | - | - |
| 90 | Entire Line | x | x | x | x | x | x |
| 92 | Glenoaks/Olive- Terminal 28 | - | - | x | - | x | - |
| | Terminal 28-Brand/ Mountain | x | - | - | - | - | - |
| | Terminal 28-Glenoaks/ Branford | - | x | - | x | - | x |
| 94 | Terminal 28-Truman/ Mission | x | x | x | x | x | x |
| 96 | Entire Line | x | x | - | x | - | x |
| 97 | Terminal 28-L.A. Zoo | x | - | x | - | x | - |

EXHIBIT 7 (Cont'd)

SUPPLEMENTAL SERVICE REQUIREMENTS ON REGULAR LINES
DURING THE OLYMPICS

| LINE NO. | LINE SEGMENT | DAILY | | SATURDAY | | SUNDAY | |
|----------|--|--------|-------|----------|-------|--------|-------|
| | | MIDDAY | NIGHT | MIDDAY | NIGHT | MIDDAY | NIGHT |
| 102 | Coliseum (Stand-by) | x | - | - | - | - | - |
| | Entire Line | - | - | x | x | x | x |
| 103 | King Bl (Stand-by) | x | - | - | - | - | - |
| | Entire Line | - | - | x | x | x | x |
| 105 | Beverly/La Cienega- Vernon Yards | x | - | x | x | - | x |
| | Santa Monica/San Vicente-Vernon Yards | - | x | - | x | - | x |
| 108 | Fox Hills-Gage/Pacific | x | - | - | - | - | - |
| 111 | LAX-Garfield | x | - | - | - | - | - |
| 115 | Manchester/Broadway- Playa del Rey | x | - | x | x | x | x |
| | Loyola-South Gate | - | x | - | - | - | - |
| 117 | Century Bl. (Stand-by) | x | - | - | - | - | - |
| | Entire Line | - | x | x | x | x | x |
| 120 | Imperial Terminal- Atlantic | x | x | x | x | x | x |
| 125 | Hawthorne-Clark | x | - | - | - | - | - |
| | Hawthorne-Pioneer | - | - | x | - | - | - |
| 130 | Weekday midday Augmentation using Peak buses from other lines. | | | | | | |
| | Entire Line | - | - | x | x | x | x |
| 147 | 7th/Pacific- Ports O' Call | x | - | x | - | x | - |
| 149 | Disneyland-Long Beach | x | x | x | x | - | - |

EXHIBIT 7 (Cont'd)

SUPPLEMENTAL SERVICE REQUIREMENTS ON REGULAR LINES
DURING THE OLYMPICS

| LINE NO. | LINE SEGMENT | DAILY | | SATURDAY | | SUNDAY | |
|----------|--|--------|-------|----------|-------|--------|-------|
| | | MIDDAY | NIGHT | MIDDAY | NIGHT | MIDDAY | NIGHT |
| 150 | Hollywood-Topanga Canyon | x | x | x | x | x | x |
| 154 | Weekday midday Augmentation using Peak buses from other lines. | | | | | | |
| 180 | Pasadena-Hollywood | x | x | x | x | x | x |
| 187 | Pasadena-Pomona | x | x | x | - | - | - |
| | Pasadena-Glendora | - | x | - | x | x | x |
| 188 | Pasadena-Santa Anita | x | - | - | - | - | - |
| 200 | Alvarado St.(Stand-by) | x | - | - | - | - | - |
| | Entire Line | - | x | x | x | x | x |
| 204 | Hollywood-Manchester | - | x | - | - | x | x |
| | Entire Line (Stand-by) | x | - | - | - | - | - |
| 206 | 54th - 6th | x | - | - | - | - | - |
| 207 | Manchester/Western-Hollywood | x | - | x | - | x | - |
| | Entire Line | - | x | - | x | - | x |
| 210 | Entire Line | - | x | - | x | - | x |
| | Manchester-Hollywood | - | - | x | - | x | - |
| | Manchester-Wilshire | x | - | - | - | - | - |
| 212 | Kelso/La Brea-Hollywood/Vine | x | x | x | x | x | x |
| 217 | WLATC-Sunset/Laurel | x | - | - | - | - | - |
| 232 | Long Beach-LAX | x | x | x | x | x | x |

EXHIBIT 7 (Cont'd)

SUPPLEMENTAL SERVICE REQUIREMENTS ON REGULAR LINES
DURING THE OLYMPICS

| LINE NO. | LINE SEGMENT | DAILY | | SATURDAY | | SUNDAY | |
|-------------|---------------------------------|--------|-------|----------|-------|--------|-------|
| | | MIDDAY | NIGHT | MIDDAY | NIGHT | MIDDAY | NIGHT |
| 256 | CSULA-Colorado/ Fair Oaks | - | x | - | x | - | x |
| | Eastern-No. Hill (Stand-by) | x | - | - | - | - | - |
| 260 | Atlantic/Artesia- Alhambra | x | - | x | - | - | - |
| | Atlantic/Slauson- Pasadena | - | x | - | x | x | x |
| | Long Beach-Pasadena | - | x | x | x | x | x |
| 266 | Foothill-Firestone/ Lakewood | x | - | x | - | x | - |
| 268 | S. Anita Fash.- El Monte | - | x | - | x | - | x |
| 320 | LACBD-Santa Monica | x | - | - | - | - | - |
| 360 | LACBD-Long Beach | x | - | - | - | - | - |
| 401 | Entire Line | x | x | - | x | - | x |
| 420 | LACBD-Van Nuys | x | x | - | x | - | x |
| 424 | LACBD-Northridge | x | x | x | x | - | x |
| | LACBD-Ventura/Reseda | - | - | - | - | x | - |
| 434 | Santa Monica-Malibu | x | - | x | - | x | - |
| | Santa Monica- Pepperdine | - | x | - | - | - | - |
| 446 | LACBD-San Pedro | x | - | - | - | - | - |
| | Entire Line | - | x | x | x | x | x |
| 456 | Entire Line | - | - | x | x | x | x |
| 470 | LACBD-Whittier | x | - | - | - | - | - |

EXHIBIT 7 (Cont'd)

SUPPLEMENTAL SERVICE REQUIREMENTS ON REGULAR LINES
DURING THE OLYMPICS

| <u>LINE NO.</u> | <u>LINE SEGMENT</u> | <u>DAILY</u> | | <u>SATURDAY</u> | | <u>SUNDAY</u> | |
|---------------------|---|---------------|--------------|-----------------|--------------|---------------|--------------|
| | | <u>MIDDAY</u> | <u>NIGHT</u> | <u>MIDDAY</u> | <u>NIGHT</u> | <u>MIDDAY</u> | <u>NIGHT</u> |
| 480 | 1st/Spring-Eastland | - | x | x | x | x | x |
| 483 | Terminal 28-Colorado/ Fair Oaks | x | x | x | x | x | x |
| 484 | Terminal 28-Pomona | x | x | x | x | x | x |
| 560 | UCLA-L.A. Airport | x | x | x | x | x | x |
| | Ventura/Sepulveda- Van Nuys/Glenoaks | x | - | - | - | - | - |

EXHIBIT 8

EXHIBIT 8

ROLES AND RESPONSIBILITIES OF PASSENGER ASSISTANCE FORCE

Venue Captains

Venue Captains will be assigned to 20 of the District's 21 Olympic service locations. In some instances, a Venue Captain will oversee the operation at two service locations when hours of service coverage vary. A roving Venue Captain will be assigned to the nine passenger boarding locations for the two downtown shuttles. Each Venue Captain will serve as the Officer in Charge and will be responsible for coordinating all activities at the assigned service location.

The Venue Captain will be primarily responsible for obtaining a radio-equipped unit and all operating supplies at the division (brochures, dashcards, Olympic logo decals, Olympic fare decals, timetables and Olympic flags). The Venue Captain will also verify that all personnel have reported to the assigned location; report bus and passenger statistics by radio to the Olympic Command Center and take any action necessary to resolve all operational problems and emergency situations.

Additionally, the Venue Captain will be responsible for coordinating all personnel activities at the service location. These activities will include ensuring that all scheduled pull-out buses have arrived and are properly staged; that all buses have special Olympic identification; passengers are provided fare exchange as well as Olympic service information; passengers are loaded; buses are dispatched; bus and passenger statistics are recorded; buses are returned and staged for additional trips, and that mechanical failures are corrected or buses are changed off as necessary.

Assistant Venue Captains I and II

The Assistant Venue Captain's primary responsibilities will include ensuring that all scheduled pull-out buses have arrived and are properly staged and that buses are returned to the service location and staged for additional trips. Other duties and responsibilities at the service location will be determined by and assigned by the Venue Captain. Assistant Venue Captains will also serve as alternates for Venue Captains if necessary.

Passenger Assistants

The Passenger Assistant will be primarily responsible for seeing that all buses display special Olympic identification; all buses are stocked with informational brochures; passengers are loaded; buses are dispatched; bus and passenger statistics are recorded, and that any mechanical failures are immediately reported. The Venue Captain may call upon the Passenger Assistant to provide any other assistance necessary for the operation.

Fare Exchange

The primary responsibility of the Fare Exchange personnel will be to provide a means of fare exchange for boarding passengers. They will also be a source of Olympic service information for our passengers. Fare Exchange personnel will sell round-trip fares and will work as directed by the Venue Captain.

Security Guards

Security Guards will accompany the Fare Exchange personnel during the entire tour of duty and will be responsible for providing security for District personnel, funds and equipment. The Venue Captain may call upon the Security Guard for assistance in other security matters.

EXHIBIT 9

EXHIBIT 9

REVENUE COLLECTION PROCEDURE

A fare payment procedure has been established utilizing the \$6, \$4, and \$2 token on special Olympic Services.

Those personnel of the Passenger Assistance Force (PAF) who are assigned fare-exchange duties will report to the Cash Counting Office (CCO) or an operating division to pick up their working fund prior to reporting to their assignment site. Those Fare Exchange Persons (FEP) assigned to downtown shuttle stop or Exposition Park will draw their funds from the CCO: others (Park-Ride, etc.) will draw theirs from a designated operating division. At the CCO or the division, the FEP will be met by a private security guard. The FEP will draw his working fund from the cash clerk or division dispatch. In the presence of the security guard and another FEP, he/she will ensure that working fund is complete then leave a receipt for the dispatcher or cash clerk. Any discrepancies will be noted on the receipt and later reported to the Venue Captain. Once this has been completed, the FEP will check out a District vehicle and transport himself, his working fund and the security guard to their assigned location.

Once at the location, those funds held in reserve will be stored in the locked trunk of the District vehicle, the kiosk or trailer. The security guard shall remain in close proximity to the bulk of the working funds and will not be assigned any other duties by the Venue Captain. The FEP and guard will remain at the location until properly relieved.

Upon relief, this team will report back to its point of origin and turn in their remaining working funds. The funds will be balanced and a receipt left with the person receiving and one for the FEP himself.

Should the Venue Captain need additional funds (tokens and cash) while on duty, he/she will notify the District's Dispatch Center. Additional funds will be transported to the site by District security guard personnel. This will be a delivery service only. There will be no pick up of funds from the FEP. Should an FEP be relieved prior to assigned relief time, those funds will become the responsibility of the Venue Captain.

The passenger terminal at 1st and Spring Streets will be staffed by Marketing and BRAC personnel. This terminal will begin operations early in July 1984 and will remain open from 0700-1900 daily. Funds for this location will be delivered by private armored car service. There will be one (1) private security guard posted during hours of operation and also after closing. This is necessary due to the fact that these funds and merchandise (token sets) will be stored at this terminal overnight. An adequate number and size of safes will be available. Upon commencement of the Olympic Service on 28 July 1984, the business hours of this terminal will be 0500-2200. Two (2) guards will be posted during these hours. Only one (1) will be needed during non-business hours.

Working funds will be transported to and returned from the operating division by existing vault truck deliveries.

EXHIBIT 10

EXHIBIT 10

PASSENGER ASSISTANCE FORCE (PAF)

Timekeeping/Paycheck Distribution Procedures

- (1) It is the responsibility of all employees to complete their bi-weekly Time Reports (Form RTD-123) by 3:30 P.M. on the Wednesday prior to payroll closing Saturday.
- (2) Work time entered on Time Report is to include time worked up through the Wednesday of submittal plus that which is anticipated for the following Thursday, Friday and Saturday. All Olympics related work time is to be noted by the entering of Code "999B" in the "Work-Store Order/AFE" column of Form RTD-123.
- (3) It will be the responsibility of Venue Captains, (or Assistant Venue Captains when applicable), to collect and review the Time Reports with regard to completion and correctness. After having done this, the Time Report sheets are to be mailed to the Operations Control Center (OCC) for receipt no later than Wednesday, Third Shift.
- (4) OCC First Shift personnel will ascertain the receipt of all Time Reports, sort by department and forward to Home Departments no later than Noon on Thursday.
- (5) Whereas Time Reports will have been completed through the closing Saturday of the time period, it will be necessary for the OCC to note any change to employee submittals which may occur after Wednesday, and notify Home Departments accordingly. Insofar as final submittal of Time Reports to the Accounting Department must be made on Monday, following the close of the Pay Period, changes that have occurred on Friday and/or Saturday must be telephoned to the Home Departments by 8:00 A.M. on Monday.

(6) Payroll checks will be sent to employee home departments on pay days as usual and employees should arrange to receive their checks there. If this creates a personal hardship, employees may request that their home departments forward paychecks to the Manager of the division of their choice for pick-up at that location.

EXHIBIT 11

EXHIBIT 11

PROCEDURE FOR HIRING CONTRACT STAFF
(BUS OPERATORS, MECHANICS, INFORMATION CLERKS, CASH CLERKS, STOCK/SHOP
CLERKS, TRUCK DRIVERS, TICKET CLERKS)

1. Conduct or verify job analysis of subject class and position(s) to determine job tasks and necessary qualifications (knowledges, physical and other abilities, types of experience, necessary training, e.g.).
2. Determine if outside recruitment will likely be required.
3. Determine appropriate recruiting sources. Examples of these sources are:
 - Vocational Schools
 - Community Colleges
 - Four-year Colleges
 - Adult Education Centers
 - Employment Development Department (EDD)
 - Community Organizations
 - Agencies
 - General Public
4. Develop selection materials (written tests, performance tests, interview questions, uniform, criteria for rating applicants, together with departmental representatives.
5. Poll and test applicants on District seniority rosters, as required by labor agreements.
6. Post job opportunities for application and testing of employees in the District at large.
7. Presuming insufficient response from, or no audience among current District employees, initiate outside recruitment efforts.
 - A. Contact placement directors at schools, colleges, training centers, EDD, organizations and or agencies to determine most effective means of advertising and coordinate recruitment process from that source.
 - B. Develop and place advertisements in media available for best recruitment source(s). Ads always include RTD Job Line and RTD bulletins, and may include classified or display advertising in newspapers or journals, fliers, brochures, community service spots on radio, ads in school or organizational newspapers, verbal announcements at schools.

- C. Arrange for those interested to obtain and return applications by the closing date.
8. Schedule and conduct testing (written and/or performance).
9. Schedule and conduct together with departmental representatives, interviews for those who pass test(s).
10. Establish eligibility list from which needed employees will be hired.
11. Make job offers to successful candidates and complete processing (paper work, orientation).
12. If District employees have taken any of available positions hire temporary or permanent replacements, as required, utilizing all or needed parts of procedure above.
13. Ticket Clerks will be recruited on-site at the various schools during April 1984, and will be brought on board on varying dates as determined by the Marketing and Communications Department. Other hiring dates are as established in task list and critical dates delineations.

EXHIBIT 11
(CONT'D)

PROCEDURE FOR FURLOUGHING OR TERMINATING OLYMPIC SERVICE EMPLOYEES

1. Non-Contract Passenger Assistance Force (Outside Hires), and Contract Staff needed 29 days or less.

Procedure of ending their services is the same as for any other as-needed or temporary employee. (Standard Operating Procedure.) All will be removed from service by August 18, 1984.

2. Contract Staff

- A. All contract staff vulnerable to layoff should be informed at time of interview of that vulnerability and whether they will have any recall rights.

- B. Pre-Layoff Activity Regarding Bus Operators

1. Transportation Department must compile list of part-time operators to be converted to full-time, according to normal procedures.
2. Transportation Department must establish effective date for conversion.
3. Transportation Department must begin to send employees for conversion processing starting May 7, 1984 (maximum 20/week).
4. After number of regular part-time openings that will be available at the end of the Olympics has been determined, Transportation Department must arrange with Payroll Accounting for the equivalent number of Olympics operators, in order of seniority, to be transferred from Olympics AFE to regular payroll on effective date established by Transportation Department.

- C. All Contract Staff to be Laid Off

1. Departments affected must determine effective date for layoff.
2. Departments affected must notify employees as provided in applicable labor agreement and in accordance with normal termination process, including notification regarding recall rights and all normal requirements for surrender of pass equipment, etc. (Employees should receive not less than two weeks' notice.)

3. Departments affected must arrange for final paychecks, complete clearance orders and records close-out, and similar termination processing, according to normal operating procedures.
4. Departments affected must work with Personnel prior to sending of notices to employees to confirm seniority lists for recall.
5. Labor Relations and other affected departments must notify relevant unions regarding layoffs, and hold meetings as required and in accordance with labor agreements, prior to effective dates of layoffs.
6. The anticipated maximum layoff date for all affected contract staff is September 30, 1984.
7. Personnel Department will fill subsequent vacancies from recall lists, in accordance with provisions of appropriate labor agreement, until lists are exhausted.

EXHIBIT 11
(CONT'D)

DISCIPLINARY PROCEDURES FOR USE DURING OLYMPIC GAMES

NON-CONTRACT DISCIPLINE AND GRIEVANCE PROCEDURES

During the period in which any District Non-Contract employee is assigned to District Olympic Games duty, that employee is under the jurisdiction of his or her supervisor as assigned by the Olympic's Operation Command. This supervisor shall have the right, for cause, to discipline the employees within his or her jurisdiction.

The RTD Bulletins 80-10 and 80-11 concerning Non-Contract Grievance Procedures and Formal Hearing Procedures shall be in effect during the Special Olympics period. The Non-Contract Discipline Procedures approved by the RTD Board on April 12, 1984 will also be in effect.

CONTRACT DISCIPLINE AND GRIEVANCE PROCEDURES

During the period in which any District Contract employee is assigned to District Olympic Games duty, that employee is under the jurisdiction of his or her supervisor as assigned by the Olympic's Operation Command. This supervisor shall have the right, for cause, to discipline the employees within his or her jurisdiction.

During the Special Olympics period, the Grievance and Arbitration procedures under each represented union contract will apply. The District will also establish a hotline with on-call representatives for each bargaining unit to handle alleged jurisdictional disputes.

During the training of all supervisors for the Olympic services, there will be special emphasis on the above noted Discipline and Grievance Procedures.

EXHIBIT 12

EXHIBIT 12

CONTRACT AMENDMENTS - U.T.U.

During the 1982 negotiations between the District and the United Transportation Union (UTU), it was agreed that the District could hire additional part-time operators required to service the 1984 Olympic Games during the period April 1, 1984 to September 30, 1984. After that date, the number would revert to the normal work force.

In February, 1984, after much discussion and negotiation, the District and UTU signed a comprehensive Olympics support agreement which will be in effect from June 1, 1984 to August, 1984. The main features of that agreement are as follows:

- a) The elimination of restrictions on the number of hours that part-time employees will work.
- b) Part-time employees will be able to work more than one assignment a day.
- c) No part-time employee will be converted to full-time during this period.
- d) Vacations are suspended between July 29 through August 11, 1984.
- e) Determination of work assignments for part-time employees will not be based on seniority.
- f) The suspension of restrictions on the number of non-biddable and biddable trippers that will be worked at any given time.
- g) During this period biweekly bidding will be suspended.
- h) Part-time employees will not be granted an eight hour guarantee. They will be paid for actual time worked except for split runs which come under the eight within eleven hour rule.
- i) The elimination of any type of penalty involving a piece of work.

It is projected that an additional 400 part-time employees will be needed to fully man the proposed Olympic service.

The aforementioned temporary amendments to the labor agreement will surely go a long way in allowing management the flexibility to match workload with manpower in an optimum manner. This joint effort will enable the District to meet the challenges of starting up, operating, and closing down an independent bus system.

Beyond this, the UTU has pledged their full cooperation and support to do what is necessary to ensure that the District's Olympic service runs efficiently and more importantly that the overall endeavor is a success.

The following are copies of the actual Contract Amendments as agreed to by the District and by the UTU.

CONTRACT

BETWEEN

UNITED TRANSPORTATION UNION



AND

SOUTHERN CALIFORNIA
RAPID TRANSIT DISTRICT



RTD

EFFECTIVE JUNE 1, 1982

Signed at Los Angeles, California, this 10/23 day of OCT, 1982.

For the Southern California
Rapid Transit District

John A. Dyer
John A. Dyer
General Manager

William F. Stone
William F. Stone
Chief Negotiator

Donald J. Gochish
Donald J. Gochish
Administrator/Labor Relations

Leila Bailey
Leila Bailey
Transportation Superintendent

Ralph Wilson
Ralph Wilson, Division
Transportation Manager

Ralph Carapica
Ralph Carapica
Labor Relations Representative

For the United Transportation Union

Earl Clark
Earl Clark
General Chairman

William C. Haag
William C. Haag
Vice Chairman

Edward McKeon
Edward McKeon
Secretary

James A. Williams
James A. Williams
Member

John W. Cockburn
John W. Cockburn
Member

**ARTICLE 50
PART-TIME EMPLOYEES**

Effective with the signing of the Contract, part-time Operators shall be hired subject to the following conditions:

(a) Part-time Operators shall be subject to Articles 26, 27, 32, 37, 39(5), 40, 41, 52 and 53 of the Contract.

(b) The number of part-time Operators shall not exceed 10% of the total number of Operators employed on a division-wide basis, rounded to the nearest number.

To insure that full-time operators' overtime is not adversely affected by utilization of part-time employees, the District agrees that the number of the non-biddable trippers and biddable trippers established in the Shake-Up of June 1982 shall not be reduced during this Agreement.

It is agreed the District may hire additional part-time operators required to service the 1984 Olympic Games during the period April 1, 1984 to September 30, 1984. It is further understood that after September 30, 1984 that the percentage of part-timers will be the established number determined by the arbitration award.

(c) Part-time Operators shall not work assignments that contain more than five (5) hours' work time or less than two and one-half (2½) hours' work time daily and no more than twenty-five (25) hours per week. Part-time Operators shall not work Saturdays, Sundays or holidays (except when a weekday schedule is worked).

(d) Part-time Operators shall be paid at the same hourly wage rates as full-time bus Operators, subject to progression and cost-of-living allowances.

(e) Part-time Operators will not be eligible for paid leave or other fringe benefits applicable to full-time employees, except as specifically provided herein. Part-time Operators shall be eligible for those benefits specifically required by law.

(f) Part-time Operators shall be provided free transportation in the same manner as provided to regular full-time Operators. This shall not apply to spouse and dependent children.

(g) No full-time Operator shall be furloughed or laid off until all part-time Operators have been furloughed or laid off.

(h) No full-time District employee shall work as a part-time Operator.

(i) Part-time Operators will not accrue seniority while so employed except as provided for in Paragraph (p) Section 1 below. A part-time Operator who applied and is accepted for employment as a full-time Operator shall for all purposes accrue seniority or service only from the date of his/her hire as a full-time Operator.

(j) Part-time Operators shall be used exclusively for the purpose of working trippers which are not bid or biddable by regular full-time Operators. All vacation reliefs, report Operators, protection service, and any regular runs left vacant because of the absence of regular Operators will be worked by full-time Operators.

(k) In the event a part-time Operator is assigned to a piece of work that does not meet the specific requirements as outlined in this Article a penalty of four (4) hours shall be paid as provided in Article 12, Section 3, of this Contract.

(l) Part-time Operators shall be paid for all time during which they are required by the District to perform any duties. Part-time Operators will not be eligible for time or pay guarantees or for penalty pay provisions.

(m) A roster containing the names, badge numbers, and the assignments of all part-time Operators shall be posted at each Division.

(n) Part-time Operators shall not be permitted to work more than one assignment per day and such assignment shall not be split, and such assignment must be straight.

(o) It is understood that part-time Operators will be added only through normal attrition and expansion in service.

(p) Part-time Operators shall be converted to full-time under the following provisions:

(1) It is agreed that a District-wide seniority list of all part-time Operators will be established and will be posted in all Divisions semi-annually. The Transportation Division list will include names, seniority dates and work assignments.

(2) Effective December 1, 1982, part-time Operators will be promoted to full-time Operator status in order of District-wide seniority where management determines it necessary to fill new or vacant positions on the basis of service requirements. It is agreed that seniority is the length of service since the employee's most recent date of hire.

(3) In accordance with current established practice, it is agreed that a part-time Operator converted to full-time Operator will revert to the Trainee rate. Upon completion of training, the employee will be placed on Step 1 of the full-time Operator rate.

(4) Part-time Operators in each Division will be assigned a non-biddable tripper by the Division Manager or his/her designated representative, in accordance with the seniority choice based on part-time seniority roster.



John A. Dyer
General Manager

February 23, 1984

TO: Board of Directors
FROM: John A. Dyer
SUBJECT: Special Olympics Support Agreement with
the United Transportation Union

RECOMMENDATION

It is recommended that the Board of Directors ratify a special Olympics Support Agreement between the United Transportation Union and the District.

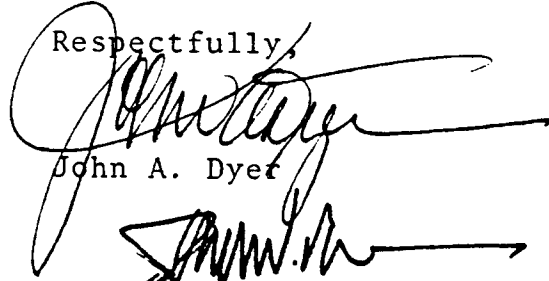
BACKGROUND

Consistent with the approved Olympics budget and Service Plan, Operations staff have projected certain manpower needs which necessitate temporary modifications to labor contracts. Negotiations have been underway for some time with all bargaining units, and this Agreement represents the second completed contract modification to accommodate the Olympics.


The Agreement provides management with considerable flexibility in staffing, employee assignments, and vacation scheduling during the period surrounding the Olympic Games. The United Transportation Union will encourage its members to work above and beyond the call of duty and provide the District with their services to ensure that the District's Olympic service runs smoothly. This Agreement represents a mutual commitment on the parts of both labor and management to provide high quality service while protecting the rights of all Union members under their existing labor contract with the District.

Your ratification of this special Olympics Support Agreement is recommended.


Respectfully,



John A. Dyer



By: John W. Richeson
Assistant General Manager-
Management



By: Roger L. Kundert
Director of Employee Relations

Attachment

SPECIAL OLYMPICS SUPPORT AGREEMENT
between
SOUTHERN CALIFORNIA RAPID TRANSIT DISTRICT
and
UNITED TRANSPORTATION UNION

This agreement is entered into for the sole purpose of providing transit service for the 1984 Olympic Games and in recognition of the extraordinary requirements the Olympics will place on the equipment, facilities, and people of Southern California. The provisions of this agreement apply to the specific periods covered in the agreement and do not constitute any precedent for service thereafter.

Upon expiration of this agreement in August, 1984, all provisions of the existing District/UTU labor contract waived or altered under this agreement will revert to their previous status and become fully operative, without precedent or prejudice to future interpretations or negotiations.

Due to the expansion of service requirements during the 1984 Olympics, a joint effort between the Union and the District will be put forth to accomplish the following:

It is hereby agreed that the following portions of Article 50 of the Contract between the United Transportation Union and the Southern California Rapid Transit District effective June 1, 1982 be waived:

| | |
|-------------------------|---------------------------|
| Section (b) paragraph 2 | Section (n) |
| Section (c) | Section (o) |
| Section (k) | Section (p) (1), (2), (4) |
| Section (l) | |

In addition, the word "assignments" is deleted in Section (m).

Added provisions are as follows:

1. It is agreed that all part-time operators remain on part-time status from June 3, 1984, through August 18, 1984, even though they may be working longer than part-time hours. It is further understood that the fringe-benefit entitlements of part-time

SPECIAL OLYMPICS SUPPORT AGREEMENT
BETWEEN SOUTHERN CALIFORNIA RAPID TRANSIT DISTRICT
AND UNITED TRANSPORTATION UNION

-Page 2-

operators are not altered by the provisions of this agreement, except as provided by law.

2. Part-time operators will not be assigned to the Extra Board or to the Regular Runs. Extra Board assignments, excepting report and hold down, may be extracted and assigned to part-time operators. However, part-time operators will not be assigned more than one tripper until all full-time Extra Board operators have been used, including VCBs, but not OCBs.
3. While part-time operators working split assignments are entitled to pay under the spread and overtime provisions of Article 2, Section 2, if they work more than one assignment, they are not entitled to an eight-hour guarantee should they work a single assignment. For such single assignments, they will be paid for actual time worked.


In addition, the following actions are agreed upon by the District and the United Transportation Union:

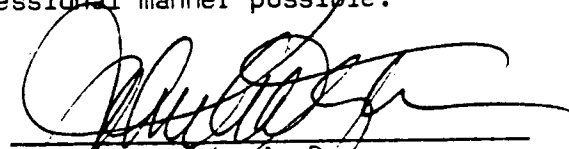
1. Operators will be allowed to work Olympic assignments only at "foreign" divisions on a voluntary basis. Such work will be offered as VCB work in accordance with the provisions of Article 13, Section 8. If sufficient operators are not found through the VCB process, qualified part-time operators may be canvassed in hiring date order. Canvassing for full-time and part-time VCB work will occur at only those divisions at which fewer people are needed on the day on which the work is available at the "foreign" division.
2. Biweekly bidding will be suspended between June 17, 1984, and August 26, 1984.
3. Operator vacations will be suspended between July 29, 1984, and August 11, 1984, inclusive. At least as many of the vacations which would normally have been scheduled during this period will


SPECIAL OLYMPICS SUPPORT AGREEMENT
BETWEEN SOUTHERN CALIFORNIA RAPID TRANSIT DISTRICT
AND UNITED TRANSPORTATION UNION
-Page 3-

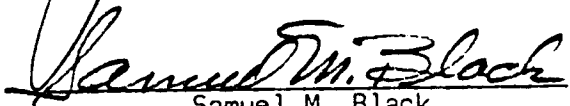
be offered, instead, during the period from June 3, 1984, through July 28, 1984. During the period from June 3, 1984, through July 28, 1984, it is understood that the number of part-time operators worked in excess of five hours per day will not exceed the number of extra vacations offered full-time operators.

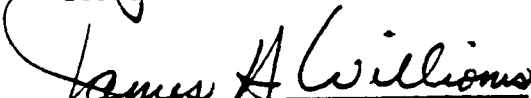
The United Transportation Union will encourage its members to work above and beyond the call of duty and provide the District with their services, performing hours in excess of their regular duties, to ensure that the people who will be depending on public transportation during the 1984 Olympics will be served in the best professional manner possible.

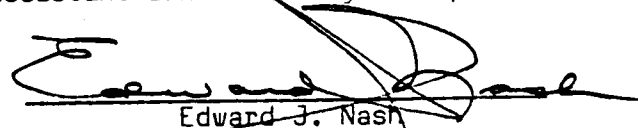

Earl Clark
General Chairman


John A. Dyer
General Manager

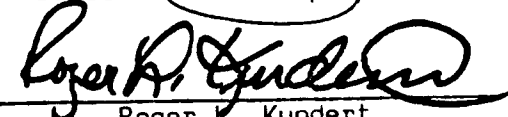

John H. Cockburn
Local Chairman - Local 1563



Samuel M. Black
Assistant General Manager - Operations


James A. Williams
Local Chairman - Local 1564


Edward J. Nash
Director of Transportation


Leo Perea
Acting Local Chairman - Local 1565


Roger E. Kundert
Director - Employee Relations


Archie F. Grant, Jr.
Local Chairman - Local 1607

Date: February 10, 1984

EXHIBIT 13

EXHIBIT 13

CONTRACT AMENDMENTS - A.T.U.

The need for some type of relief during the Olympics was identified during the 1982 negotiations between the District and the Amalgamated Transit Union (ATU). The result was the creation of a temporary classification, to be called "Temporary Service Attendant" (TSA). This allowed the District to hire an additional 54 TSA's; specifically assigned to perform work that directly resulted from services provided by the District in connection with the Olympic Games.

The special agreement is to be in effect from June, 1984, through January 15, 1985; these employees will not be entitled to fringe benefits, which will result in considerable cost savings to the District.

In addition, a second special support agreement was negotiated in the latter part of 1983. The provisions include the establishment of a temporary third shift crew composed of Telecommunications personnel who specialize in servicing bus radio breakdowns.

Moreover, employees will be urged to accept payment in lieu of taking vacations, and 200 mechanics will be transferred from South Park Shops to the various operating divisions for the period from July to September, 1984.

Finally, it was agreed that in the event of an emergency, through a mutual aid agreement, outside vendors will be allowed to respond to road calls for minor repair and/or towing of District equipment.

It is anticipated that the two agreements in total will redeploy manpower in such a way as to provide management with the flexibility necessary to meet departmental needs during this special period.

This effort represents a mutual commitment on the parts of labor and management to provide high quality service while protecting the rights of all Union members.

The following are copies of the actual Contract Amendments as agreed to by the District and by the ATU.

MEMORANDUM OF UNDERSTANDING

BETWEEN

AMALGAMATED TRANSIT UNION, LOCAL 1277

and

THE SOUTHERN CALIFORNIA RAPID TRANSIT DISTRICT

The parties mutually recognize the anticipated extra demands upon District personnel which the upcoming Olympics will incur. The parties therefore have agreed to establish a temporary classification, to be called "Temporary Service Attendant." Temporary Service Attendants will be employed to supplement the work of full-time service attendants. Temporary Service Attendants are to be used by the District to perform Service Attendant duties on vehicles used by the District for providing passenger service in connection with the 1984 Olympics to be held in Los Angeles.

The term of this Agreement shall be from June 1, 1984 through January 15, 1985. This agreement shall terminate on January 15, 1985. Except as enumerated below all terms and conditions of the existing collective bargaining agreement shall apply to Temporary Service Attendants.

1) The following Articles and/or Sections of the existing collective bargaining agreement shall not apply to Temporary Service Attendants:

Article 6, Section A.

Article 7

Article 8

Article 9c

Article 16

Article 22, Section C

Article 28 (Except that each Temporary Service Attendant shall be offered transportation privileges at time of employment for the duration of his/her employment pursuant to this agreement)

Article 31

Article 32

Article 33

Article 36

Article 37

Article 38

2) The District may hire up to four (4) Temporary Service Attendants for each operating division of the District existing on Friday August 13, 1982.

3) Temporary Service Attendants may only perform work that directly results from the services provided by the District in connection with the 1984 Olympic Games to be held in Los Angeles.

4) Temporary Service Attendants are prohibited from performing any work not directly connected with the 1984 Olympics and/or which is being performed by permanent, full-time employees covered by the existing Collective Bargaining Agreement.

5) Temporary Service Attendants shall be guaranteed minimum pay of five (5) hours for each day they report for work.

6) No permanent, full-time Service Attendant may be laid off while any Temporary Service Attendant is employed, pursuant to this Agreement.

DATED: August 13, 1982

John S. Wells

Ernie C. Long (Sr.)



John A. Dyer
General Manager

January 19, 1984

TO: Board of Directors
FROM: John A. Dyer
SUBJECT: Special Olympics Support Agreement with the
Amalgamated Transit Union, Division 1277

RECOMMENDATION

It is recommended that the Board of Directors ratify a Special Olympics Support Agreement between the District and the Amalgamated Transit Union, Division 1277.

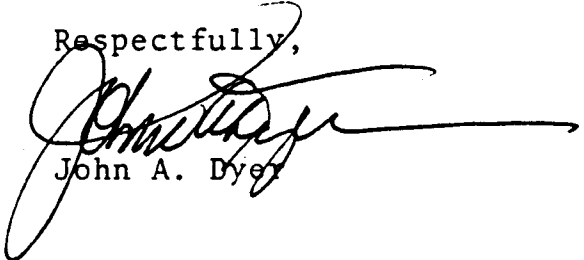
BACKGROUND

Consistent with the approved Olympics budget and Service Plan, Operations staff have projected certain manpower needs which necessitate temporary modifications to labor contracts. Negotiations have been underway for some time with all bargaining units, and this Agreement represents the first completed contract modification to accommodate the Olympics.

The Agreement provides management with flexibility in staffing, employee assignments, and vacation scheduling during the period surrounding the Olympic Games, and Union leaders will hold periodic coordination meetings to ensure the smooth implementation of this Agreement. It represents a mutual commitment on the parts of both labor and management to provide high quality service while protecting the rights of all Union members under their existing labor contract with the District.

Your ratification of this Special Olympics Support Agreement is recommended.

Respectfully,


John A. Dyer

Attachment

SPECIAL OLYMPICS SUPPORT AGREEMENT

between

SOUTHERN CALIFORNIA RAPID TRANSIT DISTRICT

and

AMALGAMATED TRANSIT UNION DIVISION 1277

TELECOMMUNICATIONS DEPARTMENT

Due to the expansion of service during the 1984 Olympics, the Telecommunications Department will establish a temporary third shift crew to accommodate the radio service and repair of coaches on second and third shifts.

Employees of this Department will be canvassed for volunteers to fill the shifts. The District and Union will meet to determine the number of employees to fill each shift. In the event the number of volunteers do not fill the shifts, then the drafting of lowest seniority employees will take place.

It is further understood that all shift differentials will apply and there will be no reduction in pay if moved to a lesser differential shift.

Various locations may be closed and employees will be reassigned during the Olympics period.

ALL DEPARTMENTS

In the event an insufficient number of employees volunteer to fill all emergency schedules, Article 3, Section B, Paragraph 3 and Article 4, Section A, of the current Collective Bargaining Agreement will apply. It is specifically agreed that this emergency period will not exceed six (6) weeks duration.

MAINTENANCE DEPARTMENT

Due to the expansion of service requirements during the 1984 Olympics, a joint effort between the Union and the District will be put forth to accomplish the following:

Employees will be urged to accept payment in lieu of taking vacations, the final decision to be the option of the employee. The offer to work the vacation will be included in the posted bid during the normal vacation bidding period. Bidding will commence April, 1984.

SOUTH PARK SHOPS

Twelve (12) Utility/Service Attendants will be relocated from South Park Shops to the operating divisions for Olympic service.

This transfer will be accomplished by voluntary bid. If an insufficient number of Utility/Service Attendants bid for such temporary reassignment, the selection will be made by drafting in inverse seniority order.

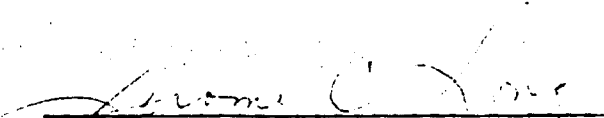
Approximately two hundred (200) mechanics will be transferred from South Park Shops to District Operating Divisions prior to the Olympics and will remain until after the Olympics, for the approximate period from July to September, 1984. The District will make every effort to reduce this time period to the absolute minimum necessary.

The two hundred (200) (approximation) employees will be drawn from South Park Shops various sections and will be bid on a seniority basis. The number required from each Department will be furnished to the Union and volunteers will be solicited. If there are not enough volunteers, drafting in inverse seniority order by qualification will take place and every effort will be made to place the involved individuals in a location nearest to his/her place of residence.


Maintenance management and Union representatives will begin meeting with Maintenance Department employees in October, 1983,

for the purpose of discussing the SCRTD needs during the 1984 Olympics.

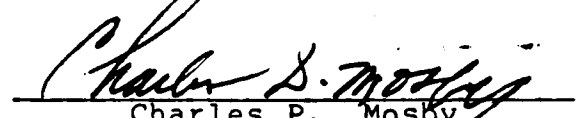
It is further agreed that in emergency cases, through a mutual aid agreement, outside vendors will be allowed to respond to calls for minor repair and/or towing of District equipment. It is further understood that no major work will be performed under this mutual aid pact.



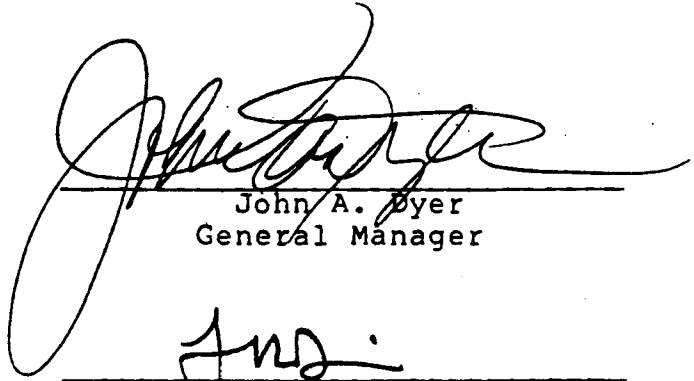
Jerome C. Long
President
Amalgamated Transit Union




Neil H. Silver
Vice President
Amalgamated Transit Union




Charles P. Mosby
Financial Recording Secretary
Amalgamated Transit Union




John A. Byer
General Manager




L. R. Davis
Director
Maintenance and Equipment



A. P. Chavira, Jr.
Superintendent of Maintenance



Roger Kundert
Director
Employee Relations



Ed Walsh
Director
Telecommunications

EXHIBIT 14

EXHIBIT 14

CONTRACT AMENDMENTS - B.R.A.C.

During the 1982 negotiations between the District and the Brotherhood of Railway, Airline and Steamship Clerks (BRAC), it was agreed that the District could hire up to one hundred (100) temporary employees for the period from April 1, 1984, through September 30, 1984.

These temporary employees would only perform work directly related to the Olympic Games. Other restrictions included a six (6) hour work day with a maximum of thirty (30) hours per week.

In addition, a second agreement was negotiated and approved by the Board of Directors on April 12, 1984. The joint effort includes the reassignment of Truck Driver Clerks from first shift to second or third shifts for the period July to September, 1984. Employees will be urged to accept payment in lieu of taking vacations and the bidding will be moved back to March 26, 1984. Moreover, the vacation period for FY 1984 will commence on April 8, 1984 instead of June 1, 1984. Also, employees will be encouraged to accept payment in lieu of taking Birthday and/or Anniversary holidays during the Olympics, or convert the fixed holidays to a floater to be taken at a later time.

This effort represents a mutual commitment on the part of labor and management to provide high quality service while protecting the rights of all Union members.

Attached are copies of the actual Contract Amendments as agreed to by the District and by the BRAC.



John A. Dyer
General Manager

March 22, 1984

TO: Board of Directors

FROM: John A. Dyer

SUBJECT: SPECIAL OLYMPICS SUPPORT AGREEMENT WITH
THE BROTHERHOOD OF RAILWAY, AIRLINE &
STEAMSHIP CLERKS

RECOMMENDATION

It is recommended that the Board of Directors ratify a special Olympics Support Agreement between the Brotherhood of Railway, Airline and Steamship Clerks (BRAC) Union .

BACKGROUND

Consistent with the approved Olympics budget and Service Plan, Operations staff have projected certain manpower needs which necessitate temporary modifications to labor contracts. Negotiations have been underway for some time with all bargaining units, and this Agreement represents the third and final completed contract modification to accommodate the Olympics.

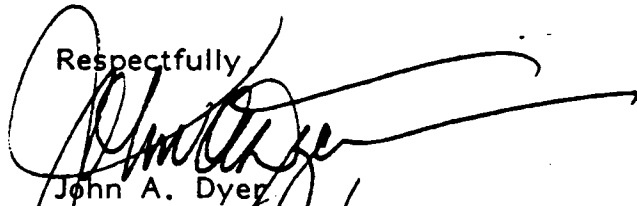
During the last (1982) negotiations, collective bargaining period, the RTD and the BRAC reached an agreement to allow the District to hire temporary employees and a Letter of Agreement for Emergency Olympic Service is contained in the contract.

This supplemental Agreement provides management with additional flexibility in staffing, employee assignments, and vacation scheduling during the period surrounding the Olympic Games. The Brotherhood of Railway, Airline and Steamship Clerks Union will encourage its

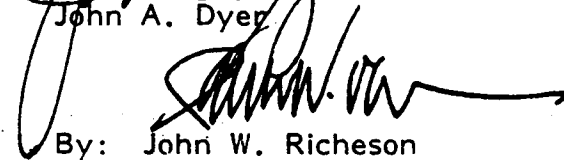
members to work above and beyond the call of duty and provide the District with their services to ensure that the District's Olympic service runs smoothly. This Agreement represents a mutual commitment on the parts of both labor and management to provide high quality service while protecting the rights of all Union members under their existing labor contract with the District.

Your ratification of this special Olympics Support Agreement is recommended.

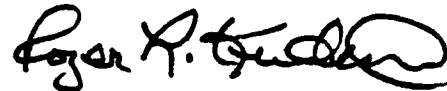
Respectfully



John A. Dyer



By: John W. Richeson
Assistant General Manager-
Management



By: Roger L. Kundert
Director of Employee Relations

Attachment

AGREEMENT

between

SOUTHERN CALIFORNIA RAPID TRANSIT DISTRICT

and

BROTHERHOOD OF RAILWAY, AIRLINE AND STEAMSHIP CLERKS
FREIGHT HANDLERS, EXPRESS AND STATION EMPLOYEES

EFFECTIVE JUNE 1, 1982

SPECIAL OLYMPIC SUPPORT
AGREEMENT
BETWEEN
SOUTHERN CALIFORNIA RAPID TRANSIT DISTRICT
AND
BROTHERHOOD OF RAILWAY, AIRLINE & STEAMSHIP CLERKS

Due to the expansion of service requirements during the 1984 Olympics, a joint effort between the Union and the District will be put forth to accomplish the following:

PURCHASING AND STORES

Truck Driver Clerk positions will be temporarily assigned from first shift to second or third shifts during the Olympic period. Approximate period from July to September, 1984.

The District shall make every effort to reduce this time period to the absolute minimum necessary. It is understood that all shift differentials will apply.

Upon completion of the above assignments, the permanent employees affected shall return to their permanent assignments.

VACATIONS

Employees will be urged to accept payment in lieu of taking vacations during the Olympic period, July 22 - August 12, 1984. The final decision to be the option of the employee. The offer to work the vacation may be included in the posted bid during the normal bidding period.

Bidding will commence March 26, 1984. Vacation period for FY 1985 may commence on April 8, 1984.

When employees are nearing the one hundred (100) days of absence during the fiscal year and take their vacation between April 8, 1984 and June 30, 1984 as provided for in this agreement and then proceed to be absent from their position upon return from their vacation, bringing their total number of days absent to over one hundred (100) days, the District will be authorized to collect the amount of vacation pay overpaid to the employee as per Article 35 (f) of the 1982 BRAC agreement.

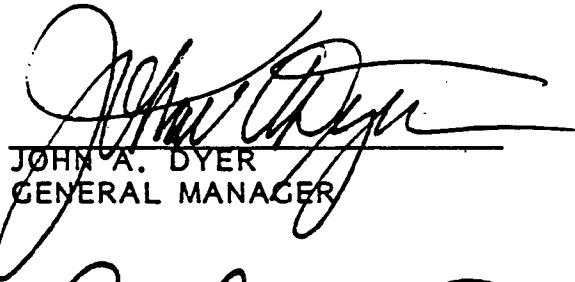
BIRTHDAY/ANNIVERSARY DATE HOLIDAYS

Employees will be urged to accept payment in lieu of taking Birthday and Anniversary date holidays if the days fall during the Olympic period July 28 - August 12, 1984. In addition, these Birthday/- Anniversary date holidays may (at the employees option) be converted to a Floater Holiday(s) to be taken at a date outside the Olympic period.

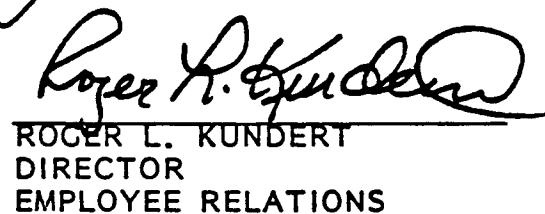
If the employee chooses the Floater option, at least five (5) days notice will be given to management.

Dated at Los Angeles, California this March 22, 1984.

FOR SOUTHERN CALIFORNIA RAPID
TRANSIT DISTRICT



JOHN A. DYER
GENERAL MANAGER

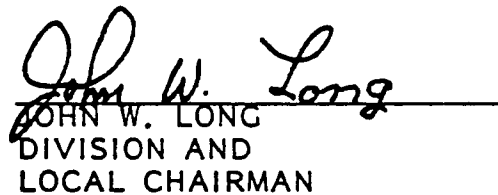


ROGER L. KUNDERT
DIRECTOR
EMPLOYEE RELATIONS

FOR BROTHERHOOD OF RAILWAY,
AIRLINE & STEAMSHIP CLERK



PETER A. DURAN
VICE GENERAL CHAIRMAN



JOHN W. LONG
DIVISION AND
LOCAL CHAIRMAN

LETTER OF AGREEMENT

EMERGENCY OLYMPIC SERVICE

The District may hire up to one hundred (100) temporary employees. These employees shall not be hired before April 1, 1984 and shall leave the District's service by September 30, 1984. These time limits may be extended by mutual agreement. Nothing in this letter shall be construed to prevent such employees from promoting into regular employment with the District. In such event, their seniority will commence on the date they are permanently assigned to a position. It is mutually agreed that these employees shall only be assigned to perform work directly related to Olympics Service. These employees shall work no less than three (3) consecutive hours per day nor more than six (6) consecutive hours per day with a maximum of thirty (30) hours per week. No full-time employee shall be laid off as a result of hiring these temporary employees.

The following articles shall apply to these employees:

| | | |
|----|----|---------------------|
| 1 | 24 | 31 |
| 2 | 25 | 32 |
| 3 | 26 | 33 (Emp. pass only) |
| 4 | 27 | 42 |
| 8 | 28 | 43 |
| 11 | 29 | 44 |
| 12 | 30 | 45 |

EXHIBIT 15

EXHIBIT 15

NON-CONTRACT VOLUNTEER - RECRUITMENT PASSENGER ASSISTANCE FORCE (PAF)


The attached survey was used to determine which Non-Contract employees desire to volunteer for special duties during the Olympics. The submission deadline was March 15, 1984. The information will be tabulated by the Personnel Department. Survey information (name, area of residence, work telephone, any service restrictions) from those employees who volunteer, and who are released by their department heads for special duties, will be forwarded to the Transportation Department by April 18, 1984, for scheduling and assignment to special duties.

If an insufficient number of volunteers is available from among Non-Contract employees, the deficiency will be made up by reassigning non-contract personnel or recruiting volunteers from other transit properties.

SOUTHERN CALIFORNIA RAPID TRANSIT DISTRICT

**DO NOT INCLUDE MORE THAN ONE
SUBJECT IN THIS COMMUNICATION**

DATE: March 2, 1984

TO: Non-Contract Employee
FROM: Gayel A. Pitchford 
SUBJECT: SURVEY OF NON-CONTRACT EMPLOYEES FOR SPECIAL
FIELD ASSIGNMENTS DURING 1984 SUMMER OLYMPICS

On July 28, 1984, ceremonies will be conducted at the Los Angeles Memorial Coliseum signalling the start of the 23rd Olympic Games. For 16 days, Southern California will host the premier spectacle in the world of sports. In terms of scale, the Olympic Games probably rank as the largest entertainment event produced with the involvement of thousands of participants and millions of spectators. The challenges associated with meeting the public transportation demands generated by the Games are enormous. During this 16-day period, the District will operate special Olympic transit services in addition to the regular service.

In order to make the District's efforts in this regard entirely successful, the District will need to free a large number of Non-Contract employees from their normal work to be used for special field duties at Olympic venue and transportation sites. These duties will include: 1) selling of Olympic fare tokens, 2) conducting accurate passenger counts, and 3) assisting Olympic passengers to board and alight in an orderly manner. Shifts may not be consistent with current working hours because of the nature of our Olympic services. First shift duties may begin as early as 5:00 a.m., and second shift hours may extend as late as 1:00 a.m. There will be a need for some employees to work 10-hour shifts. Personnel will also be needed to fill some weekend assignments. Hours in excess of a regular 8-hour shift will be subject to the District's present overtime policy. Employees will be required to provide their own transportation but will, insofar as possible, be assigned to sites near their homes, and will be reimbursed any parking fees. You will also be required to attend approximately 8-12 hours of training, during normal work hours prior to the start of the Olympics, to prepare to carry out your special assignments.

The anticipated work schedule will require some extraordinary effort of our employees. However, employees who volunteer for these special assignments will be part of a historic event in Los Angeles. Additionally, you will have an opportunity to learn about the operations side of the District and to perform duties that are directly related to providing transit services: an opportunity that most employees never experience.

Please return the attached form to your department head by March 13, 1984 to assist the Personnel Department in planning Olympic staffing. This information will remain confidential.

Thank you for your cooperation as we prepare for this great challenge.

SURVEY OF NON-CONTRACT EMPLOYEES FOR SPECIAL
FIELD ASSIGNMENTS DURING 1984 SUMMER OLYMPICS

NAME _____ JOB TITLE _____ BADGE # _____

DEPT # _____ YOUR WORK LOCATION _____

AREA OF RESIDENCE (CITY OR COMMUNITY, e.g., Santa Monica, Echo Park)

_____ I AM INTERESTED IN BEING ASSIGNED TO SPECIAL OLYMPIC FIELD DUTIES.

_____ I AM UNABLE TO VOLUNTEER FOR THIS SPECIAL DUTY BECAUSE OF THE
FOLLOWING REASON: (i.e., Inability to stand for long periods of time
or lift up to 25 lbs., sensitivity to summer heat or sunlight, etc.)

Explanation _____

ALL INFORMATION WILL REMAIN CONFIDENTIAL

STATEMENT OF DEPARTMENT HEAD:

THE ABOVE EMPLOYEE _____ CAN/CANNOT _____ BE REASSIGNED TEMPORARILY TO OLYMPIC
DUTIES BETWEEN 7/28/84 TO 8/12/84.

Signature of Department Head

Department

EXHIBIT 16

EXHIBIT 16

TRAINING, SPECIAL ATTENDANCE, AND DELIVERY OF MATERIALS PROCEDURES

The Olympic services will place unusual pressures on the District relative to its special Passenger Assistance Force (PAF). The fact that District employees may be hired or redeployed to work in the field, doing tasks not necessarily related to their normal assignments, and working at other than normal work shifts, is significant enough to require that procedures be developed.

Exhibit 16.1 through Exhibit 16.4 contains specific procedures for training of the Passenger Assistance Force (PAF). Check-in, Check-out, Manpower Replacement, Timekeeping and delivery of Olympic passes and literature to outside locations.

EXHIBIT 16.1

PROCEDURES FOR TRAINING PASSENGER ASSISTANCE FORCE (PAF)

1. Prepare PAF Field Manual

A. Procedures

- 1) Cash handling and token sales
- 2) Boarding/deboarding assistance
- 3) Passenger counts
- 4) Equipment identification, stocking and failures
- 5) Organizational structure and reporting-in procedures

B. Basic Information for Passenger Assistance Force

- 1) Olympic venues and event schedules
- 2) Olympic service
 - a. Terminals
 - b. Routes
 - c. Fares
 - d. Timetables
- 3) Major RTD lines interfacing with Olympic service and servicing major hotels and tourist attractions
- 4) Numbers to phone for additional information
- 5) Means for obtaining timetables

C. Typesetting or typing, proofreading and printing of required number of copies

2. Conduct Classroom Training (6 hours)

A. Develop and reproduce instructor materials and lesson plans by May 7, 1984

B. Develop and reproduce student classroom materials and exercises prior to June training

C. Present token sales segment

- 1) Cash handling and accepting payment
- 2) Tokens - denominations and stock
- 3) Balancing cash and token funds
- 4) Accounting and reporting
- 5) RTD procedures (check-out and check-in, balancing, accounting, reporting)
- 6) Written exercises on above (C - 1 through 5)

EXHIBIT 16.1 (Cont'd)

- D. Present boarding/deboarding assistance segment
 - 1) Purposes and principles
 - 2) Procedures
 - 3) Crowd control techniques
 - 4) Methods for dealing effectively with the public
 - 5) Directing buses on pull-outs, pull-ins
- E. Present passenger counting segment
 - 1) Tallying procedures and forms
 - 2) Reporting procedures and forms
- F. Present equipment-related segment
 - 1) Affixing identification to buses
 - 2) Stocking buses with literature
 - 3) Reporting vehicle failures
 - 4) Other signs and identification at venues and terminals
- G. Present Organizational Procedures
 - 1) Attendance
 - 2) Check-in/check-out
 - 3) Calling in sick
 - 4) Roles and responsibilities
- 3. Conduct Field/Practical Training (6 hours)
 - A. Token sales practical (at end of classroom training, 2 hours)
 - 1) Selling tokens
 - 2) Handling cash
 - 3) Accounting
 - 4) Balancing
 - 5) Reporting
 - B. Passenger assistance practical (boarding/deboarding/counting and equipment identification/stocking) (in field, 4 hours)
- 4. Schedule (based on class size of 50 maximum, 12 classes)
 - A. Train 8-12 instructors by 5/84

Either for combined classroom/field instruction (one instructor to follow a class all the way through both portions), or separate instructors for field instruction and classroom instruction
 - B. Train District Non-Contract volunteers by appointment (6/84)
 - C. Train outside hires (7/84)

EXHIBIT 16.2

CUSTOMER RELATIONS

PROCEDURES FOR FILLING WORK SHIFTS DURING THE OLYMPICS

To be able to respond to the increase in service demands during the 1984 Olympics, both sections of the Customer Relations Department intend to extend their current hours of operation. Telephone Information will operate on a twenty hour daily information schedule of 5:00 A.M. to 1:00 A.M. Passenger Service will expand its hours from 8:00 A.M. to 7:00 P.M. Additionally, ten temporary Information Clerks will be hired to aid in staffing the forty-five information positions and free experienced clerks to man three major outside locations.

PROCEDURES FOR EXTENSION OF SERVICE HOURS

1. The extension of work hours will be incorporated into the Summer Shake-up. Four A.M. shifts, 6:00 A.M. to 2:30 P.M. will be changed to 5:00 A.M. to 1:30 P.M., as will four P.M. shifts be rescheduled from the current 3:30 P.M. to 12:00 midnight to 4:30 P.M. to 1:00 A.M. during the 16 days of the Olympics.
2. Two shifts for temporary Information Clerks will be scheduled for relief of early and late shifts.
3. Passenger Service will establish two shifts for Passenger Representatives, with starting times of 8:00 A.M. and 9:00 A.M. The Representatives will be required to work ten hours daily, six days a week.
4. One (1), all night shift for Supervisory Personnel will be established to:
 - o Take care of all emergency situations (filling of shifts etc.)
 - o Opening and closing of the ACD System
 - o Compiling of statistical data
 - o Processing of incoming and outgoing paperwork

PROCEDURES FOR FILLING FORTY-FIVE INFORMATION POSITIONS DURING PEAK HOURS (PEAK HOURS BEING DETERMINED AS 8:00 A.M. TO 6:00 P.M.)

1. The Summer Shake-Up will be revised to accommodate the response needed of the tourist season
2. Seating assignments are presently developed to determine additional shifts necessary for optimum staffing
3. Temporary Information Clerks will be scheduled to fill vacant positions

EXHIBIT 16.2 (Cont'd)

4. Utilization of present staff as to overtime is intended (The majority of clerks have agreed to a six day work week)
5. Supervisory Personnel will be scheduled for ten hours daily, six days a week. The extra coverage will be necessary to adequately supervise the additional personnel, to help temporary and newer Clerks with information queries and to assist patrons in emergency situations such as lost persons, lost articles, etc.

PROCEDURES FOR STAFFING OUTSIDE LOCATIONS OF FIRST AND SPRING STREETS, ARCO AND CAL MART

1. A list has been prepared of present staff requesting to work on an overtime basis of these outside locations
2. Clerks will be assigned, according to seniority, one week in advance of work hours and work locations
3. If vacancies exceed voluntary shift assignments, mandatory overtime will have to be imposed according to contractual agreements
4. Clerks working at outside locations will be required to notify the Supervisor on duty of the signing on and off times

PROCEDURES FOR FILLING SHIFTS IN EMERGENCY SITUATIONS

1. List of Clerks on scheduled rest days will be prepared for each day of the Olympics
2. Any Clerk unable to report for work due to illness or a personal emergency is requested to notify the on duty Supervisor as far in advance as possible but not later than one hour before the scheduled starting time
3. The on duty Supervisor will contact Clerks for overtime according to established contractual procedures
4. If vacancies occur at outside locations, current on-duty personnel will be reassigned according to service needs.

EXHIBIT 16.2 (Cont'd)

MARKETING DEPARTMENT

PROCEDURES FOR CHECK-IN, CHECK-OUT, REPLACEMENT

Temporary Ticket Clerks

Marketing/Prepaid Sales will hire an additional 46 Ticket Clerks for 6 weeks (June 25 - August 12) to staff 11 Customer Service Centers operating on an expanded service schedule to meet the anticipated public transit demands of Olympic visitors.

PROCEDURES FOR CHECK-IN

1. Clerks will be assigned to Customer Service Center locations and will be required to report for duty to their respective assigned locations.
2. Extra Olympics Clerks will confirm their check-in, via telephone, with the Shift Supervisor or the on-duty Supervisor.
3. Any clerk unable to report for duty will be required to contact Supervisor at least 2 hours prior to scheduled check-in, emergencies excepted.
4. Each clerk will be assigned a working unit of stock/funds and held strictly accountable per established audit control procedures.

PROCEDURES FOR CHECK-OUT

1. Clerks will be required to reconcile their daily sales and prepare bank deposits prior to leaving for the day.
2. Clerks will close out their shifts and be released by on-site Supervisor or via telephone.

PROCEDURES FOR SCHEDULE SUBSTITUTIONS

1. Provisions have been made for relief shifts. Relief Clerks will be assigned on a priority basis by Shift Supervisor and dispatched by District vehicle when applicable.
2. If vacancies exceed relief shift capabilities, on-duty personnel will be reassigned in accordance with District needs and anticipated location volume. Shift Supervisor will provide any necessary transportation.

EXHIBIT 16.2 (Cont'd)

TRANSPORTATION DEPARTMENT

REPLACEMENT PROCEDURES

During the Olympics, it will be extremely important to maintain tight control on absenteeism of personnel assigned to work at our Olympic service locations. A telephone line will be established in the Olympic Command Center to provide a central location for employees to report sick or emergency requests off. In addition, 24 hour staffing will be provided in the Olympic Command Center to fill vacancies as they occur.

The following procedures will apply:

1. All Olympic service location personnel will be given the (toll-free) telephone number to call if an emergency occurs. They will be instructed to use this number to report sickness and/or other emergencies which will prevent them from reporting for duty at their assigned time. They will be instructed to report at least three hours before their scheduled report time unless an emergency situation prevents such reporting.
2. The person on duty in the Olympic Command Center will be responsible for taking necessary action to fill vacancies of Venue Captains, Assistant Venue Captains I and II, Passenger Assistance Force and Fare Exchange personnel. In the case of Security Guards, the Command Center personnel will notify Transit Police who, in turn, will fill the reported vacancy.

EXHIBIT 16.2 (Cont'd)

PASSENGER ASSISTANCE FORCE (PAF)

PROCEDURES FOR CHECK-IN AND CHECK-OUT

VENUE CAPTAIN

The A.M. Venue Captain will report to an assigned operating division, report to the Division Dispatcher and pick up keys to a radio equipped unit as well as necessary operating supplies to be used at the Olympic service location. The Venue Captain will then sign on duty with the Radio Dispatcher and proceed to the assigned Olympic service location.

The P.M. Venue Captain will report to the assigned division and pick up keys for a non-radio equipped unit plus necessary operating supplies from the Division Dispatcher. The Venue Captain will proceed to the assigned Olympic service location to relieve the A.M. Venue Captain. The A.M. Venue Captain will then return the non-radio equipped unit to the division and turn in the unit keys to the Division Dispatcher.

At the conclusion of the day's operation, the P.M. Venue Captain will return to the division and sign off duty with the Radio Dispatcher. He will turn in unit keys to the Division Dispatcher and furnish the Dispatcher a list of any additional operating supplies required for the next day's operation.

ASSISTANT VENUE CAPTAIN I

A.M. and P.M. Assistant Venue Captains I will report directly to their assigned Olympic service location and check in with the Venue Captain on duty. At the conclusion of the shift, they will sign off with the Venue Captain on duty.

ASSISTANT VENUE CAPTAIN II

Same procedure as Assistant Venue Captain I.

PASSENGER ASSISTANCE FORCE

Same procedure as Assistant Venue Captain I and II.

FARE EXCHANGE

A.M. and P.M. Fare Exchange personnel will report to a designated operating location and sign in with the Manager or Supervisory personnel as instructed. They will then meet their assigned Security Guard and receive a working fund and C.E.A. unit from supervisory personnel. Upon receipt of C.E.A. and working fund, the Fare Exchange and Security Guard will proceed to the assigned Olympic service location and report to the Venue Captain on duty for specific work assignment instructions. Upon completion of shift, the Fare Exchange and Security Guard will be released by the Venue Captain and will

EXHIBIT 16.2 (Cont'd)
PASSENGER ASSISTANCE FORCE (PAF)
PROCEDURES FOR CHECK-IN AND CHECK-OUT

proceed via Company unit to the operating location. The Security Guard will sign off with the Manager or Supervisory personnel. The Fare Exchange person will make a turn-in of the working fund and sign out with the Manager or Supervisory personnel.

Note: As the Security Guard is not a District employee, the C.E.A. unit will be driven by the Fare Exchange person.

Additionally, special procedures will apply for Fare Exchange Personnel assigned to the nine passenger boarding locations for the two downtown shuttles. Fare Exchange personnel and Security Guards will be transported by bus to their work locations and a roving Venue Captain will coordinate their activities.

SECURITY GUARD

The Security Guard will report to the designated operating location and sign in with the Manager or Supervisory personnel. The Security Guard will meet the Fare Exchange person who will receive a working fund and C.E.A. unit. Upon receipt of the work fund and C.E.A. unit, the Fare Exchange and Security Guard will proceed to the assigned Olympic service location and report to the Venue Captain on duty for instructions. Upon completion of their assignment, the Fare Exchange and Security Guard will be released by the Venue Captain on duty and will proceed via Company unit to the designated operation location. The Security Guard will then sign out with the Manager or Supervisory personnel. As noted above, Special Procedures will apply for Security Guards assigned to the nine passenger boarding locations for the two downtown shuttles.

EXHIBIT 16.3
TRANSPORTATION DEPARTMENT
TIMEKEEPING
PASSENGER ASSISTANCE FORCE

PROCEDURES

1. The Venue Captain will pick up a supply of Time Reports (RTD Form 22-123) and take them to the Olympic service location where he will distribute them to service location personnel.
2. It will be the responsibility of service location personnel to properly complete and sign their Time Report and turn it into the Venue Captain no later than Wednesday before payroll closing.
3. The Venue Captains will forward all Time Reports via Company mail to the Command Center.
4. The Command Center personnel will sort Time Reports by department and deliver them to appropriate departments.
5. Each department will be responsible for turning in Time Reports for Olympic service location personnel.

EXHIBIT 16.4

MARKETING DEPARTMENT

PROCEDURES FOR DELIVERY OF OLYMPIC MATERIALS

Marketing/Prepaid Sales will hire 6 additional Distribution Clerks to work from April 1 through September 1. Clerks will deliver Olympic Passes and Marketing Literature to routed locations in Los Angeles County. Clerks will work 2 shifts during non-peak hours to avoid traffic congestion during the busy summer period.

PROCEDURES FOR CHECK-IN

1. Clerks will report to the Distribution Supervisor in the 411 South Main Street Stockroom at assigned sign-on times.
2. Clerks will deliver stock and literature per assigned schedules and routes.
3. Vacancies will be filled with relief personnel.
4. Routes will be adjusted daily by Supervisor to meet changing needs.

PROCEDURES FOR RESPONDING TO STOCK-OUTS

1. Stock order call-in numbers will be issued to all pass sellers. Reorders will be delivered within 24 hours, with emergency responses as directed by Distribution Supervisor.
2. A Supervisor will be available on a 24-hour basis.

PROCEDURES FOR CHECK-OUT

Distribution Clerks will return to Stockroom at conclusion of route assignment and sign-off with Supervisor.

EXHIBIT 17

EXHIBIT 17

OLYMPIC DEPARTMENTAL TASK DESCRIPTIONS

Two separate reports are presented in this Exhibit. The first, beginning on 17-4, lists the task to be worked on, by affected departments, in order to successfully gear up, and to provide, the Olympic service. Eighteen departments have identified specific tasks. They are:

DEPARTMENT

Accounting
Customer Relations
Maintenance
Marketing Communications
Operations Control and Services
Personnel
Planning
Printing
Purchasing
Schedules
Stops and Zones
Telecommunications
Transit Police
Transportation-General
Transportation-Instruction
Transportation-Passenger Lease Services
Transportation-Radio Dispatcher
Transportation-Road Supervisors

The list by department identifies actual/planned start and completion dates, and indicates amount of work completed. Additionally for each listed task it identifies through a code number (X01..., X02..., etc.), which objective it is designed to satisfy. Eight objectives have been identified by the Olympic Task Force as being critical to developing a successful Olympic plan. The following list these eight objectives.

- X0-1 To institute plans, routes, schedules, stops, detours and terminals for Olympic services.
- X0-2 To make ready, assign and maintain sufficient numbers of buses and adequate facilities to operate necessary Olympic services.
- X0-3 To hire, train and assign sufficient operators to operate Olympic services.
- X0-4 To institute necessary security procedures during the Olympic Games.
- X0-5 To institute necessary fare collection and token sales procedures in order to generate requisite Olympic-related revenue.
- X0-6 To inform the public of Olympic-related services.
- X0-7 To coordinate and integrate Olympic activities of the affected District departments.
- X0-8 To command and control actual operations during the Olympics.

The second report, beginning on 17-54 is a bar chart sorted by objectives, and by task. It is intended to show in graphic form, the duration of still incompletd tasks. Two schedules are shown. The lines denoted by "C's" represent schedules as identified by each department. The lines denoted by "S's" represent a computer-generated time interval based upon identified dependencies to other tasks. Completed tasks are not shown in this report.

ACCOUNTING DEPARTMENT TASK LIST

| PROJECT IDENTIFIER AND DESCRIPTIONS | RANK | PLANNED START DATE | ACTUAL START DATE | *PERCENT COMPLETE* | PLANNED COMPLETE DATE | ACTUAL COMPLETE DATE |
|---|------|--------------------------|-------------------------|--------------------|-----------------------------|----------------------------|
| X-06-4500-050 ASSGN CASH CLERKS TO CCO | 1 | 29 JUL 84 | | | 17 AUG 84 | |
| X-06-4500-060 EST 2ND SHIFT | 1 | 29 JUL 84 | | | 13 AUG 84 | |
| X-06-7100 COUNT&DEPOSIT FARE REVENUE | 1 | 29 JUL 84 | | | 17 AUG 84 | |
| X-06-7100-010 COUNT&DEPOSIT FARE REVENUE | 1 | 29 JUL 84 | | | 17 AUG 84 | |
| X-06-7200 PROVIDE FUNDS/SALES OUTLT | 1 | 19 JUL 84 | | | 11 AUG 84 | |
| X-06-7200-010 DIST. FUNDS TO OUTLETS | 1 | 19 JUL 84 | | | 11 AUG 84 | |
| X-07-7100 PAYROLL SUPRT OLYMP PROJ | 1 | 01 OCT 83 | 01 OCT 83 | | 01 DEC 83 | |
| X-07-7100-010 INST CHARGE OLYM TO 999B | 1 | 01 OCT 83 | 01 OCT 83 | 100% | 01 DEC 83 | 01 DEC 83 |
| X-07-7100-020 PROCESS & DIST PAYCHECKS | 1 | 01 OCT 83 | 01 OCT 83 | 100% | 01 DEC 83 | 01 DEC 83 |
| X-07-7200 COST DATA RE:OLYMP PROJ | 1 | 28 NOV 83 | | | 11 AUG 84 | |
| X-07-7200-010 EST G/L ACCTS | 2 | 28 NOV 83 | | 100% | 05 DEC 83 | 05 DEC 83 |
| X-07-7200-020 SUMM COST DATA | 1 | 22 DEC 83 | | | 11 AUG 84 | 22 DEC 83 |
| X-07-7200-030 DIST COST DATA | 2 | | | | | |
| X-07-7300 AUDIT ACCTS & CNTRCTS | 2 | | 09 JAN 84 | 10% | | |
| X-07-7300-010 AUDIT ACCTS/CNTRCTS | 2 | 09 JAN 84 | 09 JAN 84 | 40% | 28 SEP 84 | |
| X-07-7400 INVOICE SERVICE & MATRLS | 2 | 01 JUL 83 | | | 28 SEP 84 | |
| X-07-7400-010 PAY INV: SERVICE & MATRLS | 2 | 01 JUL 83 | | | 28 SEP 84 | |

| PROJECT IDENTIFIER AND DESCRIPTIONS | RANK | PLANNED START DATE | ACTUAL START DATE | *PERCENT COMPLETE* | PLANNED COMPLETE DATE | ACTUAL COMPLETE DATE |
|--|------|--------------------|-------------------|--------------------|-----------------------|----------------------|
| X-03-7010 TOURIST INFORMATION ***** *DEVELOP COMPREHENSIVE LIST OF TOURIST INFO FOR * *QUICK XREF FO TELE INFO PERSNL INCLUDES * *AIRLINES/AIRPTS, HOTELS/MOTELS, CONSULTANTS, * *MAJ POINTS OF INTEREST ***** | 2 | 10 NOV 83 | 10 NOV 83 | | 30 JAN 84 | 30 JAN 84 |
| X-03-7010-010 DEV TOURIST INFO ***** *DEVELOP COMPREHENSIVE LIST OF TOURIST INFO * *FOR QUICK XREF FO TELE INFO PERSNL INCLUDES * *AIRLINES/AIRPTS, HOTELS/MOTELS, CONSULTANTS * *MAJ POINTS OF INTEREST-OUTLINE COMPLETED ***** | 2 | 10 NOV 83 | 10 NOV 83 | 80% | 30 JAN 84 | 30 JAN 84 |
| X-03-7010-020 DEV INSTR GUIDE ***** *PLNG DEPT TO PROVIDE LOC, EVENTS, DATES AND * *TIMES BY 02/06/84 *INSTR. GUIDE INCLUDES SITES, EVENTS, DATES/HR * ***** | 2 | 02 MAR 84 | 24 FEB 84 | 80% | 15 APR 84 | |
| X-03-7020 PREP INSTR MATERIAL ***** *PLNG DEPT TO PROVIDE LOC, EVENTS, DATES AND * *TIMES BY 02/06/84 *INSTR. GUIDE INCLUDES SITES, EVENTS, DATES/HR * *WILL REQUIRE ON-GOING UPDATES ***** | 1 | 07 FEB 84 | | 80% | 15 MAR 84 | |
| X-03-7020-010 PREPARE WORKING MATERIALS | 1 | 07 FEB 84 | | 80% | 01 JUL 84 | |
| X-03-7040 INSTRUCTION PROGRAM | 1 | 16 DEC 83 | 16 DEC 83 | | 10 JUN 84 | |
| X-03-7040-10 INST PROG FOR TEMP CLERKS ***** **MARKETING TO APPROVE MATERIAL BY 01/20 * *INITIAL DRAFT SUBMITTED TO MARKETING FOR * | 1 | 16 DEC 83 | 16 DEC 83 | 100% | 16 JAN 84 | 23 JAN 84 |

PROJECT IDENTIFIER AND DESCRIPTIONS

**** RANK ****

PLANNED START DATE

PERCENT COMPLETE

PLANNED COMPLETE DATE

ACTUAL COMPLETE DATE

*APPROVAL ON 1/20/84

X-03-7040-15
DEVELOP CONTINGENCY PLAN

1

*WORK ASSIGNMENTS FOR CLERKS AND SUPERVISORS *

90%

24 JUN 84

X-03-7040-20
DEV FINAL INSTR PROGRAM

1

** MARKETING DEPT APPROVAL FINAL PLAN 6/15 *****

80%

10 JUN 84

X-03-7040-25
DEV CUST RELATN INST PROG

1

X-03-7050
TRAIN PERSONNEL

85%

10 JUN 84

16 DEC 83 16 DEC 83

06 JUL 84

X-03-7050-010
TRAIN CUST REL PERSONNEL

1

X-03-7060
TRAIN TKT CLERKS

1

85%

29 JUN 84

15 JUN 84

06 JUL 84

** EMPL DPT HIRE NECESSARY PERSONNEL *
**MKTG TO SCHED TEMP TICKET CLERKS BY 06/29 *
*TRAINING WILL BE LIMITED TO OLYMPIC SVC EVENT *

X-03-7060-010
TRAIN 33TEMP TKT CLERKS

1

*EMPL DPT HIRE NECESSARY PERSONNEL *
**MKTG TO SCHED TEMP TICKET CLERKS BY 06/29 *
*TRAINING WILL BE LIMITED TO OLYMPIC SVC EVENT *

85%

06 JUL 84

X-03-7070
SUPERVISORS

2

X-03-7070-010
DEV WORK SCHED FOR SUPVRS

2

95%

06 JUL 84

02 JUL 84 13 FEB 84

06 JUL 84

CUSTOMER RELATIONS DEPARTMENT TASK LIST

PROJECT IDENTIFIER AND DESCRIPTIONS

**** RANK ****

*SUPVRS TO BID FOR ASSGNMNTS BEGINNING JULY 1 *

X-03-7070-015 TRAIN SUPVRS ON OLYM 1 03 JUN 84 03 JUN 84
 X-03-7070-020 ASSIGN SPRVRS TO OLYMPICS 2 15 JUL 84 18 AUG 84

 *SUPVRS TO BE ASSIGNED AFTER JULY 1 BIDDING *

X-03-7090 INFO CLERKS 1 04 JUN 84 03 JAN 84 29 JUN 84

X-03-7090-10 SECURE MAX # OF PERSONNEL 1 01 FEB 84 15 APR 84

 *PRESENTLY INTERVIEWING TO BRING DEPT. UP TO *
 *STAFF *

X-03-7090-15 TRAIN TEMP INFO CLERKS 1 14 MAY 84 21 JUL 84

 *PERSONNEL TO HIRE TEN(10) TEMPORARY INFO *
 *CLERKS BY MAY 14, 1984 *
 *START DATE DELAYED - PERSONNEL DELAYED HIRING *

X-03-7090-20 TRAIN CLERKS ON OLYMPICS 1 02 JUL 84 21 JUL 84

X-03-7090-30 DEVELOP WORK PLN CUST.REL 1 01 MAR 84 03 JAN 84 24 JUN 84

X-03-7090-40 IMPLM. PLAN F/CUST REL 1 24 JUN 84 12 AUG 84
 X-03-8100 PASSENGER REQUEST 2 01 JUN 84 12 AUG 84

X-03-8100-10 EST MAILING LIST BROCHURE 2 01 SEP 83 28 JUL 84

X-03-8100-20 RESPOND TO CALLS AND LTRS 2 01 SEP 83 12 AUG 84

PERCENT COMPLETE

PLANNED START DATE

ACTUAL START DATE

PLANNED COMPLETE DATE

ACTUAL COMPLETE DATE

CUSTOMER RELATIONS DEPARTMENT TASK LIST

| PROJECT IDENTIFIER AND DESCRIPTIONS | RANK **** | PLANNED START DATE | ACTUAL START DATE | *PERCENT COMPLETE* | PLANNED COMPLETE DATE | ACTUAL COMPLETE DATE |
|---|-----------|--------------------------|-------------------------|--------------------|-----------------------------|----------------------------|
| X-03-8100-30 RESPOND TO WALK IN VISITS | 2 | 21 JUL 84 | | 20% | 12 AUG 84 | |
| X-03-8100-40 ASSEM OLYMPICS RIDERS RIT ***** *MARKETING TO SUPPLY MATERIAL FOR RIDERS KIT.* ***** | 2 | 01 FEB 84 | | 20% | 28 JUL 84 | |
| X-03-8100-50 TYPE ADDRESS LABELS | 2 | 01 FEB 84 | | 30% | 28 JUL 84 | |
| X-03-8100-60 MAIL BROCHURES & TRAV INF | 2 | 01 FEB 84 | | 20% | 28 JUL 84 | |

MAINTENANCE DEPARTMENT TASK LIST

| PROJECT IDENTIFIER AND DESCRIPTIONS | RANK | PLANNED START DATE | ACTUAL START DATE | *PERCENT COMPLETE* | PLANNED COMPLETE DATE | ACTUAL COMPLETE DATE |
|---|------|--------------------|-------------------|--------------------|-----------------------|----------------------|
| X-01 BUSES | 1 | 14 NOV 83 | 11 NOV 83 | | 19 AUG 84 | |
| X-01-0100 FINALIZE OLYM ATU AGREEMT | 1 | | 10 DEC 83 | 100% | 01 FEB 84 | |
| ***** | | | | | | |
| #FLEXIBILITY IN SHAKE-UP TO BE RESOLVED * | | | | | | |
| #REQUIRES BOARD APPROVAL * | | | | | | |
| ***** | | | | | | |
| X-01-0100-010 FINALIZE OLYM ATU AGREEMT | 1 | 10 DEC 83 | 10 DEC 83 | 100% | 01 FEB 84 | 23 FEB 84 |
| X-01-0200 ACTIVATE EXISTING DIV | 1 | 07 MAR 84 | | | 17 JUN 84 | |
| ***** | | | | | | |
| #THIS TASK DONE WITH EXISTING PERSONNEL * | | | | | | |
| *** FAC ENG MUST MONITOR PROJECTS FOR COMPLETE ** | | | | | | |
| #COMPLETION MUST BE ACCORDING TO ORIG SCHED. ** | | | | | | |
| ***** | | | | | | |
| X-01-0200-101 ACTIVATE DIVISION 1 | 2 | 16 MAR 84 | | | 15 MAY 84 | |
| X-01-0200-1018 ACTIVATE DIVISION 18 | 1 | 03 MAY 84 | | | 17 JUN 84 | |
| X-01-0200-102 ACTIVATE DIVISION 2 | 2 | 02 APR 84 | | | 15 MAY 84 | |
| X-01-0200-103 ACTIVATE DIVISION 3 | 2 | 07 MAR 84 | | | 15 MAY 84 | |
| X-01-0200-105 ACTIVATE DIVISION 5 | 1 | 16 MAR 84 | | | 15 MAY 84 | |
| X-01-0300 ACTIVATE DIVISION 10 | 1 | 05 APR 84 | | | 17 JUN 84 | |
| X-01-0300-00 REGST OPRS. TO MOVE BUSES | 2 | 01 JUN 84 | | | 17 JUN 84 | |
| ***** | | | | | | |
| #TRANSPORTATION TO SUPPLY OPERATORS TO MOVE ** | | | | | | |
| #PAINTED BUSES * | | | | | | |
| #MAINTENANCE TO NOTIFY TRANSPORTATION ** | | | | | | |
| ***** | | | | | | |
| X-01-0300-05 REDEPLOY BUSES TO DIV 10 | 1 | 01 JUN 84 | | | 17 JUN 84 | |

MAINTENANCE DEPARTMENT TASK LIST

| PROJECT IDENTIFIER AND DESCRIPTIONS | RANK | PLANNED START DATE | ACTUAL START DATE | *PERCENT COMPLETE* | PLANNED COMPLETE DATE | ACTUAL COMPLETE DATE |
|---|------|--------------------------|-------------------------|--------------------|-----------------------------|----------------------------|
| X-01-0300-10 DEPLOY MCMNT TEAM-DIV 10 ***** *OCCURS 45-60 DAYS PRIOR TO OPENING * *INCLUDES SUPER 11 AND 3 SUPER 1'S * *** PERSONNEL TO PROVIDE OK FOR REASSIGNMENT * ***** | 1 | 05 APR 84 | | | 15 MAY 84 | |
| X-01-0400 OBTAIN BUSES | 1 | 14 NOV 83 | 11 NOV 83 | | 11 JUN 84 | |
| X-01-0400-010 PAINT & DEPLOY 259 COACH | 3 | 04 JUL 83 | 11 NOV 83 | 90% | 11 JUN 84 | |
| X-01-0400-020 10 ARTICULATED READY SRVC ***** *EQUIP ENG TO ACCEPT ARTICULATED COACHES * *** TRANS TO PROVIDE OPERATORS TO MOVE COACHES * *EQUIP ASSIGNT COMMITTEE TO DECIDE ON DEPLMNT * ***** | 3 | 10 DEC 83 | 19 DEC 83 | 100% | 30 JAN 84 | 30 JAN 84 |
| X-01-0400-030 415 NEOPLAN READY FOR SRV ***** *EQUIP ENG TO ACCEPT NEOPLAN COACHES * ***** | 1 | 05 DEC 83 | 12 MAR 84 | 20% | 12 JUL 84 | |
| X-01-0400-035 DEPLOY NEOPLANS ***** *EQUIP ASSINT COMMITTEE TO DECIDE ON DEPLMNT * ***** | 1 | 15 MAR 84 | 12 MAR 84 | 20% | 12 JUL 84 | |
| X-01-0400-040 62 CARPNTR READY FOR SRVC ***** *** EQUIP ENG TO ACCEPT COACHES * ***** | 3 | 30 JAN 84 | | 0% | 25 JUN 84 | |
| X-01-0400-045 DEPLOY CARPENTERS ***** | 1 | 15 APR 84 | | | 17 JUN 84 | |

MAINTENANCE DEPARTMENT TASK LIST

| PROJECT IDENTIFIER AND DESCRIPTIONS | RANK | PLANNED START DATE | ACTUAL START DATE | *PERCENT COMPLETE* | PLANNED COMPLETE DATE | ACTUAL COMPLETE DATE |
|--|------|--------------------|-------------------|--------------------|-----------------------|----------------------|
| *TRANSPORTATION TO DECIDE ON DEPLOYMENT | | | | | | |
| X-01-0400-050 230 GFC READY FOR SERVICE | 1 | 14 NOV 83 | 14 NOV 83 | 60% | 28 MAY 84 | |
| *** EQUIP ENG TO ACCEPT COACHES | | | | | | |
| *** TRANS TO PROVIDE OPERATORS TO MOVE COACHES | | | | | | |
| X-01-0400-055 REDEPLOY GFC COACHES | 1 | 15 DEC 83 | 15 DEC 83 | 60% | | 28 MAY 84 |
| X-01-0400-060 LEASE 100 TO 150 BUSES | 1 | 01 FEB 84 | 26 APR 84 | 25% | 16 JUL 84 | |
| *PURCHASING TO NEGOTIATE LEASE BY 3/1/84 | | | | | | |
| *WILL REQUIRE BOARD APPROVAL | | | | | | |
| X-01-0400-070 LEASE BUSES READY FOR SRV | 1 | 16 JUL 84 | | | 27 JUL 84 | |
| X-01-0400-080 DEPLOY LEASE BUSES | 1 | 27 JUL 84 | | | 12 AUG 84 | |
| X-01-0500 DIV/OLYMPIC DEPLOYMENT | 2 | 10 DEC 83 | 10 DEC 83 | | 17 JUL 84 | |
| X-01-0500-010 DETERMINE HOME DIVISIONS | 2 | | | | 20 DEC 83 | |
| *PROVIDE INFORMATION TO MAINTENANCE | | | | | | |
| X-01-0500-020 ASSIGN TO PERM HOME DIVS | 2 | 10 DEC 83 | 10 DEC 83 | 15% | 17 JUN 84 | |
| *MUST HAVE DETERMINATION OF WHAT IS HOME DIV | | | | | | |
| *FROM EQUIPMENT ASSIGNMENT COMMITTEE | | | | | | |
| X-01-0500-030 DLVR OLYM BUS TO HOME DIV | 2 | 10 DEC 83 | | | 17 JUL 84 | |

MAINTENANCE DEPARTMENT TASK LIST

| PROJECT IDENTIFIER AND DESCRIPTIONS | RANK | PLANNED START DATE | ACTUAL START DATE | *PERCENT COMPLETE* | PLANNED COMPLETE DATE | ACTUAL COMPLETE DATE |
|---|------|---------------------|-------------------|--------------------|-----------------------|----------------------|
| ***** *TRANSPORTATION TO SUPPLY OPERATORS TO MOVE * *BUSES * ***** | **** | | | | | |
| X-01-0600 ASSIGN OLYMPIC BUSES | 1 | 06 FEB 84 01 DEC 83 | | | 16 JUL 84 | |
| X-01-0600-010 OLYMPIC BUSES:ASSESS TYPE | 1 | 01 DEC 83 01 DEC 83 | | 95% | 30 DEC 83 | |
| X-01-0600-020 ASSESS # OF BUS FOR OLYM | 1 | 06 FEB 84 06 FEB 84 | | 95% | 16 FEB 84 | |
| X-01-0600-030 PLAN MOVE OF BUSES | 2 | 16 FEB 84 06 FEB 84 | | 80% | 11 JUN 84 | |
| X-01-0600-040 MOVE BUSES AS NEEDED/OLYM | 2 | 11 JUN 84 | | | 16 JUL 84 | |
| X-01-0600-050 PROV. 8 ADD. TRNG BUSES | 1 | 21 NOV 83 | | 0% | 28 NOV 83 | |
| X-01-0600-060 PROV. 25 ADD. TRNG BUSES | 1 | 06 FEB 84 06 FEB 84 | | 100% | 27 FEB 84 | |
| ***** *MAINTENANCE TO PROVIDE A TOTAL OF 33 BUSES * *TO INSTRUCTION FOR TRAINING. * ***** | | | | | | |
| X-01-0700 PROVIDE ON SITE MAINT | 1 | 06 FEB 84 06 FEB 84 | | | 12 AUG 84 | |
| X-01-0700-010 EXPAND ROVE MECH 3 TO 25 | 1 | 28 JUL 84 | | | 12 AUG 84 | |
| ***** *PRESENTLY HAVE 3 MUST INCREASE TO 25 AND * *DETERMINE SERVICE AREA FOR EACH * ***** | | | | | | |
| X-01-0700-020 ID # OF COACHES VENUES | 1 | 06 FEB 84 06 FEB 84 | | 80% | 16 FEB 84 | |
| ***** *ID NUMBER OF COACHES AT EACH VENUE SITE * *AND ID ALL STAGING AREAS * ***PLANNING TO PROVIDE INFO ON SITES * ***** | | | | | | |

MAINTENANCE DEPARTMENT TASK LIST

PROJECT IDENTIFIER AND DESCRIPTIONS

X-01-0700-030 EST # OF MAINT VEHICLES 1 06 FEB 84 16 FEB 84 85%

**TO BE STATIONED AT VENUES TO SERVICE COACHES **

X-01-0700-040 R-OF-WAY EMERGENCY MAPS 2 06 FEB 84 30 MAY 84

*MAKE LARGE SCALE MAPS SHOWING STREETS, ALLEYS *
*AND PRIVATE RIGHT OF WAY FOR EMER VEHICLES *
**PLANNING TO PROVIDE INFO ON STAGING AREAS **
*AND VENUES TO GET APPROPRIATE MAPS *

X-01-0700-045 ID STAGING AREA EMER VEH. 1 06 FEB 84 30 MAY 84 65%

X-01-0700-050 ASSIGN TO ON-SITE MAINT 1 28 JUL 84 12 AUG 84 80%

X-01-0700-060 DETERMINE TOWING NEEDS 2 16 APR 84 04 MAY 84

*LABOR RELATIONS AND LEGAL TO REVIEW *
*COOP AGREEMENT BETWEEN RTD-PUBLIC/PRIVATE *
*CARRIERS, GM AND HEAVY-DUTY TOW CONTRACTORS *
*MUST HAVE INFO ON STAGING SITES, FROM PLANNING *
*PURCHASING TO EXECUTE AGREEMENT *

X-01-0800 NON REVENUE EQUIP 1 28 NOV 83 28 NOV 83 12 AUG 84

X-01-0800-010 DETERMINE NEED/NON REV EQ 1 28 NOV 83 28 NOV 83 12 DEC 83 95%

*DEVELOP NEED FOR ADDITIONAL SVCS. EQUIP.CEA *
**TRANS POL, SUPERS, FAC MAINT, SO. PARK, TELE, *
**MUST HAVE DEPARTMENTS REQUIREMENTS TO *
*FACILITATE POSSIBLE ADD PARKING AT DIVISIONS *

X-01-0800-020 ASSGN NON-REV OLY VEH/EQP 1 28 JUL 84 12 AUG 84

MAINTENANCE DEPARTMENT TASK LIST

| PROJECT IDENTIFIER AND DESCRIPTIONS | RANK | PLANNED START DATE | ACTUAL START DATE | *PERCENT COMPLETE* | PLANNED COMPLETE DATE | ACTUAL COMPLETE DATE |
|--|------|--------------------|-------------------|--------------------|-----------------------|----------------------|
| X-01-0800-030 INSTALL PUSH-BARS/ACCESSR ***** *PROVIDE AND INSTALL CHP-TYPE * *PUSH-BARS AND ACCESSORIES ON ALL * *REGULAR SUPERVISOR UNITS. * ***** | 1 | 01 DEC 83 | 01 DEC 83 | 100% | 01 JUN 84 | 10 JAN 84 |
| X-01-0900-045 ASSGN 88 SVC ATTENDENTS | 2 | 04 JUN 84 | | | 04 JUN 84 | |
| X-01-1000 REDPLY EXISTING PERSONNEL | 1 | 16 JUL 84 | | 0% | 27 AUG 84 | |
| X-01-1000-010 200 MECHS & 12 SVC ATTS ***** *TAKEN FROM SO. PARK SHOPS AND DIVS * ***** | 2 | 16 JUL 84 | | 0% | 19 AUG 84 | |
| X-01-1000-020 12 SRVC ATTENDANTS | 2 | 16 JUL 84 | | 0% | 19 AUG 84 | |
| X-01-1000-030 FACILITIES MAINT PERSNL ***** *ASSIGN TO DIVISIONS FOR EMERGENCY REPAIR * ***** | 2 | 16 JUL 84 | | 0% | 12 AUG 84 | |
| X-01-1100 BUSES W/O RADIOS | 1 | 01 DEC 83 | | | 06 FEB 84 | |
| X-01-1100-010 DETERMINE BUSES W/O RADIO | 1 | 01 DEC 83 | | 85% | 30 DEC 83 | |
| X-01-1100-020 REDEPLOY BUS W/O COMMNECTN ***** *TELE, PLANNING, TRANS COORDINATE REMOVAL AND * *ID LINES TO BE OPERATED W/O RADIOS * ***** | 1 | 01 JAN 84 | | 75% | 06 FEB 84 | |
| X-01-1200-10 APPLY OLYMPIC ID TO BUSES ***** | 2 | 25 JUL 84 | | | 28 JUL 84 | |

MAINTENANCE DEPARTMENT TASK LIST

| PROJECT IDENTIFIER AND DESCRIPTIONS | RANK | PLANNED START DATE | ACTUAL START DATE | *PERCENT COMPLETE* | PLANNED COMPLETE DATE | ACTUAL COMPLETE DATE |
|---|------|--------------------------|-------------------------|-----------------------|-----------------------------|----------------------------|
| X-08 COMMAND AND CONTROL | 1 | 05 DEC 83 | 06 FEB 84 | | 12 AUG 84 | |
| X-08-0600-10 PLACE EQUIP & MECHS | 1 | 16 JUL 84 | | | 12 AUG 84 | |
| X-08-0600-15 ESTAB MAINT CMND CNTR | 1 | 05 DEC 83 | 20 APR 84 | 65% | 20 APR 84 | |
| X-08-0600-17 ESTAB DESK IN DISP CNTR | 1 | 05 DEC 83 | 20 APR 84 | 30% | 20 APR 84 | |
| X-08-0600-20 ASGN MAINT PERS:DISP CNTR | 1 | 16 JUL 84 | | | 12 AUG 84 | |
| X-08-0600-30 DEPLOY ROVING MECHANICS | 1 | 16 JUL 84 | | | 12 AUG 84 | |
| X-08-0700-10 EST 2ND SHIFT AUTO REPAIR | 2 | 16 JUL 84 | | | 12 AUG 84 | |

*TASK FORCE, MARKETING AND TRANS TO
*DECIDE ON WHICH SPECIAL ID TO BE USED

***** RANK *****

MAINTENANCE DEPARTMENT TASK LIST

| PROJECT IDENTIFIER AND DESCRIPTIONS | RANK | PLANNED START DATE | ACTUAL START DATE | *PERCENT COMPLETE* | PLANNED COMPLETE DATE | ACTUAL COMPLETE DATE |
|--|------|--------------------------|-------------------------|-----------------------|-----------------------------|----------------------------|
| ***** | | | | | | |
| # FOR EMERGENCY DISPATCH AND AUTO REPAIR | | | | | | |
| ***** | | | | | | |

 # FOR EMERGENCY DISPATCH AND AUTO REPAIR *

| PROJECT IDENTIFIER AND DESCRIPTIONS | RANK | PLANNED START DATE | ACTUAL START DATE | *PERCENT COMPLETE* | PLANNED COMPLETE DATE | ACTUAL COMPLETE DATE |
|---|------|--------------------|-------------------|--------------------|-----------------------|----------------------|
| X-01-1200 OLYM SERVICE IDENTIFCTN | 2 | 01 FEB 84 | 27 FEB 84 | | 16 JUL 84 | |
| X-01-1200-010 DEVELOP DECALS FOR BUSES | 2 | 01 FEB 84 | | 50% | 01 MAR 84 | |
| X-01-1200-020 DEVELOP BUS STOP SIGNS | 2 | 01 FEB 84 | | 20% | 01 MAR 84 | |
| X-03 INFORM PUBLIC | 1 | 01 SEP 83 | 10 NOV 83 | | 30 SEP 84 | |
| X-03-1100 OLY SERVICE BROCHURES | 2 | 23 NOV 83 | 23 NOV 83 | | 12 AUG 84 | |
| X-03-1100-010 SERV. BROCHURE DEVELOPMNT | 2 | 23 NOV 83 | 23 NOV 83 | 20% | 15 MAR 84 | |
| X-03-1100-020 PRINT SERV BROCHURES | 2 | 15 MAR 84 | | 0% | 15 APR 84 | |
| X-03-1100-030 DIST SERV BROCHURES | 2 | 15 APR 84 | | 0% | 12 AUG 84 | |
| X-03-1200 PROVIDE MEDIA W/INFORMATN | 2 | 01 DEC 83 | 01 DEC 83 | | 30 SEP 84 | |
| X-03-1200-010 RELEASES/SERV, TOKEN, PASS | 2 | 01 DEC 83 | 01 DEC 83 | 35% | 30 SEP 84 | |
| X-03-1200-020 RESPOND TO FIELD PROBLEMS | 2 | 28 JUL 84 | | | 12 AUG 84 | |
| X-03-1200-030 SPECIAL PRESS KIT 8,000 | 2 | 01 MAR 84 | | 30% | 20 JUL 84 | |
| X-06 FARE COLLECTION/REVENUE | 1 | 21 NOV 83 | 01 NOV 83 | | 16 NOV 84 | |
| X-06-1100 COLLATERAL FOR TOKEN SETS | 2 | 21 NOV 83 | 01 NOV 83 | | 27 JAN 84 | |
| X-06-1100-010 SELF-MAILER 500,000 | 2 | 21 NOV 83 | 21 NOV 83 | 100% | 27 JAN 84 | 22 FEB 84 |
| X-06-1100-020 SALES FLYER 250,000 | 2 | 21 NOV 83 | 21 NOV 83 | 100% | 27 JAN 84 | 30 JAN 84 |
| X-06-1100-030 CAR CARD 10,000 | 2 | 21 NOV 83 | 21 NOV 83 | 100% | 27 JAN 84 | 10 FEB 84 |
| X-06-1100-040 COUNTER CARD 3,000 | 2 | 21 NOV 83 | 21 NOV 83 | 100% | 27 JAN 84 | 06 FEB 84 |

| PROJECT IDENTIFIER AND DESCRIPTIONS | **** RANK **** | PLANNED START DATE | ACTUAL START DATE | *PERCENT COMPLETE* | PLANNED COMPLETE DATE | ACTUAL COMPLETE DATE |
|--|----------------|--------------------------|-------------------------|--------------------|-----------------------------|----------------------------|
| X-06-1100-050 POSTER 2 SIZES 1,500 | 2 | 21 NOV 83 | 21 NOV 83 | 100% | 27 JAN 84 | 03 FEB 84 |
| X-06-1100-060 DECALS 1,000 | 2 | 21 NOV 83 | 21 NOV 83 | 100% | 27 JAN 84 | 14 FEB 84 |
| X-06-1100-070 BULKHEAD CARD 3,000 | 2 | 01 NOV 83 | 01 NOV 83 | 100% | 23 DEC 83 | 09 JAN 84 |
| X-06-1200 SALES OF TOKEN SETS | 1 | | 20 DEC 83 | | | |
| X-06-1200-010 PROCEDURES, ORDER ENTRY | 1 | | | 100% | 19 DEC 83 | 09 JAN 84 |
| X-06-1200-020 VENDOR SELECTION & COORD | 1 | | 20 DEC 83 | 100% | | 09 JAN 84 |
| X-06-1300 IMPL USE OF 50 CT TOKENS | 1 | 21 NOV 83 | 21 NOV 83 | | 06 JAN 84 | |
| X-06-1300-010 TAKE ONE PRINTING 500,000 | 2 | 21 NOV 83 | 21 NOV 83 | 100% | 06 JAN 84 | 31 JAN 84 |
| X-06-1300-020 TAKE ONE DISTRIBUTION | 1 | 29 DEC 83 | | | | |
| X-06-1300-030 POSTER PRINTING 1,000 | 2 | 01 DEC 83 | 01 DEC 83 | 100% | 06 JAN 84 | 27 JAN 84 |
| X-06-1300-040 COORDINATE SALE & RESALE | 1 | 01 DEC 83 | 01 DEC 83 | 100% | 31 DEC 84 | 23 DEC 83 |
| X-06-1400 IMPLEMNT USE OF 2\$ TOKENS | 1 | 01 JUN 84 | | | 12 AUG 84 | |
| X-06-1400-010 COORDINATE SALE & RESALE | 1 | 01 JUN 84 | | | 12 AUG 84 | |
| X-06-1400-020 COORDINATE DELIVERY | 1 | 28 JUL 84 | | | 12 AUG 84 | |
| X-06-1500 COLLATERAL FOR \$10 PASS | 1 | 21 NOV 83 | 21 NOV 83 | | 01 MAR 84 | |
| X-06-1500-010 BROCHURE PRINTING 500,000 | 2 | 21 NOV 83 | 21 NOV 83 | 50% | 01 MAR 84 | |
| X-06-1500-020 COUNTER CARD PRINTING 500 | 2 | 21 NOV 83 | 21 NOV 83 | 100% | 01 MAR 84 | 07 MAR 84 |
| X-06-1500-030 POSTER PRINTING 1,500 | 2 | 21 NOV 83 | 21 NOV 83 | 100% | 01 MAR 84 | 07 MAR 84 |

MARKETING & COMMUNICATIONS DEPARTMENT TASK LIST

| PROJECT IDENTIFIER AND DESCRIPTIONS | RANK | PLANNED START DATE | ACTUAL START DATE | *PERCENT COMPLETE* | PLANNED COMPLETE DATE | ACTUAL COMPLETE DATE |
|--|------|--------------------|-------------------|--------------------|-----------------------|----------------------|
| X-06-1500-040 DECAL PRINTING 1,000 | 2 | 21 NOV 83 | 21 NOV 83 | 50% | 01 MAR 84 | |
| X-06-1500-050 SELECT VENDR PASS & STAMP | 1 | 21 NOV 83 | 21 NOV 83 | 80% | 05 JAN 84 | |
| X-06-1700 VEHICLE SUPPORT | 1 | 01 MAR 84 | | | 16 NOV 84 | |
| X-06-1700-005 ID VEHICLE REQUIREMENTS | 1 | | | | | |
| X-06-1700-010 3 FOR 28 WEEKS | 1 | 01 MAR 84 | | 0% | 15 SEP 84 | |
| X-06-1700-020 2 FOR 23 WEEKS | 1 | 08 MAR 84 | | 0% | 16 AUG 84 | |
| X-06-1700-030 2 FOR 37 WEEKS | 1 | 01 MAR 84 | | 0% | 16 NOV 84 | |
| X-06-4000-005 EST STAFF NEEDS | 1 | 12 DEC 83 | 12 DEC 83 | 100% | 10 JUN 84 | 28 DEC 83 |
| X-06-4000-050 TRAIN TEMP TKT CLERKS | 1 | 25 JUN 84 | | | 05 JUL 84 | |
| ***** *CUSTOMER RELATIONS TO TRAIN TICKET CLERKS * *ON OLYMPIC ROUTES BY 06/29/84.* *MARKETING TO TRAIN AT TKT OUTLETS.* ***** | | | | | | |
| X-06-4000-060 ASSGN TICKET CLERKS | 1 | 05 JUL 84 | | | 12 AUG 84 | |
| X-06-4250 TEMP SUPPORT STAFF | 1 | 01 MAR 84 | 10 APR 84 | | 12 AUG 84 | |
| X-06-4250-010 DETERMINE STAFF REQ | 1 | 01 MAR 84 | | | 01 APR 84 | |
| X-06-4250-030 ASSGN TEMP SUPPORT STAFF | 1 | 21 MAY 84 | | | 12 AUG 84 | |
| X-06-5000 STOCK SHOP CLERKS | 1 | 16 APR 84 | 16 APR 84 | | 23 JUL 84 | |
| X-06-5500 TRUCK DRIVERS | 1 | 16 APR 84 | | | 01 JUL 84 | |

| TASKS | **** RANK **** | PLANNED START DATE | ACTUAL START DATE | *PERCENT COMPLETE* | PLANNED COMPLETE DATE | ACTUAL COMPLETE DATE |
|--|----------------|--------------------|-------------------|--------------------|-----------------------|----------------------|
| X-02-1300-40 RESCN SHIFTS FOR REG INST ***** *INSTRUCTORS TO WORK WITH SUPERVISORS AT PARK/ * *RIDE VENUE AND OVERLAY SERVICE LOCATIONS. ***** | 2 | 28 JUL 84 | 13 FEB 84 | 100% | 12 AUG 84 | 11 MAY 84 |
| X-04-1030-060 PREPARE DETOUR NOTICES ***** *PLANNING, CALTRANS, CITY OF LA, CHP AND * *LAOOC TO SUPPLY KNOWN DETOURS * *SCHEDULE DEVELOPMENT CONSISTENT WITH TASK * *FORCE OBJECTIVES. * *WILL REQUIRE INPUT FROM TASK FORCE. ***** | 1 | 01 MAR 84 | 01 MAR 84 | 5% | 12 AUG 84 | |
| X-04-1030-070 DISTRBT DETOUR NOTICES | 1 | 15 APR 84 | | | 12 AUG 84 | |
| X-04-1040 FIELD COORDINATION | 1 | 21 NOV 83 | 21 NOV 83 | | 12 AUG 84 | |
| X-04-1040-010 COORD ALL FIELD SERVICE ***** *UTILIZE EXISTING STAFF PERSONNEL TO COORD * *REGULAR AND OLYMPIC SERVICE ***** | 1 | 09 JUL 84 | | | 12 AUG 84 | |
| X-04-1040-015 PROVIDE FACILITIES & BEEPER | 3 | 21 JUL 84 | | | 21 JUL 84 | |
| X-04-1220-015 APPOINT P/R VENUE CAPTAIN ***** *INSTRUCTION TO PROVIDE LIST OF MANPOWER * ***** | 1 | 04 JUN 84 | 13 FEB 84 | 100% | 27 JUL 84 | 11 MAY 84 |
| X-04-1250 AUTO UNITS | 1 | 30 JAN 84 | 30 JAN 84 | | 16 JUL 84 | |
| X-04-1250-10 ID ADDNL SUPVR UNITS ***** | 2 | 30 JAN 84 | 30 JAN 84 | 100% | 29 FEB 84 | 29 FEB 84 |

| TASKS | **** RANK **** | PLANNED START DATE | ACTUAL START DATE | *PERCENT COMPLETE* | PLANNED COMPLETE DATE | ACTUAL COMPLETE DATE |
|--|----------------|---------------------|-------------------|--------------------|-----------------------|----------------------|
| *GENERAL SERVICES TO PROVIDE RADIO-EQUIPPED * *UNITS BY 7/22/84.* ***** | | | | | | |
| X-04-1250-20 ID EQUIP MODEM SPVR UNITS 2 ***** *MAINTENANCE DEPT. TO PROVIDE AND INSTALL PUSH * *-BARS AND ADDITIONAL ACCESSORIES AS INDICATED * *FOR ALL REGULAR SUPERVISOR UNITS BY 07/01/84.* ***** | | 02 APR 84 06 FEB 84 | | 90% | 01 JUN 84 | |
| X-08-1040 OLYM 24-HR COMMAND CNTR 1 | | 01 JUN 84 06 FEB 84 | | | 12 AUG 84 | |
| X-08-1040-10 ESTAB OLYM CMND CNTR REQM 1 ***** *TASK FORCE TO DETERMINE STAFFING AN MEETING * *REQUIREMENTS.* ***** | | 02 APR 84 03 MAR 84 | | 100% | 02 JUN 84 03 MAR 84 | |
| X-08-1040-20 ID DEPT REPS FOR CMD CNTR 1 ***** *REPRESENTATIVES TO MEET CONSISTENT WITH * *TASK FORCE DIRECTIVE AND AS DEEMED NECESSARY.* ***** | | 01 JUN 84 06 FEB 84 | | 100% | 23 JUL 84 30 MAR 84 | |
| X-08-1040-22 READJUST WORK SCHEDULES 1 | | 02 JUL 84 | | | 13 JUL 84 | |
| X-08-1040-23 COMMAND CENTER TO MEET 1 | | 27 JUL 84 | | | 12 AUG 84 | |
| X-08-1040-24 DETERMINE DAILY DETOURS 1 | | 28 JUL 84 15 MAR 84 | | 50% | 12 AUG 84 | |
| X-08-1040-30 ESTAB 24 HR RTD COMND CTR 1 ***** *REQUIRES TRANS, MAINT, PLANNING, SECURITY * *AND SCHEDULE DEPARTMENT INVOLVEMENT * ***** | | 02 JUL 84 06 FEB 84 | | 15% | 13 JUL 84 30 MAR 84 | |

OPERATIONS CONTROL AND SERVICES DEPARTMENT TASK LIST

| TASKS | **** RANK **** | PLANNED START DATE | ACTUAL START DATE | *PERCENT COMPLETE* | PLANNED COMPLETE DATE | ACTUAL COMPLETE DATE |
|---|----------------|--------------------|-------------------|--------------------|-----------------------|----------------------|
| X-08-1040-40 DEVELOP WORK SCHEDULE ***** *LEVEL OF STAFFING CONSISTENT WITH TASK FORCE * *FORCE OBJECTIVES. *WILL REQUIRE INPUT FROM TASK FORCE & *TRANSPORTATION REQUIREMENTS ***** | 1 | 02 JUL 84 | 03 MAR 84 | 100% | 13 JUL 84 | 03 MAR 84 |
| X-08-1040-50 ASSCN RTD CMND CNTR PRSNL | 1 | 25 JUL 84 | 15 MAR 84 | 100% | 12 AUG 84 | 30 MAR 84 |

PERSONNEL DEPARTMENT TASK LIST

| PROJECT IDENTIFIER AND DESCRIPTIONS | RANK | PLANNED START DATE | ACTUAL START DATE | *PERCENT COMPLETE* | PLANNED COMPLETE DATE | ACTUAL COMPLETE DATE |
|---|------|---------------------|-------------------|--------------------|-----------------------|----------------------|
| X-01-0900 SERVICE ATTENDANTS | 2 | 01 JAN 84 01 JAN 84 | | | 30 JUN 84 | |
| X-01-0900-010 RECRUIT SERV ATTENDANTS | 2 | 01 JAN 84 01 JAN 84 | | 100% | 31 JAN 84 | |
| X-01-0900-020 MASS TESTING | 2 | 01 FEB 84 01 FEB 84 | | 100% | 29 FEB 84 23 FEB 84 | |
| X-01-0900-030 PHYSICAL EXAMS & ORIENT | 2 | 01 MAR 84 | | 0% | 30 JUN 84 | |
| X-01-0900-040 HIRE 88 SVC ATTENDANTS | 2 | 04 JUN 84 | | | 04 JUN 84 | |
| ***** PERSONNEL TO ADVERTISE AND HIRE NEED 22/WK * ** SEND TO MAINTENANCE BY JUNE 30, 1984 ** ***** | | | | | | |
| X-01-4500 ELECTRONIC TECHNICIANS | 2 | 01 JAN 84 01 JAN 84 | | | 12 AUG 84 | |
| X-01-4500-010 RECRUIT 2 TECHNICIANS | 2 | 01 JAN 84 01 JAN 84 | | 100% | 31 JAN 84 31 JAN 84 | |
| X-01-4500-020 TEST AND INTERVIEW | 2 | 01 JAN 84 01 JAN 84 | | 100% | 29 FEB 84 23 FEB 84 | |
| X-01-4500-030 PHYSICAL EXAMS & ORIENT | 2 | 01 FEB 84 01 FEB 84 | | 100% | 29 FEB 84 23 FEB 84 | |
| X-01-4500-040 HIRE TECHNICIANS | 2 | 01 FEB 84 01 FEB 84 | | 100% | 29 FEB 84 23 FEB 84 | |
| X-02-4000 NEW OLYMPIC OPERATORS | 1 | 01 DEC 83 01 DEC 83 | | | 31 MAY 84 | |
| X-02-4000-010 RECRUIT 414 OPERATORS | 1 | 01 JAN 84 01 JAN 84 | | 100% | 16 APR 84 | |
| X-02-4000-020 TEST & INTERVIEW | 1 | 01 JAN 84 01 JAN 84 | | 95% | 30 APR 84 | |
| X-02-4000-030 PHYSICAL EXAMS & ORIENT | 1 | 01 FEB 84 01 JAN 84 | | 90% | 24 MAY 84 | |
| X-02-4000-040 HIRE 46 P/T OPRS/WEEK | 1 | 01 FEB 84 28 FEB 84 | | 95% | 31 MAY 84 | |
| X-04-1220-020 ESTAB OP/EX-SUPV ELIG LST | 2 | 01 JAN 84 | | 85% | 30 APR 84 | |

PERSONNEL DEPARTMENT TASK LIST

| PROJECT IDENTIFIER AND DESCRIPTIONS | RANK | PLANNED START DATE | ACTUAL START DATE | *PERCENT COMPLETE* | PLANNED COMPLETE DATE | ACTUAL COMPLETE DATE |
|--|------|--------------------|-------------------|--------------------|-----------------------|----------------------|
| X-06-4000 TICKET CLERKS | 1 | 01 FEB 84 | 12 DEC 83 | | 25 JUN 84 | |
| X-06-4000-010 RECRUIT TICKET CLERKS 35 | 1 | 01 FEB 84 | 15 FEB 84 | 90% | 30 APR 84 | |
| X-06-4000-020 TEST FOR TICKET CLERK | 1 | 02 APR 84 | 05 APR 84 | 80% | 21 MAY 84 | |
| X-06-4000-030 PHYSICAL EXAMS & ORIENT | 1 | 01 MAY 84 | 01 MAY 84 | 60% | 15 JUN 84 | |
| X-06-4000-040 HIRE TICKET CLERKS | 1 | 01 JUN 84 | 01 MAY 84 | 35% | 25 JUN 84 | |
| X-06-4250-020 HIRE TEMP SUPPORT STAFF | 1 | 10 APR 84 | 10 APR 84 | 0% | 21 MAY 84 | |
| X-06-4500 CASH CLERKS | 1 | 01 APR 84 | 01 MAY 84 | | 23 JUL 84 | |
| X-06-4500-010 RECRUIT CASH CLERKS | 1 | 16 APR 84 | 01 MAY 84 | 20% | 30 APR 84 | |
| X-06-4500-020 TEST CASH CLERKS | 1 | 01 MAY 84 | 18 MAY 84 | 0% | 31 MAY 84 | |
| X-06-4500-030 CONDUCT BACKGROUND CHECKS | 1 | 15 MAY 84 | | 0% | 15 JUL 84 | |
| X-06-4500-040 HIRE CASH CLERKS | 1 | 01 JUL 84 | | 0% | 23 JUL 84 | |
| X-06-5000-010 RECRUIT 10 STK SHP CLERKS | 1 | 16 APR 84 | 16 APR 84 | 70% | 15 MAY 84 | |
| X-06-5000-020 TEST STOCK SHOP CLERKS | 1 | 01 MAY 84 | | 70% | 01 JUN 84 | |
| X-06-5000-030 HIRE STOCK SHOP CLERKS | 1 | 01 JUL 84 | | 0% | 23 JUL 84 | |
| X-06-5500-010 RECRUIT 3 DRIVERS | 1 | 16 APR 84 | | 0% | 15 MAY 84 | |

 *PERSONNEL TO EST ELIGIBILITY LIST FOR *
 *OPER/EXTRAS *
 *TRANSPORTATION TO PROVIDE OPERATORS *

PERSONNEL DEPARTMENT TASK LIST

| PROJECT IDENTIFIER AND DESCRIPTIONS | RANK | PLANNED START DATE | ACTUAL START DATE | *PERCENT COMPLETE* | PLANNED COMPLETE DATE | ACTUAL COMPLETE DATE |
|---|------|--------------------------|-------------------------|--------------------|-----------------------------|----------------------------|
| X-06-5500-015 TEST & INTERVIEW DRIVERS | 1 | 30 APR 84 | | 0% | 31 MAY 84 | |
| X-06-5500-020 HIRE TRUCK DRIVERS | 1 | 01 JUL 84 | | 0% | 01 JUL 84 | |
| X-06-5500-030 RECRUIT INFO CLERKS | 1 | 16 APR 84 | | 100% | 01 MAY 84 | 11 MAY 84 |
| X-06-5500-040 TEST INFORMATION CLERKS | 1 | 01 MAY 84 | | 100% | 08 MAY 84 | 15 MAY 84 |
| X-06-5500-050 HIRE 14 INFO CLERKS | 1 | 16 APR 84 | | 100% | 14 MAY 84 | 21 MAY 84 |

PLANNING DEPARTMENT TASK LIST

| PROJECT IDENTIFIER AND DESCRIPTIONS | **** RANK **** | PLANNED START DATE | ACTUAL START DATE | *PERCENT COMPLETE* | PLANNED COMPLETE DATE | ACTUAL COMPLETE DATE |
|--|----------------|---------------------|-------------------|--------------------|-----------------------|----------------------|
| X OLYMPIC TASK FORCE PLAN | 1 | 01 JUL 83 01 JUL 83 | | | 31 DEC 84 | |
| X-01-0300-*** TASK CONNECTOR | 1 | | | | | |
| X-01-0400-*** TASK CONNECTOR | 1 | | | | | |
| X-01-0400-00 TASK CONNECTOR | 1 | | | | | |
| X-01-0400-1** TASK CONNECTOR | 1 | | | | | |
| X-01-1200-*** TASK CONNECTOR | 2 | | | | | |
| X-02-0200-20 TASK CONNECTOR | 1 | | | 100% | | |
| X-02-3000-*** TASK CONNECTOR | 1 | | | | | |
| X-02-3000-9** TASK CONNECTOR | 1 | | | | | |
| X-02-9000-*** TASK CONNECTOR | 1 | | | | | |
| X-03-7040-*** TASK CONNECTOR | 1 | | | 5% | | |
| X-03-7090-9** TASK CONNECTOR | 1 | | | | | |
| X-04 PLANNING | 1 | 01 JUL 83 04 JUL 83 | | | 30 SEP 84 | |
| X-04-0000 PREPARE OLYMPICS PLAN | 1 | 04 JUL 83 04 JUL 83 | | | 06 FEB 84 | |
| X-04-0000-*** TASK CONNECTOR | 1 | | | | | |
| X-04-0000-010 PREPAR FINAL CONCEPT PLAN | 1 | 04 JUL 83 | | 100% | 22 DEC 83 22 DEC 83 | |
| X-04-0000-020 PREP FNL EST PATRNG DMAND | 1 | 28 NOV 83 28 NOV 83 | | 90% | 06 FEB 84 | |

PLANNING DEPARTMENT TASK LIST

| PROJECT IDENTIFIER AND DESCRIPTIONS | RANK | PLANNED START DATE | ACTUAL START DATE | %PERCENT COMPLETE* | PLANNED COMPLETE DATE | ACTUAL COMPLETE DATE |
|--|------|---------------------|---------------------|--------------------|-----------------------|----------------------|
| X-04-0000-030 PRE SRVC ALLOC PLN/BD APP | 1 | 04 JUL 83 04 JUL 83 | 04 JUL 83 04 JUL 83 | 90% | 01 MAY 84 | |
| X-04-0000-040 PREPR FINAL OPER PLAN | 1 | 04 JUL 83 04 JUL 83 | 04 JUL 83 04 JUL 83 | 90% | 11 MAY 84 | |
| X-04-0010 COORDINATE TRANS AGENCIES | 1 | 04 JUL 83 04 JUL 83 | 04 JUL 83 04 JUL 83 | | 12 AUG 84 | |
| X-04-0010-010 COORD PRIVATE CARRIERS | 2 | 04 JUL 83 | | | 12 AUG 84 | 12 AUG 84 |
| X-04-0010-020 COORD MUNICIPAL OPERATORS | 2 | 04 JUL 83 04 JUL 83 | 04 JUL 83 04 JUL 83 | 10% | 12 AUG 84 | 12 AUG 84 |
| X-04-0010-030 COORD OTHER MODES | 2 | 04 JUL 83 | 04 JUL 83 | | 12 AUG 84 | 12 AUG 84 |
| X-04-0500 ROUTE PLANNING | 1 | 01 JAN 84 01 JAN 84 | 01 JAN 84 01 JAN 84 | | 01 MAY 84 | |
| X-04-0500-*** TASK CONNECTOR | 1 | | | | | |
| X-04-0500-1** TASK CONNECTOR | 1 | | | | | |
| X-04-0500-50 ESTAB OLY ROUTES | 1 | 01 JAN 84 | | 100% | 06 FEB 84 | 06 FEB 84 |
| X-04-0500-51 ESTAB ROUTE DIVERS | 1 | 01 JAN 84 01 JAN 84 | 01 JAN 84 01 JAN 84 | 90% | 01 MAY 84 | |
| X-04-0500-52 ESTAB PASS REQUIREMENTS | 1 | 01 JAN 84 01 JAN 84 | 01 JAN 84 01 JAN 84 | 90% | 01 MAY 84 | |
| X-04-0500-55 DEV START TIME OF EVENTS | 1 | 06 FEB 84 | | 100% | 01 MAR 84 | 23 FEB 84 |
| X-04-1000-*** TASK CONNECTOR | 1 | | | 0% | | |

 *WILL BE DELAYED DUE TO DATA DELAY FROM LAOOC *

 *PROVIDE OPERATION OF VEHICLES BY DIVISION BY *
 *START DATE AND TIME OF EVENT *

PLANNING DEPARTMENT TASK LIST

| PROJECT IDENTIFIER AND DESCRIPTIONS | **** RANK **** | PLANNED START DATE | ACTUAL START DATE | *PERCENT COMPLETE* | PLANNED COMPLETE DATE | ACTUAL COMPLETE DATE |
|--|----------------|--------------------------|-------------------------|--------------------|-----------------------------|----------------------------|
| X-04-1030-050 SPLY KNWN DETOURS TO TRN ***** *GET DATA FROM CAL TRANS. CITY OF LA, CHP ETC * ***** | 1 | 01 MAR 84 | 02 APR 84 | 90% | 12 AUG 84 | |
| X-04-1220-*** TASK CONNECTOR | 1 | | | | | |
| X-04-1300-*** TASK CONNECTOR | 1 | | | | | |
| X-04-1300-1** TASK CONNECTOR | 1 | | | | | |
| X-04-1300-30 TASK CONNECTOR | 1 | | | | | |
| X-06-1100-*** TASK CONNECTOR | 2 | | | | | |
| X-06-4000-1** TASK CONNECTOR | 1 | | | | | |
| X-07 OLYMPICS TASK FORCE | 1 | 01 JUL 83 | 01 OCT 83 | | 31 DEC 84 | |
| X-07-1000 ESTABLISH TASK FORCE | 2 | 01 NOV 83 | 09 NOV 83 | | 12 AUG 84 | |
| X-07-1000-010 EST INTERDEPT TASK FORCE | 2 | 09 NOV 83 | 09 NOV 83 | 100% | 30 NOV 83 | 30 NOV 83 |
| X-07-1000-020 COORDINATE TASK FORCE | 2 | 09 NOV 83 | 09 NOV 83 | 100% | 12 AUG 84 | 02 APR 84 |
| X-07-1050 DEVELOP MONITORING PROCD | 2 | 09 NOV 83 | 09 NOV 83 | 100% | 30 JUL 84 | 02 APR 84 |
| X-07-1050-020 DEFINE REPORT REQUIREMENTS | 2 | 09 NOV 83 | 09 NOV 83 | 100% | 27 DEC 83 | 27 DEC 83 |
| X-07-1050-040 DEV STATUS UPDATE PROCD | 2 | 05 DEC 83 | 05 DEC 83 | 100% | 16 DEC 83 | 06 FEB 84 |
| X-07-1075 POST PROJECT REVIEW | 2 | 01 JUL 84 | 01 APR 84 | | 31 DEC 84 | |
| X-07-1075-010 FIELD OBSERVATIONS | 2 | 01 APR 84 | 01 APR 84 | 25% | 15 AUG 84 | |

PLANNING DEPARTMENT TASK LIST

| PROJECT IDENTIFIER AND DESCRIPTIONS | RANK | PLANNED START DATE | ACTUAL START DATE | *PERCENT COMPLETE* | PLANNED COMPLETE DATE | ACTUAL COMPLETE DATE |
|--|------|--------------------------|-------------------------|-----------------------|-----------------------------|----------------------------|
| X-07-1075-020 PREPARE EVALUATIONS | 2 | 15 AUG 84 | | | 31 DEC 84 | |
| X-08-0699-*** TASK CONNECTOR | 1 | | | | | |

PRINTING DEPARTMENT TASK LIST

| PROJECT IDENTIFIER AND DESCRIPTIONS | RANK | PLANNED START DATE | ACTUAL START DATE | *PERCENT COMPLETE* | PLANNED COMPLETE DATE | ACTUAL COMPLETE DATE |
|--|------|--------------------|-------------------|--------------------|-----------------------|----------------------|
| X-01-1200-040 PRNT SIGNS | 2 | 01 MAR 84 | | | 30 JUN 84 | |
| X-01-1200-050 PRNT DASH & HEADSIGNS | 2 | 01 MAR 84 | | | 30 JUN 84 | |
| X-02-3000 INSTRUCTION OF OPRS | 1 | 21 NOV 83 | 21 NOV 83 | | 10 JUL 84 | |
| X-02-3000-010 PRNT & DEL INSTRUCTIONS | 1 | 01 APR 84 | | | 31 MAY 84 | |
| X-03-3000 PRNT OLYMPIC MRKT WORK | 2 | 27 DEC 83 | | 100% | 05 JAN 84 | 05 JAN 84 |
| X-03-3000-010 PRNT 3000 BLKHD CARDS | 2 | 27 DEC 83 | | 100% | 15 JAN 84 | 15 JAN 84 |
| X-03-3000-020 PRNT 500000 BROCHURE | 2 | 27 DEC 83 | | 100% | 15 JAN 84 | 31 JAN 84 |
| X-03-3000-030 PRNT 1000 POSTERS | 2 | 27 DEC 83 | | 100% | 15 JAN 84 | 26 JAN 84 |
| X-04-1000-25 PRINT/COLL STOP LISTS | 1 | 23 APR 84 | | 75% | 30 APR 84 | |
| ***** *RETURN TO STOPS AND ZONES ***** | | | | | | |
| X-04-3000 PRNT SCHED ROUTE STOP | 1 | 01 MAR 84 | | 0% | 15 MAY 84 | |
| X-04-3000-010 PULL OUT & PULL IN TIMES | 1 | 01 MAY 84 | | 0% | 15 MAY 84 | |
| X-04-3000-020 WORK-RUN ASSIGNMENTS | 1 | 01 MAY 84 | | 0% | 15 MAY 84 | |
| X-04-3000-030 RELIEF LOCATIONS | 1 | 01 MAY 84 | | 0% | 15 MAY 84 | |
| X-04-3000-040 CEA ASSIGNMENTS | 1 | 01 MAY 84 | | 0% | 15 MAY 84 | |
| X-04-3000-050 PULL-OUT SHEETS | 1 | 01 MAY 84 | | 0% | 15 MAY 84 | |
| X-04-3000-060 ROUTE MAP FOR LAYOUT&PRNT | 1 | 30 APR 84 | | 50% | 01 JUN 84 | |

PRINTING DEPARTMENT TASK LIST

| PROJECT IDENTIFIER AND DESCRIPTIONS | RANK | PLANNED START DATE | ACTUAL START DATE | *PERCENT COMPLETE* | PLANNED COMPLETE DATE | ACTUAL COMPLETE DATE |
|---|------|--------------------------|-------------------------|-----------------------|-----------------------------|----------------------------|
| X-04-3000-070 PRINT PINK LETTERS | 1 | 01 MAY 84 | | 0% | 15 MAY 84 | |
| X-04-3000-080 PRINT STOPS & RSTRM LOC. | 1 | 05 MAR 84 | | 0% | 30 APR 84 | |
| X-04-4000-35 PRINT SCHEDULE MATERIAL ***** *****MUST HAVE MATERIAL FROM SCHEDULES ***** | 1 | 01 MAY 84 | | 0% | 15 MAY 84 | |

PURCHASING DEPARTMENT TASK LIST

| PROJECT IDENTIFIER AND DESCRIPTIONS | RANK | PLANNED START DATE | ACTUAL START DATE | *PERCENT COMPLETE* | PLANNED COMPLETE DATE | ACTUAL COMPLETE DATE |
|---|------|--------------------|-------------------|--------------------|-----------------------|----------------------|
| X-01-5000 MANPOWER | 1 | 01 JUL 84 | | | 13 AUG 84 | |
| X-01-5000-10 TRAIN 10 STOCK SHOP CLERKS ***** *PERSONNEL TO HIRE 10 STOCK *SHOP CLERKS BY 07/01/84 ***** | 2 | 01 JUL 84 | | | 13 AUG 84 | |
| X-01-5000-20 ASSIGN STK SHOP CLERKS | 2 | 01 JUL 84 | | | 13 AUG 84 | |
| X-01-5000-30 TRAIN TRUCK DRIVERS ***** *PERSONNEL TO HIRE SEVEN(7) *TRUCK DRIVERS BY 07/01/84 ***** | 2 | 01 JUL 84 | | | 13 AUG 84 | |
| X-01-5000-40 ASSIGN NEW DRIVERS | 2 | 01 JUL 84 | | | 13 AUG 84 | |
| X-04-1300-15 NEGO CONTRACTS FOR BANKS ***** *CONTRACTS FOR PORTABLE BANKS AT PARK/RIDE *VENUE AND OVERLAY SERVICE LOCATIONS *** MUST GET LOCATIONS FROM PASSENGER AND *LEASE SERVICES TO PROVIDE REQUIREMENTS. ***** | 2 | 13 FEB 84 | | | 01 JUN 84 | |
| X-04-1300-21 NEG SAFE FOR OPER'G DIVS ***** *NEGOTIATE CONTRACT AND LEASE SAFE FOR OPERATI *NG DIVISIONS MAINTAINING TRAFFIC LOADER WORK *FUNDS ***** | 2 | 09 DEC 83 | | | 02 MAR 84 | |
| X-04-1300-25 TOWING AGREEMENTS | 2 | 01 MAR 84 | | | 16 APR 84 | |
| X-05-5300-090 EXTEND SEC GUARDS CONTRACT | 2 | 01 DEC 83 | | 0% | 29 FEB 84 | |

SCHEDULING DEPARTMENT TASK LIST

| PROJECT IDENTIFIER AND DESCRIPTIONS | RANK | PLANNED START DATE | ACTUAL START DATE | *PERCENT COMPLETE* | PLANNED COMPLETE DATE | ACTUAL COMPLETE DATE |
|--|------|--------------------|-------------------|--------------------|-----------------------|----------------------|
| X-04-4000 ROUTES | 1 | 06 FEB 84 | | | 12 AUG 84 | |
| X-04-4000-00 DEVELOP ROUTES/SCHE INFO | 1 | 06 FEB 84 | | | 01 MAR 84 | |
| ***** *** PLANNING TO PROVIDE ROUTES BY 02/06 * *MUST DEVELOP LINE, PULL-IN, PULL-OUT ROUTES * *OFF=ROUTES, CEA ROUTES * ***** | | | | | | |
| X-04-4000-12 GIVE ROUTE INFO TO INSTR | 1 | 01 MAY 84 | | | 13 MAY 84 | |
| X-04-4000-15 PROVIDE ROUTES TO PAX | 1 | 15 MAY 84 | | | 01 JUN 84 | |
| X-04-4000-20 DEVELOP SCHEDULE MATERIAL | 1 | 01 MAR 84 | | | 01 MAR 84 | |
| ***** *** INPUT FROM PLANNING OF OPERATION VEHICLES * *BY DIVISION START TIME OF EVENTS BY DAY * ***** | | | | | | |
| X-04-4000-30 SEND PRINT SCHEDULE MTRL | 1 | 01 MAR 84 | | | 01 MAY 84 | |
| ***** *SEND TO PRINT SHOP * ***** | | | | | | |
| X-04-4000-40 EST SCHEDULE CHECK PTS | 1 | 01 MAR 84 | | | | |
| ***** *ESTABLISH SCHEDULE CHECKING POINTS AND ASSIGN * *MANPOWER * *** TASK FORCE TO DETERMINE EXTRA MANPOWER * ***** | | | | | | |
| X-04-4000-50 ASSIGN SCHED CHECKERS | 1 | 13 JUL 84 | | | 12 AUG 84 | |
| X-04-4000-60 DISTRIBUTE SCHED MATERIAL | 1 | 15 MAY 84 | | | 13 JUL 84 | |
| ***** | | | | | | |

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SCHEDULING DEPARTMENT TASK LIST

PROJECT IDENTIFIER
AND DESCRIPTIONS

**** RANK ****

PLANNED
START
DATE

ACTUAL
START
DATE

PERCENT COMPLETE

PLANNED
COMPLETE
DATE

ACTUAL
COMPLETE
DATE

*** PRINT SHOP TO HAVE PRINTED MATERIAL ***** *

STOPS & ZONES DEPARTMENT TASK LIST

| PROJECT IDENTIFIER AND DESCRIPTIONS | RANK | PLANNED START DATE | ACTUAL START DATE | *PERCENT COMPLETE* | PLANNED COMPLETE DATE | ACTUAL COMPLETE DATE |
|--|------|--------------------|-------------------|--------------------|-----------------------|----------------------|
| X-04-1000 DEV STOPS, ZONES, TERMINAL ***** *PLANNING TO FURNISH NEC ROUTES * *REQUIRES APPROVAL OF AFFECTED MUNI, SVC STATN * *HAVE NOT RECEIVED ROUTS FROM PLANNING * *AS OF 3/8/84 * *RECDV ROUTES 3-15-84 * ***** | 1 | 06 FEB 84 | 20 MAR 84 | 75% | 30 APR 84 | |
| X-04-1000-10 EST RESTROOM FACILITIES | 1 | 06 FEB 84 | 20 MAR 84 | 75% | 23 APR 84 | |
| X-04-1000-20 PREP LIST OF STOPS & RR ***** *SEND MATERIAL TO BE REPRO'D TO PRINT SHOP * *SCHEDULE DEPT TO DISTRIBUTE ***** | 1 | 06 FEB 84 | 20 MAR 84 | 75% | 23 APR 84 | |
| X-04-1020 INSTALL/MAINTAIN SIGNAGE | 2 | 07 JUL 84 | | | 31 AUG 84 | |
| X-04-1020-05 PRODUCE BUS STOP SIGNAGE | 2 | 19 MAR 84 | | 0% | 05 JUL 84 | |
| X-04-1020-10 RECEIVE SIGNAGE | 2 | 01 JUL 84 | | 0% | 07 JUL 84 | |
| X-04-1020-20 INSTALL SIGNS | 2 | 07 JUL 84 | | 0% | 27 JUL 84 | |
| X-04-1020-30 MAINTAIN SIGNAGE | 2 | 28 JUL 84 | | 0% | 12 AUG 84 | |
| X-04-1020-40 REMOVE SIGNAGE | 2 | 13 AUG 84 | | 0% | 31 AUG 84 | |
| X-04-1030 ROUTE DIVERSIONS | 1 | 01 MAR 84 | 01 MAR 84 | | 12 AUG 84 | |
| X-04-1030-010 ID DIVERTED STOPS ***** *MUST HAVE ROUTE DIVERSIONS FROM TRANSP SVCS * *AND PLANNING ***** | 1 | 01 MAR 84 | 01 MAY 84 | 50% | 12 AUG 84 | |

STOPS & ZONES DEPARTMENT TASK LIST

| PROJECT IDENTIFIER AND DESCRIPTIONS | RANK | PLANNED START DATE | ACTUAL START DATE | *PERCENT COMPLETE* | PLANNED COMPLETE DATE | ACTUAL COMPLETE DATE |
|---|------|--------------------------|-------------------------|-----------------------|-----------------------------|----------------------------|
| X-04-1030-020 REQUEST PRINT ROUTE DIVER ***** *MUST HAVE ROUTE DIVERSIONS FROM TRANSP SVCS * *AND PLANNING ***** | 1 | 01 MAR 84 | | 0% | 07 MAR 84 | |
| X-04-1030-030 PRINT TEMP NOTICE SIGNS | 1 | 30 MAR 84 | | 100% | 30 APR 84 | 30 APR 84 |
| X-04-1030-040 INST/MAIN TEMP NOTICE | 1 | 25 JUL 84 | | 0% | 12 AUG 84 | |

TELECOMMUNICATIONS DEPARTMENT TASK LIST

| TASKS | **** RANK **** | PLANNED START DATE | ACTUAL START DATE | *PERCENT COMPLETE* | PLANNED COMPLETE DATE | ACTUAL COMPLETE DATE |
|---|----------------|--------------------|-------------------|--------------------|-----------------------|----------------------|
| X-01-3550 HEADSIGNS-REPROGRAM | 2 | 06 FEB 84 | 17 FEB 84 | | 20 JUL 84 | |
| X-01-3550-010 RCVE HEADSIGN RPRGM PLAN | 2 | 06 FEB 84 | 17 FEB 84 | 100% | 06 FEB 84 | 17 FEB 84 |
| X-01-3550-020 REPROGRAM HEADSIGNS | 2 | 20 FEB 84 | 27 FEB 84 | 95% | 20 JUL 84 | |
| X-01-3575 RADIO SERVICE | 1 | 03 JAN 84 | 14 NOV 83 | | 20 JUL 84 | |
| X-01-3575-010 IDENT AVAIL RADIO RESC | 1 | 14 NOV 83 | 14 NOV 83 | 100% | 25 NOV 83 | 25 NOV 83 |
| X-01-3575-020 RECEIVE RADIO UTILIZ PLAN | 1 | 03 JAN 84 | | 0% | 30 JAN 84 | |
| X-01-3575-030 REMOVE & REINSTALL RADIOS | 1 | 03 JAN 84 | | 0% | 20 JUL 84 | |
| X-01-4500-050 ASSIGN TECHNICIANS | 2 | 29 FEB 84 | 13 FEB 84 | | 12 AUG 84 | |
| ***** PERSONNEL TO HIRE BY 2/28/84. ***** | | | | | | |
| X-04-1040-020 INSTALL 2 20 CHAN PHONES | 1 | 21 NOV 83 | 21 NOV 83 | 100% | 31 JAN 84 | 19 DEC 83 |
| ***** IN RADIO DISPATCH CENTER ***** | | | | | | |
| X-04-3500 TELEPHONE SERVICE | 3 | 01 JUL 83 | 28 NOV 83 | | 01 APR 84 | |
| X-04-3500-010 SPECIAL PHONE SRVC ORDERS | 3 | 01 JUL 83 | 28 NOV 83 | 100% | 31 DEC 83 | 31 DEC 83 |
| X-04-3500-020 ADDITIONAL REG PHONE SRVC | 3 | 01 JUL 83 | 28 NOV 83 | 10% | 01 APR 84 | |

TRANSIT POLICE DEPARTMENT TASK LIST

PROJECT IDENTIFIER AND DESCRIPTIONS

| PROJECT IDENTIFIER AND DESCRIPTIONS | RANK | PLANNED START DATE | ACTUAL START DATE | *PERCENT COMPLETE* | PLANNED COMPLETE DATE | ACTUAL COMPLETE DATE |
|---|------|--------------------|-------------------|--------------------|-----------------------|----------------------|
| X-05 SECURITY | 1 | 14 NOV 83 | 14 NOV 83 | | 03 SEP 84 | |
| X-05-3000 SECURITY TRAINING | 2 | 14 NOV 83 | | | 01 JUL 84 | |
| X-05-3000-005 PREP TRAINING BULLETINS | 2 | 14 NOV 83 | | | 01 JUL 84 | |
| ***** ** PRINT SHOP TO PRINT AS NEEDED * *SUBJECTS INCLUDES AVAILABILITY OF FOREIGN LAN * *INTERPRETATION, DISP OF LOST PAX, PICKPOCKET * *RECOGNITION FOR BUS OPERATORS * ***** | | | | | | |
| X-05-3000-010 TRAIN SEC GUARDS | 2 | 12 JUN 84 | | | 13 JUN 84 | |
| X-05-3000-015 TRAIN SWORN PERSONNEL | 2 | 26 JUN 84 | | | 28 JUN 84 | |
| X-05-3000-020 ROLL CALL LESSON PLANS | 2 | 14 NOV 83 | | | 28 JUN 84 | |
| ***** *TRAINING LESSON PLANS AND/OR TRAINING DAYS * *ON APPROPRIATE SUBJ RELATED TO ASSIGNED TASKS * ***** | | | | | | |
| X-05-3000-050 OBTAIN SPCL GAMES INFO BK | 2 | 20 JAN 84 | | | 28 JUN 84 | |
| ***** ** REQUIRES COORDINATION FROM IPG LAOC-OSSC * ***** | | | | | | |
| X-05-5100 MANPOWER | 1 | 14 NOV 83 | 14 NOV 83 | | 01 JUN 84 | |
| X-05-5100-0 EST PERSNL REQ & ASSNMTS | 1 | 01 JUN 84 | | | 01 JUL 84 | |
| X-05-5100-10 BRING DEPT UP TO STRENGTH | 1 | 14 NOV 83 | 14 NOV 83 | 50% | 01 JUN 84 | |
| ***** ** PERSONNEL TO HIRE SUFFICIENT TPOS & GUARDS * *ORAL INTERVIEWS COMPLETED-LIST CERTIFIED. * *BACKGROUND INVESTIGATION TO BEGIN 1/30/84 * ***** | | | | | | |

TRANSIT POLICE DEPARTMENT TASK LIST

| PROJECT IDENTIFIER AND DESCRIPTIONS | **** RANK **** | PLANNED START DATE | ACTUAL START DATE | *PERCENT COMPLETE* | PLANNED COMPLETE DATE | ACTUAL COMPLETE DATE |
|---|----------------|--------------------------|-------------------------|--------------------|-----------------------------|----------------------------|
| X-05-5100-20 ASSGN 10 HR SH/6 DAY WEEK | 2 | 28 JUL 84 | | | 12 AUG 84 30 JAN 84 | |
| X-05-5100-30 NEGOT LABOR AGRMT RE:VAC ***** ** REQUIRES CONCURRENCE WITH TPOA & TEAMSTERS * *SPECIAL ORDER 84-1-NO VACATNS DURING OLYMPICS * *DETERMINED TO BE A MANAGEMENT PREROGATIVE * ***** | 1 | 14 NOV 83 | 14 NOV 83 | 100% | 30 JAN 84 30 JAN 84 | |
| X-05-5100-35 ID LABOR ISSUES ***** *LABOR RELATIONS TO NEGOTIATE LETTER OF * *AGREEMENT * ***** | 1 | 14 NOV 83 | | 100% | 30 JAN 84 30 JAN 84 | |
| X-05-5100-40 SEC GUARDS CONTRACTS ***** *REQUIRES PURCHASING TO NEGOTIATE EXTENSION OF * *EXISTING CONTRACTS * *MEMO SENT TO PURCHASING REQUESTING EXTENSION * *OF CONTRACTS. * ***** | 1 | 25 NOV 83 | | 100% | 30 JAN 84 22 JAN 84 | |
| X-05-5120 ASSGN DEPT STAFF OFFICER ***** *ASSIGN LT. HUBAUD TO MANPOWER PLANNING * ***** | 2 | 14 NOV 83 | | 100% | 04 JAN 84 09 APR 84 | |
| X-05-5120-010 ASSIGN DEPT STAFF OFFICER ***** *ASSIGNED LT. MUNOZ * ***** | 2 | 14 NOV 83 | | 100% | 04 JAN 84 09 APR 84 | |
| X-05-5130 LOGISTICS ACTIVITIES ***** *LT. PUTMAN ASSIGNED RESPONSIBILITY * ***** | 2 | 14 NOV 83 | | 100% | 11 JUN 84 09 APR 84 | |

TRANSIT POLICE DEPARTMENT TASK LIST

| PROJECT IDENTIFIER AND DESCRIPTIONS | **** RANK **** | PLANNED START DATE | ACTUAL START DATE | *PERCENT COMPLETE* | PLANNED COMPLETE DATE | ACTUAL COMPLETE DATE |
|--|----------------|--------------------------|-------------------------|--------------------|-----------------------------|----------------------------|
|--|----------------|--------------------------|-------------------------|--------------------|-----------------------------|----------------------------|

| | | | | | | |
|--|---|-----------|--|------|-----------|-----------|
| X-05-5130-10 DETERMINE NEC VEHICLES ***** #(10) VEHICLES FOR TRANSIT POLICE *(20) VEHICLES FOR PAF GUARDS ***** | 2 | 14 NOV 83 | | 100% | 30 JAN 84 | 09 APR 84 |
|--|---|-----------|--|------|-----------|-----------|

| | | | | | | |
|--|---|-----------|--|------|-----------|-----------|
| X-05-5130-20 DETERMINE NECESSARY RADIOS | 2 | 14 NOV 83 | | 100% | 30 JAN 84 | 09 APR 84 |
| X-05-5140 SECURITY TRAINING ***** *LT MUNOZ ASSIGNED ***** | 1 | 14 NOV 83 | | | 13 JUN 84 | |

| | | | | | | |
|--------------------------------|---|-----------|-----------|--|-----------|-----------|
| X-05-5300 SECURITY MEASURES | 1 | 01 JUL 84 | 20 JAN 84 | | 01 JUL 84 | 01 JUL 84 |
|--------------------------------|---|-----------|-----------|--|-----------|-----------|

| | | | | | | |
|---|---|-----------|--|-----|-----------|--|
| X-05-5300-005 DEV. SECURITY MEASURES | 1 | 30 JAN 84 | | 50% | 01 JUL 84 | |
|---|---|-----------|--|-----|-----------|--|

| | | | | | | |
|--|---|-----------|--|--|-----------|--|
| X-05-5300-010 PROTECT OLYM TERM/VAULTS ***** ** TRANS TO PROVIDE VAULTING SITES ** MAINT TO PROVIDE VAULT PULLERS ***** | 1 | 01 JUL 84 | | | 15 AUG 84 | |
|--|---|-----------|--|--|-----------|--|

| | | | | | | |
|--|---|-----------|--|------|-----------|-----------|
| X-05-5300-020 ID ARMED SEC GUARDS REGM. ***** ** PURCHASING TO EXTEND EXISTING CONTRACTS **MEMO SENT TO PURCHASING REQUESTING EXTENSION *OF CONTRACTS. ***** | 1 | 14 NOV 83 | | 100% | 22 JAN 84 | 22 JAN 84 |
|--|---|-----------|--|------|-----------|-----------|

| | | | | | | |
|---|---|-----------|-----------|--|-----------|--|
| X-05-5300-030 PROV SECURITY FOR TRANSPT ***** ** MAINT TO INSURE SUFFICIENT # VAULT TRUCKS **PURCHASING TO RENEGOTIATE CONTRACT FOR * ARMORED CAR SERVICE, IF NECESSARY ***** | 1 | 01 JUL 84 | 20 JAN 84 | | 01 JUL 84 | |
|---|---|-----------|-----------|--|-----------|--|

TRANSIT POLICE DEPARTMENT TASK LIST

| PROJECT IDENTIFIER AND DESCRIPTIONS | RANK | PLANNED START DATE | ACTUAL START DATE | *PERCENT COMPLETE* | PLANNED COMPLETE DATE | ACTUAL COMPLETE DATE |
|---|------|--------------------|-------------------|--------------------|-----------------------|----------------------|
| X-05-5300-040 PROV. ID AND P/R SECURITY | 1 | 01 JUL 84 | 20 JAN 84 | | 12 AUG 84 | |
| X-05-5300-050 DEPLY 2ND & 3RD SHIFT CCO ***** *CASHIER'S OFFICE B.MILLER TO ADVISE TRANSIT * *POLICE OF REQUIREMENTS. ***** | 1 | 01 JUL 84 | | | 28 JUL 84 | |
| X-05-5300-060 PROTECT EQUIP AND FAC | 1 | 01 JUL 84 | | | 13 AUG 84 | |
| X-05-5300-070 ESTAB ROVING PATROL ***** ** MAINT TO PROVIDE SUFFICIENT VEHICLES ** ***** | 1 | 01 JUL 84 | | | 12 AUG 84 | |
| X-05-5300-080 ESTABLISH FIXED-POST POS. ***** ** PURCHASING TO NEGOTIATE EXTENSION OF EXIST , * * CONTRACTS ***** | 2 | 14 NOV 83 | | 100% | 03 SEP 84 | 22 JAN 84 |
| X-05-5300-100 PROV PROTECTION OLYM RTES | 1 | 28 JUL 84 | | | 13 AUG 84 | |
| X-05-5400 SEC SUPPORT EQUIPMENT | 2 | 14 NOV 83 | 14 NOV 83 | | 01 JUL 84 | |
| X-05-5400-010 SECURE NECESSARY VEHICLES ***** ** MAINTENANCE TO SUPPLY NEEDED VEHICLES * * (MARKED AND UNMARKED) ***** | 2 | 14 NOV 83 | | | 11 JUN 84 | |
| X-05-5400-020 SECURE NECESSARY RADIOS ***** ** TELECOM TO COORDINATE WITH MOTOROLA REP * ** PURCHASING TO PROCESS REQUIRED PAPER WORK * | 2 | 14 NOV 83 | 14 NOV 83 | 10% | 04 JUN 84 | |

TRANSIT POLICE DEPARTMENT TASK LIST

| PROJECT IDENTIFIER AND DESCRIPTIONS | **** RANK **** | PLANNED START DATE | ACTUAL START DATE | *PERCENT COMPLETE* | PLANNED COMPLETE DATE | ACTUAL COMPLETE DATE |
|--|----------------|--------------------------|-------------------------|--------------------|-----------------------------|----------------------------|
|--|----------------|--------------------------|-------------------------|--------------------|-----------------------------|----------------------------|

*THIS INCLUDES VEHICLE, HAND HELD, AND CONCEAL *
 *PURCHASE ORDER FOR 10 ADDITIONAL HAND-HELD *
 *HAS BEEN SENT TO TELECOMM. *

| | | | | | | |
|--|---|-----------|--|--|-----------|--|
| X-05-5500 ASSIGN PERSONNEL | 1 | 16 JUL 84 | | | 27 JUL 84 | |
| X-05-5500-020 ASSIGN CONTRACT PERSONNEL | 1 | 01 JUL 84 | | | 15 JUL 84 | |

TRANS - GENERAL DEPARTMENT TASK LIST

| TASKS | **** RANK **** | PLANNED START DATE | ACTUAL START DATE | *PERCENT COMPLETE* | PLANNED COMPLETE DATE | ACTUAL COMPLETE DATE |
|---|----------------|--------------------|-------------------|--------------------|-----------------------|----------------------|
| X-01-1200-030 DETERMINE DASH/HEADSIGNS | 2 | 01 FEB 84 | 27 FEB 84 | 100% | 01 MAR 84 | |
| X-01-1200-055 DISTR DASH SIGNS TO DIVS. | 2 | 13 JUL 84 | | | 12 AUG 84 | |
| X-02-0100 OLYM LABOR AGREEMENTS | 1 | 01 JUL 83 | 01 JUL 83 | 100% | 30 JAN 84 | 10 FEB 84 |
| X-02-0100-10 ID UTU LABOR ISSUES | 1 | 01 JUL 83 | 01 JUL 83 | 100% | 01 DEC 83 | 06 JAN 84 |
| X-02-0100-20 EXEC UTU FINAL AGREEMENT ***** *LABOR RELATIONS TO EXECUTE LETTERS OF *AGREEMENT ***** | 1 | 01 JAN 84 | 09 JAN 84 | 100% | 31 JAN 84 | 10 FEB 84 |
| X-02-0100-30 ID BRAC LABOR ISSUES | 1 | 01 JUL 83 | 01 NOV 83 | 100% | 01 DEC 83 | 01 FEB 84 |
| X-02-0100-40 EXEC BRAC FINAL AGREEMENT ***** *LABOR RELATIONS TO EXECUTE LETTERS OF *AGREEMENT ***** | 1 | 01 JAN 84 | 02 DEC 83 | 100% | 31 JAN 84 | 01 MAR 84 |
| X-02-0200 MANPOWER REQUIREMENTS | 1 | 14 NOV 83 | 14 NOV 83 | 100% | 06 FEB 84 | 31 DEC 83 |
| X-02-0200-10 ID BRAC MANPOWER REQMENTS ***** *PERSONNEL TO RECRUIT AND HIRE ***** | 1 | 14 NOV 83 | 01 DEC 83 | 100% | 06 FEB 84 | 31 DEC 83 |
| X-02-0200-30 ASSIGN BRAC PERSONNEL | 1 | 14 NOV 83 | 14 NOV 83 | 100% | | |
| X-02-0210 ID NON-CONTRACT REQ ***** *PERSONNEL TO RECALL RETIRED EMPLOYEES ***** | 1 | 14 NOV 83 | 14 NOV 83 | 60% | 06 FEB 84 | |

TRANS - GENERAL DEPARTMENT TASK LIST

| TASKS | **** RANK **** | PLANNED START DATE | ACTUAL START DATE | *PERCENT COMPLETE* | PLANNED COMPLETE DATE | ACTUAL COMPLETE DATE |
|--|----------------|---------------------|-------------------|--------------------|-----------------------|----------------------|
| X-02-0210-10 TRAIN NON-CONTRACT | 1 | 02 JUL 84 | | 0% | 13 JUL 84 | |
| X-02-0210-20 ASSIGN NON-CONTRACT | 1 | 16 JUL 84 | | 0% | 13 AUG 84 | |
| X-02-0300 SECURE SUPPORT EQUIP | 3 | 01 DEC 83 01 DEC 83 | | | 06 FEB 84 | |
| X-02-0300-10 ID DIV/TGEN PHONE NEEDS ***** *TELECOMMUNICATION TO PROVIDE PHONE SERVICE * ***** | 3 | 01 DEC 83 01 DEC 83 | | 75% | 30 JAN 84 | |
| X-02-0300-20 ID DIV LOCKER REQUIREMENT ***** *PURCHASING TO EXECUTE CONTRACT AND ACQUIRE * ***** | 3 | 01 DEC 83 02 APR 84 | | 25% | 06 FEB 84 | |
| X-02-0400 SUPPORT MEASURES | 2 | 01 NOV 83 31 JAN 84 | | | 30 SEP 84 | |
| X-02-0400-05 ID TGEN BUDGET ADJMTS | 2 | 12 JAN 84 | | | 30 JUN 84 | |
| X-02-0400-10 DEV OLYM TRACK/RPRT PROC ***** *TRACK TRANSPORTATION DEPT. OLYMPIC RELATED * *PROJECTS * ***** | 2 | 01 NOV 83 | | | 31 MAY 84 | |
| X-02-0400-20 IMPLMT TRACK/RPRT PROCED | 2 | 01 JUN 84 | | | 30 SEP 84 | |
| X-02-0400-30 PROV PERS/W OPR FACT SHT | 2 | 31 JAN 84 31 JAN 84 | | 100% | 31 JAN 84 06 FEB 84 | |
| X-02-0400-35 DET OLYM OPER REQ BY DIV ***** *INSTRUCTION TO ASSIGN NEW OPERATORS * ***** | 2 | 06 FEB 84 16 FEB 84 | | 100% | 16 JUL 84 | |

TRANS - GENERAL DEPARTMENT TASK LIST

| TASKS | **** RANK **** | PLANNED START DATE | ACTUAL START DATE | *PERCENT COMPLETE* | PLANNED COMPLETE DATE | ACTUAL COMPLETE DATE |
|---|----------------|--------------------|-------------------|--------------------|-----------------------|----------------------|
| X-02-0400-60 DEV PRGM TO DIST UNIFORMS ***** *INSTRUCTION DEPT. TO ADMINISTER DISTRIBUTION * *OF UNIFORMS AND ACCESSORIES ***** | 3 | 01 DEC 83 | 13 FEB 84 | 100% | 16 JUL 84 | 07 MAR 84 |
| X-02-0400-75 ID SYSTEM TO TRANSP OPRS ***** *PLANNING AND SCHEDULE DEPTS. TO PROVIDE * *RELIEF POINTS. *MAINTENANCE DEPT. TO PROVIDE RELIEF VEHS. ***** | 2 | 05 MAR 84 | 01 MAY 84 | 50% | 30 APR 84 | |
| X-02-0400-80 IMPL OPR TRANSPORT PLAN ***** *PLANNING AND SCHEDULE DEPTS. TO PROVIDE * *RELIEF POINTS *MAINTENANCE DEPT. TO PROVIDE RELIEF VEHS. ***** | 2 | 28 JUL 84 | | | 12 AUG 84 | |
| X-02-0400-85 ID DIV/TERM PARKING REQ. ***** *MAINTENANCE TO ASSESS AND ARRANGE FOR * *NECESSARY SPACES. *ADVISE TRANSPORTION GENERAL OF AVAILABILITY * *BY 3/30/84 ***** | 2 | 01 FEB 84 | 15 APR 84 | 50% | 29 FEB 84 | |
| X-02-0500 OLYMPIC SIGNAGE | 1 | 05 MAR 84 | 02 APR 84 | | 13 JUL 84 | |
| X-02-0500-10 ID OLYM SIGNAGE REQ ***** *PLANNING TO PROVIDE ROUTE INFO ***** | 1 | 05 MAR 84 | 02 APR 84 | 70% | 13 JUL 84 | |
| X-02-0500-20 PREPARE DASH/HEADSIGNS | 1 | 01 APR 84 | 01 MAY 84 | 50% | 13 JUL 84 | |

TRANS - GENERAL DEPARTMENT TASK LIST

| TASKS | **** RANK **** | PLANNED START DATE | ACTUAL START DATE | *PERCENT COMPLETE* | PLANNED COMPLETE DATE | ACTUAL COMPLETE DATE |
|-------|----------------|--------------------|-------------------|--------------------|-----------------------|----------------------|
|-------|----------------|--------------------|-------------------|--------------------|-----------------------|----------------------|

 *PRINT SHOP/VENDOR TO PRINT DASH/HEADSIGNS INS *
 *TELECOMMUNICATIONS TO REPROGRAM HEADSIGNS *
 *PRINT SHOP/VENDOR TO PRINT DASH SIGNS AND *
 *HEADSIGN INSTRUCTIONS. *
 *TELECOMMUNICATIONS TO REPROGRM HEADSIGNS. *

| | | | | | | |
|--------------------------|---|-----------|-----------|------|-----------|--|
| X-02-3000-35 | | | | | | |
| DET OLYM OPER REQ BY DIV | 1 | 06 FEB 84 | 02 APR 84 | 100% | 16 JUL 84 | |

 *INSTRUCTION TO ASSIGN NEW OPERATORS *

| | | | | | | |
|----------------------|---|-----------|-----------|------|-----------|-----------|
| X-02-4000-000 | | | | | | |
| DET OLYM OPR CLASSIF | 1 | 01 DEC 83 | 01 DEC 83 | 100% | 31 JAN 84 | 10 FEB 84 |
| X-02-9000 | | | | | | |
| OPRS TO MOVE BUSES | 1 | 04 JUL 84 | 11 NOV 83 | | 12 JUL 84 | |

 *EQUIP ENG TO ACCEPT COACHES *
 *TRANS TO PROVIDE OPRS TO MOVE NEW COACHES *
 *MAIN TO NOTIFY TRANS OF REQUEST *
 *TRANS TO PROVIDE OPRTERS TO MOVE NEW COACHES *

| | | | | | | |
|--------------------------|---|-----------|--|--|-----------|--|
| X-02-9000-010 | | | | | | |
| PROV:OPRS MOVE DIV10 BUS | 2 | 16 JUN 84 | | | 17 JUN 84 | |

 *MAINTENANCE DEPT TO PROVIDE TRANSP DEPT *
 *OF NUMBER OF REQUIRED AND ASSIGNMENT DATES *

| | | | | | | |
|---------------------------|---|-----------|-----------|-----|-----------|--|
| X-02-9000-020 | | | | | | |
| PROV OPRS: MOV PAINTD BUS | 2 | 04 JUL 83 | 11 NOV 83 | 86% | 11 JUN 84 | |

| | | | | | | |
|---------------------------|---|-----------|-----------|----|-----------|--|
| X-02-9000-030 | | | | | | |
| PROV OPRS: MOVE NEW BUSES | 2 | 10 DEC 83 | 12 MAR 84 | 0% | 12 JUL 84 | |

| | | | | | | |
|---------------------------|---|-----------|-----------|-----|-----------|--|
| X-02-9000-040 | | | | | | |
| PROV.OPRS: MOVE GFC BUSES | 1 | 14 NOV 83 | 14 NOV 83 | 46% | 28 MAY 84 | |

| TASKS | **** RANK **** | PLANNED START DATE | ACTUAL START DATE | *PERCENT COMPLETE* | PLANNED COMPLETE DATE | ACTUAL COMPLETE DATE |
|---|----------------|--------------------|-------------------|--------------------|-----------------------|----------------------|
| X-02 INSTRUCTION OPER/INSTRS | 1 | 01 JUL 83 | 01 JUL 83 | | 01 DEC 84 | |
| X-02-0400-70 DIST. OPER UNIFORM/ACCESR | 2 | 01 APR 84 | 24 FEB 84 | 0% | 30 SEP 84 | |
| X-02-1300 INSTRUCTOR VACATIONS | 2 | 19 AUG 84 | 28 NOV 83 | 80% | 01 DEC 84 | |
| ***** | | | | | | |
| ** TRANS DIVS TO SUPPLY OPERATOR/XTRA INSTRUC * | | | | | | |
| # AS REQUESTED BY INSTRUCTION DEPT ***** | | | | | | |
| ***** | | | | | | |
| X-02-1300-10 REG INST BID FOR VAC'S | 2 | 02 APR 84 | | 75% | 19 MAY 84 | |
| X-02-1300-20 REASGN OP. EX/INST CV VAC | 2 | 19 AUG 84 | | 80% | 01 DEC 84 | |
| ***** | | | | | | |
| *TRANSPORTATION TO SUPPLY OPER/EX-INSTRS TO * | | | | | | |
| * INSTRUCTION DEPT. ***** | | | | | | |
| ***** | | | | | | |
| X-02-1300-30 REASGN REG INST TO RD SUP | 2 | 28 JUL 84 | | 80% | 12 AUG 84 | |
| ***** | | | | | | |
| * INSTRUCTORS TO WORK WITH SUPERVISORS AT PARK/ * | | | | | | |
| * RIDE VENUE AND OVERLAY SERVICE LOCATIONS. ***** | | | | | | |
| ***** | | | | | | |
| X-02-1300-50 REASGN OP EX INST:TRNG | 2 | 28 NOV 83 | 28 NOV 83 | 100% | 05 DEC 83 | |
| X-02-3000-20 ACQ 8 ADDTLN TRNG BUSES | 1 | 21 NOV 83 | 21 NOV 83 | 100% | 28 NOV 83 | 30 APR 84 |
| ***** | | | | | | |
| * MAINTENANCE FAILED TO PROVIDE THESE BUSES. * | | | | | | |
| ***** | | | | | | |
| X-02-3000-25 TRAIN 46 P/T STUDENTS/WK | 1 | 28 NOV 83 | 28 NOV 83 | 100% | 13 FEB 84 | 13 FEB 84 |
| X-02-3000-30 ACQUIRE 25 ADDTLN BUSES | 1 | 06 FEB 84 | | 0% | 27 FEB 84 | |
| ***** | | | | | | |

TRANS - INSTRUCTION DEPARTMENT TASK LIST

| TASKS | **** RANK **** | PLANNED START DATE | ACTUAL START DATE | *PERCENT COMPLETE* | PLANNED COMPLETE DATE | ACTUAL COMPLETE DATE |
|--|----------------|--------------------|-------------------|--------------------|-----------------------|----------------------|
| **MAINTENANCE TO PROVIDE A TOTAL OF 33 BUSES ** | | | | | | |
| **FOR TRAINING. ** | | | | | | |
| **MAINTENANCE FAILED TO PROVIDE THESE BUSES. ** | | | | | | |
| ***** | | | | | | |
| X-02-3000-40 | | | | | | |
| TRAIN/ASGN OLYMPIC OPRTRS 1 ***** | | | | | | |
| ***** | | | | | | |
| **MAINTENANCE TO CONTINUE TO PROVIDE 8 BUSES ** | | | | | | |
| **FOR TRAINING AT LOCATION 33. ** | | | | | | |
| ***** | | | | | | |
| X-02-3000-50 | | | | | | |
| QUAL EX-BD: OLYM & PT OPR 1 ***** | | | | | | |
| ***** | | | | | | |
| **MAINTENANCE TO CONTINUE TO PROVIDE 25 BUSES ** | | | | | | |
| **FOR TRAINING AT DIVISIONS. ** | | | | | | |
| ***** | | | | | | |
| X-02-3000-60 | | | | | | |
| QUAL OPERS SHAKE UP ASSGN 1 ***** | | | | | | |
| ***** | | | | | | |
| **MAINTENANCE TO CONTINUE TO PROVIDE 25 BUSES ** | | | | | | |
| **FOR TRAINING AT DIVISIONS. ** | | | | | | |
| **TRAINING PERIOD: 2/18/84 UNTIL 7/27/84 ** | | | | | | |
| ***** | | | | | | |
| X-02-3000-70 | | | | | | |
| QUALIFY EX BRD ON OLY, 1 ***** | | | | | | |
| ***** | | | | | | |
| X-04-1010 | | | | | | |
| OLY TARIFF/SERV RESTR 1 ***** | | | | | | |
| ***** | | | | | | |
| ** PLNG TO ESTAB PROPOSED ROUTES AND FARES ** | | | | | | |
| ** BOARD OF DIR TO APPROVE ROUTES AND FARES ** | | | | | | |
| ***** | | | | | | |
| X-04-1010-10 | | | | | | |
| PREP OLY TARIFF INFO 1 ***** | | | | | | |
| ***** | | | | | | |
| **PLNG TO ESTB PROPOSED ROUTES AND FARES ** | | | | | | |
| **BD. OF DIRECTORS TO APPROVE ROUTES & FARES ** | | | | | | |
| **PRINT SHOP TO RETURN BY 4/20/84 ** | | | | | | |
| ***** | | | | | | |

TRANS - INSTRUCTION DEPARTMENT TASK LIST

| TASKS | RANK | PLANNED START DATE | ACTUAL START DATE | *PERCENT COMPLETE* | PLANNED COMPLETE DATE | ACTUAL COMPLETE DATE |
|---|------|--------------------|-------------------|--------------------|-----------------------|----------------------|
| X-04-1010-20 DIST TARIFF/SRV RESTRICTS | 1 | 23 APR 84 | | 100% | 04 MAY 84 | |
| X-04-1220-080 INSTR LST TO OP CNTRL SRV ***** #INSTRUCTION TO PROVIDE OPERATIONS CONTROL #AND SERVICES WITH MANPOWER REQUIREMENTS. ***** | 1 | 25 JUN 84 | 17 FEB 84 | 100% | 02 JUL 84 | 17 FEB 84 |

TRANS - PASSENGER, LEASE SERVICES DEPARTMENT TASK LIST

| TASKS | **** RANK **** | PLANNED START DATE | ACTUAL START DATE | #PERCENT COMPLETE* | PLANNED COMPLETE DATE | ACTUAL COMPLETE DATE |
|--|----------------|---------------------|-------------------|--------------------|-----------------------|----------------------|
| X-04-1300 ID & NEGOTIATE | 1 | 02 DEC 83 06 FEB 84 | 27 JUL 84 | | 27 JUL 84 | |
| X-04-1300-10 ID REQ FOR PORTABLE BANKS ***** *TO LEASE PORTABLE BANKS FOR SECURITY PURPOSES * *AT PARK/RIDE, VENUE AND OVERLAY SVCS LOCATION * ***PLANNING MUST ID SERVICE LOCATIONS BY 2/6 * *PURCHASING TO NEGOTIATE CONTRACTS. ***** | 2 | 06 FEB 84 06 FEB 84 | | 100% | 15 JUN 84 01 MAY 84 | |
| X-04-1300-20 ID REQ FOR SAFE AT DIVS ***** *FOR OPERATING DIVISIONS MAINTAINING TRAFFIC * *LOADER WORKING FUNDS * *** PLANNING TO PROVIDE SERVICE REQ BY VENUE * *PURCHASING TO NEGOTIATE CONTRACTS. ***** | 2 | 02 DEC 83 06 FEB 84 | | 100% | 30 APR 84 01 MAY 84 | |
| X-04-1300-31 ESTAB NON-CONT REQUMNTS | 1 | 06 FEB 84 06 FEB 84 | | 100% | 15 JUN 84 01 MAY 84 | |
| X-04-1300-32 EST TRAFFIC LOADER ASSIGN | 1 | 06 FEB 84 | | | 15 JUN 84 | |
| X-04-1300-33 DEV WORK SCHEDULES | 1 | 05 MAR 84 | | | 15 JUN 84 | |
| X-04-1300-34 TRAIN PERSONNEL | 1 | 02 JUL 84 | | | 27 JUL 84 | |
| X-04-1300-35 CONDUCT BID OF ASSIGNMNTS | 1 | 16 JUL 84 | | | 20 JUL 84 | |
| X-04-1400 DISTRB OF WORKING FUNDS ***** *THIS PROGRAM FOR DISTRIBUTION OF WORKING FUND * *AT TRAFFIC LOADER ASSIGNED LOCATIONS USING * *NON CONTRACT PERSONNEL * ***** | 1 | 06 FEB 84 06 FEB 84 | | | 12 AUG 84 | |
| X-04-1400-10 DEV PROG FOR DIST OF FUND | 1 | 01 DEC 83 06 FEB 84 | | 100% | 06 FEB 84 01 MAY 84 | |

| TASKS | **** RANK **** | PLANNED START DATE | ACTUAL START DATE | *PERCENT COMPLETE* | PLANNED COMPLETE DATE | ACTUAL COMPLETE DATE |
|---|----------------|--------------------|-------------------|--------------------|-----------------------|----------------------|
| X-04-1400-20 DEVELOP WORK SCHEDULE | 1 | 05 MAR 84 | | | 15 JUN 84 | |
| X-04-1400-30 RECRUIT NON-CONT PERSONEL | 1 | 02 APR 84 | 15 MAR 84 | 50% | 01 JUN 84 | |
| X-04-1400-40 TRAIN NON-CONT PERSONNEL | 1 | 02 JUL 84 | | | 27 JUL 84 | |
| X-04-1400-50 ID VEHICLE REQ | 2 | 05 MAR 84 | 06 FEB 84 | 100% | 12 MAR 84 | 11 MAY 84 |

 *WORKING FUNDS DISTRIBUTION AND SECURITY *
 *REQUIREMNETS *
 *GENERAL SERVICES TO PROVIDE VEHICLES. *

X-04-1400-60
 ESTAB WORK FUND REQMNTS 2

 *** REQUIRES PLANNING TO PROVIDE DATA ON *
 *PATRONAGE, AND FACILITY SIZE *

X-04-1400-61
 NOTIFY ACCOUNTING OF NEED 2
 04 JUN 84

X-04-1400-62
 PROVIDE WORKING FUNDS 1

 *ACCOUNTING TO SUPPLY WORKING FUNDS *

| PROJECT IDENTIFIER AND DESCRIPTIONS | RANK | PLANNED START DATE | ACTUAL START DATE | *PERCENT COMPLETE* | PLANNED COMPLETE DATE | ACTUAL COMPLETE DATE |
|--|------|--------------------------|-------------------------|--------------------|-----------------------------|----------------------------|
| X-04-1040-030 DEV SPECIAL OPER INSTRCTS ***** **FOR USE OF DIRECT LINE OR CHANNEL D/E OR SPCL ** *BUS RADIO CHANNEL FOR OLYMPICS USE ONLY * ***** | 1 | 21 NOV 83 | 21 NOV 83 | 100% | 31 DEC 83 | 01 MAY 84 |
| X-04-1040-032 ESTB DIR LINE TO CALTRANS | 1 | 21 NOV 83 | 15 JAN 84 | 70% | 06 JUL 84 | |
| X-04-1040-034 ESTAB CHANNEL D/E | 2 | 21 NOV 83 | 21 NOV 83 | 100% | 31 DEC 83 | 15 JAN 84 |
| X-04-1040-036 ID PHONE REQUIREMENTS | 2 | 21 NOV 83 | 21 NOV 83 | 100% | 31 JAN 84 | 15 JAN 84 |
| X-04-1040-038 DESIG OLYM RADIO CHANNEL | 2 | 21 NOV 83 | 21 NOV 83 | 100% | 31 DEC 83 | 15 JAN 84 |
| X-04-1050 MANPOWER REQUIREMENTS | 1 | 21 NOV 83 | 21 NOV 83 | 100% | 12 AUG 84 | 30 MAR 84 |
| X-04-1050-010 DET RAD DISP REQUIREMENTS | 1 | 06 FEB 84 | 21 NOV 83 | 100% | 13 FEB 84 | 13 FEB 84 |
| X-04-1050-015 DEVELOP WORK SCHEDULES | 1 | 13 FEB 84 | 13 FEB 84 | 100% | 15 APR 84 | 30 MAR 84 |
| X-04-1050-016 CANCEL VACATIONS | 1 | 21 NOV 83 | 21 NOV 83 | 100% | 31 DEC 83 | 31 DEC 83 |
| X-04-1050-020 ID TRAINING NEEDS | 1 | 06 FEB 84 | 30 MAR 84 | 100% | 13 FEB 84 | 30 MAR 84 |
| X-04-1050-040 ASSIGN SHIFTS | 1 | 29 JUN 84 | | 100% | 12 AUG 84 | |
| X-08-1040-60 ASSGN STAFF TO CALTRANS | 1 | 23 JUL 84 | 15 FEB 84 | 100% | 12 AUG 84 | |

TRANS- ROAD SUPERVISORS DEPARTMENT TASK LIST

| TASKS | RANK | PLANNED START DATE | ACTUAL START DATE | *PERCENT COMPLETE* | PLANNED COMPLETE DATE | ACTUAL COMPLETE DATE |
|---|------|--------------------|-------------------|--------------------|-----------------------|----------------------|
| X-04-1220 ROAD SUPERVISORS | 1 | 06 FEB 84 | 06 FEB 84 | | 27 JUL 84 | |
| X-04-1220-010 ID MANPOWER REQUIREMENTS | 1 | 06 FEB 84 | 06 FEB 84 | 100% | 13 FEB 84 | |
| ***** *MANPOWER REQ FOR ROAD SUPERVISION AT * *SPECIFIC PARK/RIDE, VENUE AND OVERLAY * *SERVICE LOCATIONS. * *REQUIRES PLANNING TO PROVIDE PASS REQRMNTS * ***** | | | | | | |
| X-04-1220-030 ESTAB RD SUPVR ASSIGNMNTS | 1 | 13 FEB 84 | 13 FEB 84 | 70% | 15 JUN 84 | |
| X-04-1220-040 DEV DAILY WORK SCHEDULES | 1 | 13 FEB 84 | 07 MAR 84 | 70% | 15 JUN 84 | |
| X-04-1220-050 ASSGN/TRAIN OP/EXT SUPVRS | 1 | 02 JUL 84 | 30 MAR 84 | 50% | 27 JUL 84 | |
| X-04-1220-060 ASSGN/TRAIN LOC. 33 INSTR | 1 | 04 JUN 84 | 30 MAR 84 | 50% | 27 JUL 84 | |
| ***** *INSTRUCTION TO PROVIDE LIST FOR REASSIGNMENT * ***** | | | | | | |
| X-04-1220-070 ASSGN/TRAIN REG SUPVRS | 1 | 02 JUL 84 | 30 MAR 84 | 50% | 27 JUL 84 | |

PC / 70 PROJECT SCHEDULELING BARCHART

SCHEDULE TO AVAILABILITY

| PR TASK RESC NO | DESCRIPTION | START DATE | TARGET DATE | JAN 2 | FEB 6 | MAR 5 | APR 2 | MAY 7 | JUN 4 | JUL 2 | AUG 6 | SEP 3 | OCT 1 | NOV 5 | DEC 3 | JAN 7 | FEB 4 | MAR 4 | APR 1 | MAY 6 |
|-----------------|---------------------------|------------|-------------|-------|-------|-------|-------|-------|-------|-------|-------|-------|-------|-------|-------|-------|-------|-------|-------|-------|
| X-01-0200-101 | ACTIVATE DIVISION 1 | 03/16/84 | 05/15/84 | | | | | | | | | | | | | | | | | |
| | | 06/11/84 | 07/25/84 | | | | | | | | | | | | | | | | | |
| X-01-0200-1018 | ACTIVATE DIVISION 18 | 05/03/84 | 06/17/84 | | | | | | | | | | | | | | | | | |
| | | 06/11/84 | 07/30/84 | | | | | | | | | | | | | | | | | |
| X-01-0200-102 | ACTIVATE DIVISION 2 | 04/02/84 | 05/15/84 | | | | | | | | | | | | | | | | | |
| | | 06/18/84 | 07/16/84 | | | | | | | | | | | | | | | | | |
| X-01-0200-103 | ACTIVATE DIVISION 3 | 03/07/84 | 05/15/84 | | | | | | | | | | | | | | | | | |
| | | 06/20/84 | 07/05/84 | | | | | | | | | | | | | | | | | |
| X-01-0200-105 | ACTIVATE DIVISION 5 | 03/16/84 | 05/15/84 | | | | | | | | | | | | | | | | | |
| | | 06/22/84 | 08/06/84 | | | | | | | | | | | | | | | | | |
| X-01-0300-*** | TASK CONNECTOR | 06/11/84 | 06/11/84 | | | | | | | | | | | | | | | | | |
| X-01-0300-00 | REQST OPRS. TO MOVE BUSES | 06/01/84 | 06/17/84 | | | | | | | | | | | | | | | | | |
| | | 06/11/84 | 06/15/84 | | | | | | | | | | | | | | | | | |
| X-01-0300-05 | REDEPLOY BUSES TO DIV 10 | 06/01/84 | 06/17/84 | | | | | | | | | | | | | | | | | |
| | | 06/11/84 | 06/15/84 | | | | | | | | | | | | | | | | | |
| X-01-0300-10 | DEPLOY MGMNT TEAM-DIV 10 | 04/05/84 | 05/15/84 | | | | | | | | | | | | | | | | | |

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* C - YOUR CURRENT START AND TARGET DATES * (- - PRIOR TO DATES * *

* S - PC/70 SCHEDULED START AND TARGET DATES * (-) - AFTER DATES * *

* A - ACTUAL START AND TARGET DATES * * PRINT POSITION = 1 WEEK * *

PC / 70 PROJECT SCHEDULING BARCHART

SCHEDULE TO AVAILABILITY

| PR TASK NO | RESC NO | DESCRIPTION | START DATE | TARGET DATE | JAN 84 | FEB 84 | MAR 84 | APR 84 | MAY 84 | JUN 84 | JUL 84 | AUG 84 | SEP 84 | OCT 84 | NOV 84 | DEC 84 | JAN 85 | FEB 85 | MAR 85 | APR 85 | MAY 85 |
|------------|---------|-------------|------------|-------------|--------|--------|--------|--------|--------|--------|--------|--------|--------|--------|--------|--------|--------|--------|--------|--------|--------|
| | | | 06/26/84 | 06/27/84 | 2 | 6 | 5 | 2 | 7 | 4 | 2 | 6 | 3 | 1 | 5 | 3 | 7 | 4 | 4 | 1 | 6 |

| | | | | | | | | | | | | | | | | | | | | | |
|---------------|---------------------------|--|----------|----------|-----------------------|--|--|--|--|---|--|--|--|--|--|--|--|--|--|--|--|
| X-01-0400-000 | TASK CONNECTOR | | 06/12/84 | 06/12/84 | | | | | | S | | | | | | | | | | | |
| X-01-0400-000 | TASK CONNECTOR | | 06/13/84 | 06/13/84 | | | | | | S | | | | | | | | | | | |
| X-01-0400-010 | PAINT & DEPLOY 259 COACH | | 07/04/83 | 06/11/84 | (CCCCCCCCCCCCCCCCCCCC | | | | | | | | | | | | | | | | |
| | | | 11/11/83 | 06/11/84 | (AAAAAAAAAAAAAAAAAAAA | | | | | | | | | | | | | | | | |
| X-01-0400-030 | 415 NEOPLAN READY FOR SRV | | 12/05/83 | 07/12/84 | (CCCCCCCCCCCCCCCCCCCC | | | | | | | | | | | | | | | | |
| | | | 03/12/84 | 12/03/84 | AAAAAAAAAAAAAAAAAAAA | | | | | | | | | | | | | | | | |
| X-01-0400-035 | DEPLOY NEOPLANS | | 03/15/84 | 07/12/84 | CCCCCCCCCCCCCCCCCCCC | | | | | | | | | | | | | | | | |
| | | | 03/12/84 | 07/12/84 | AAAAAAAAAAAAAAAAAAAA | | | | | | | | | | | | | | | | |
| X-01-0400-040 | 62 CARPNTR READY FOR SRVC | | 01/30/84 | 06/25/84 | CCCCCCCCCCCCCCCCCCCC | | | | | | | | | | | | | | | | |
| | | | 06/11/84 | 10/29/84 | SSSSSSSSSSSSSSSSSS | | | | | | | | | | | | | | | | |
| X-01-0400-045 | DEPLOY CARPENTERS | | 04/15/84 | 06/17/84 | CCCCCCCCCCCC | | | | | | | | | | | | | | | | |
| | | | 06/11/84 | 06/15/84 | S | | | | | | | | | | | | | | | | |
| X-01-0400-050 | 230 GFC READY FOR SERVICE | | 11/14/83 | 05/28/84 | (CCCCCCCCCCCCCCCCCCCC | | | | | | | | | | | | | | | | |
| | | | 11/14/83 | 03/18/85 | (AAAAAAAAAAAAAAAAAAAA | | | | | | | | | | | | | | | | |
| X-01-0400-060 | | | | | | | | | | | | | | | | | | | | | |

 * C - YOUR CURRENT START AND TARGET DATES * (- - PRIOR TO DATES *
 * S - PC/70 SCHEDULED START AND TARGET DATES * (-) - AFTER DATES *
 * A - ACTUAL START AND TARGET DATES * * PRINT POSITION = 1 WEEK *

P C / 7 0 P R O J E C T S C H E D U L I N G B A R C H A R T

SCHEDULE TO AVAILABILITY

PR TASK RESC NODESCRIPTION..... .START. .TARGET. .DATE .DATE .1984 .1984 .1984 .1984 .1985
 NO NO

LEASE 100 TO 150 BUSES 02/01/84 07/16/84 04/26/84 07/16/84
 CCCCCCCCCCCCCCCCCCCCCC
 AAAAAAAAASSSSSS

X-01-0400-070 LEASE BUSES READY FOR SRV 07/16/84 07/27/84 CC

X-01-0400-080 DEPLOY LEASE BUSES 07/27/84 08/12/84 07/27/84 08/10/84 CCC SSS

X-01-0400-1** TASK CONNECTOR 03/19/85 03/19/85 S

X-01-0500-010 DETERMINE HOME DIVISIONS N O N E 12/20/83 07/17/84 07/17/84 S

X-01-0500-020 ASSIGN TO PERM HOME DIVS 12/10/83 06/17/84 12/10/83 12/24/84 (CCCCCCCCCCCCCCCCCCCC (AAAAAAAAAAAAAAAAAAAAAAAAAAAAAAAASSSSSSSSSSSSSSSSSSSSSSSSSSSSSSSSSSSSSS

X-01-0500-030 DLVR OLYM BUS TO HOME DIV 12/10/83 07/17/84 06/11/84 07/17/84 (CCCCCCCCCCCCCCCCCCCC SSSSS

X-01-0600-010 OLYMPIC BUSES:ASSESS TYPE 12/01/83 12/30/83 12/01/83 09/05/84 (- (AAAAAAAAAAAAAAAAAAAAAAAAAAAAAAAASSSSSSSSSSSSSSSSSSSSSSSSSSSSSSSSSSSS

X-01-0600-020 ASSESS # OF BUS FOR OLYM 02/06/84 02/16/84 02/06/84 09/17/84 CC AAAAAAAAAAAAAAAAAAAAAAAAAAAAAAAAASSSSSSSSSSSSSSSSSSSSSSSSSS

X-01-0600-030

 * C - YOUR CURRENT START AND TARGET DATES * (- - PRIOR TO DATES
 * S - PC/70 SCHEDULED START AND TARGET DATES * (-) - AFTER DATES
 * A - ACTUAL START AND TARGET DATES * PRINT POSITION = 1 WEEK *

P C / 7 0 P R O J E C T S C H E D U L I N G B A R C H A R T

SCHEDULE TO AVAILABILITY

| PR TASK RESC NO | DESCRIPTION | START DATE | TARGET DATE | JAN 2 | FEB 6 | MAR 5 | APR 2 | MAY 7 | JUN 4 | JUL 2 | AUG 6 | SEP 3 | OCT 1 | NOV 5 | DEC 3 | JAN 7 | FEB 4 | MAR 4 | APR 1 | MAY 6 |
|-----------------|-------------|------------|-------------|-------|-------|-------|-------|-------|-------|-------|-------|-------|-------|-------|-------|-------|-------|-------|-------|-------|
|-----------------|-------------|------------|-------------|-------|-------|-------|-------|-------|-------|-------|-------|-------|-------|-------|-------|-------|-------|-------|-------|-------|

PLAN MOVE OF BUSES
 02/16/84 06/11/84
 02/06/84 10/02/84
 CCCCCCCCCCCCCCCC
 AAAAAAAAAAAAAAAAAA

X-01-0600-040
 MOVE BUSES AS NEEDED/OLYM 06/11/84 07/16/84
 CCCCCC

X-01-0600-050
 PROV. 8 ADD. TRNG BUSES
 11/21/83 11/28/83 (-
 07/18/84 07/18/84
 S

X-01-0600-060
 PROV. 25 ADD. TRNG BUSES
 02/06/84 02/27/84
 02/06/84 07/19/84
 CCCC
 AAAAAAAAAAAAAAAAAA

X-01-0700-010
 EXPAND ROVE MECH 3 TO 25
 07/28/84 08/12/84
 07/20/84 07/20/84
 CCC
 S

X-01-0700-020
 ID # OF COACHES VENUES
 02/06/84 02/16/84
 02/06/84 07/23/84
 CC
 AAAAAAAAAAAAAAAAAA

X-01-0700-030
 EST # OF MAINT VEHICLES
 02/06/84 02/16/84
 07/24/84 07/24/84
 CC
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X-01-0700-040
 R-OF-WAY EMERGENCY MAPS
 02/06/84 05/30/84
 07/25/84 07/25/84
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X-01-0700-045
 ID STAGING AREA EMER VEH.
 02/06/84 05/30/84
 07/26/84 07/26/84
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 * C - YOUR CURRENT START AND TARGET DATES * (- - PRIOR TO DATES *
 * S - PC/70 SCHEDULED START AND TARGET DATES * (-) - AFTER DATES *
 * A - ACTUAL START AND TARGET DATES * * PRINT POSITION = 1 WEEK *

P C / 7 0 P R O J E C T S C H E D U L I N G B A R C H A R T

SCHEDULE TO AVAILABILITY

| PR TASK RESC NO | DESCRIPTION | START DATE | TARGET DATE | JAN 2 | FEB 6 | MAR 5 | APR 2 | MAY 7 | JUN 4 | JUL 2 | AUG 6 | SEP 3 | OCT 1 | NOV 5 | DEC 3 | JAN 7 | FEB 4 | MAR 4 | APR 1 | MAY 6 | |
|-----------------|---------------------------|------------|-------------|-------|-------|-------|-------|-------|-------|-------|-------|-------|-------|-------|-------|-------|-------|-------|-------|-------|--|
| X-01-0700-050 | ASSIGN TO ON-SITE MAINT | 07/28/84 | 08/12/84 | | | | | | | | | | | | | | | | | | |
| X-01-0700-060 | DETERMINE TOWING NEEDS | 04/16/84 | 05/04/84 | | | | | | | | | | | | | | | | | | |
| X-01-0800-010 | DETERMINE NEED/NON REV EQ | 11/28/83 | 12/12/83 | | | | | | | | | | | | | | | | | | |
| X-01-0800-020 | ASSGN NON-REV OLY VEH/EQP | 07/28/84 | 08/12/84 | | | | | | | | | | | | | | | | | | |
| X-01-0900-010 | RECRUIT SERV ATTENDANTS | 01/01/84 | 01/31/84 | | | | | | | | | | | | | | | | | | |
| X-01-0900-030 | PHYSICAL EXAMS & ORIENT | 03/01/84 | 06/30/84 | | | | | | | | | | | | | | | | | | |
| X-01-0900-040 | HIRE 88 SVC ATTENDENTS | 06/04/84 | 06/04/84 | | | | | | | | | | | | | | | | | | |
| X-01-0900-045 | ASSGN 88 SVC ATTENDENTS | 06/04/84 | 06/04/84 | | | | | | | | | | | | | | | | | | |
| X-01-1000-010 | | | | | | | | | | | | | | | | | | | | | |

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 * C - YOUR CURRENT START AND TARGET DATES * (- - PRIOR TO DATES *
 * S - PC/70 SCHEDULED START AND TARGET DATES * (-) - AFTER DATES *
 * A - ACTUAL START AND TARGET DATES * PRINT POSITION = 1 WEEK *

PC / 70 PROJECT SCHEDULING BAR CHART

SCHEDULE TO AVAILABILITY

| PR TASK NO | RESC NO | DESCRIPTION | START DATE | TARGET DATE | JAN 1984 | FEB | MAR | APR | MAY | JUN | JUL | AUG | SEP | OCT | NOV | DEC | JAN 1985 | FEB | MAR | APR | MAY |
|------------|---------|-------------|------------|-------------|----------|-----|-----|-----|-----|-----|-----|-----|-----|-----|-----|-----|----------|-----|-----|-----|-----|
| | | | | | 2 | 6 | 5 | 2 | 7 | 4 | 2 | 6 | 3 | 1 | 5 | 3 | 7 | 4 | 4 | 1 | 6 |

| | | | | | | | | | | | | | | | | | | | | | |
|---------------|--|---------------------------|----------|----------|--------|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|
| 200 | | MECHS & 12 SVC ATTS | 07/16/84 | 08/19/84 | | | | | | | | | | | | | | | | | |
| | | | 07/16/84 | 08/17/84 | | | | | | | | | | | | | | | | | |
| X-01-1000-020 | | 12 SRVC ATTENDANTS | 07/16/84 | 08/19/84 | | | | | | | | | | | | | | | | | |
| | | | 07/16/84 | 08/17/84 | | | | | | | | | | | | | | | | | |
| X-01-1000-030 | | FACILITIES MAINT PERSNL | 07/16/84 | 08/12/84 | | | | | | | | | | | | | | | | | |
| | | | 07/16/84 | 08/10/84 | | | | | | | | | | | | | | | | | |
| X-01-1100-010 | | DETERMINE BUSES W/O RADIO | 12/01/83 | 12/30/83 | (- | | | | | | | | | | | | | | | | |
| | | | 08/20/84 | 08/20/84 | | | | | | | | | | | | | | | | | |
| X-01-1100-020 | | REDEPLOY BUS W/O COMMCTN | 01/01/84 | 02/06/84 | (CCCCC | | | | | | | | | | | | | | | | |
| | | | 09/06/84 | 09/06/84 | | | | | | | | | | | | | | | | | |
| X-01-1200-*** | | TASK CONNECTOR | 06/14/84 | 06/14/84 | | | | | | | | | | | | | | | | | |
| X-01-1200-010 | | DEVELOP DECALS FOR BUSES | 02/01/84 | 03/01/84 | | | | | | | | | | | | | | | | | |
| | | | 11/26/84 | 11/29/84 | | | | | | | | | | | | | | | | | |
| X-01-1200-020 | | DEVELOP BUS STOP SIGNS | 02/01/84 | 03/01/84 | | | | | | | | | | | | | | | | | |
| | | | 11/30/84 | 12/05/84 | | | | | | | | | | | | | | | | | |
| X-01-1200-030 | | DETERMINE DASH/HEADSIGNS | 02/01/84 | 03/01/84 | | | | | | | | | | | | | | | | | |
| | | | 02/27/84 | 07/25/84 | | | | | | | | | | | | | | | | | |

 * C - YOUR CURRENT START AND TARGET DATES * (- - PRIOR TO DATES *
 * S - PC/70 SCHEDULED START AND TARGET DATES * -) - AFTER DATES *
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P C / 7 0 P R O J E C T S C H E D U L I N G B A R C H A R T

SCHEDULE TO AVAILABILITY

| | | | | | | | | | | | | | | | | | | | | |
|-----------------|-------------|------------|-------------|-------|-------|-------|-------|-------|-------|-------|-------|-------|-------|-------|-------|-------|-------|-------|-------|-------|
| PR TASK RESC NO | DESCRIPTION | START DATE | TARGET DATE | JAN 2 | FEB 6 | MAR 5 | APR 2 | MAY 7 | JUN 4 | JUL 2 | AUG 6 | SEP 3 | OCT 1 | NOV 5 | DEC 3 | JAN 7 | FEB 4 | MAR 4 | APR 1 | MAY 6 |
| | | | | 1984 | | | | | | | | | | | | 1985 | | | | |

| | | | |
|--|--|--------------------------------------|------------------------------------|
| X-01-1200-040 PRNT SIGNS | 03/01/84 06/30/84 06/11/84 06/29/84 | CCCCCCCCCCCCCCCC | SSS |
| X-01-1200-050 PRNT DASH & HEADSIGNS | 03/01/84 06/30/84 06/11/84 06/29/84 | CCCCCCCCCCCCCCCC | SSS |
| X-01-1200-055 DISTR DASH SIGNS TO DIVS. | 07/13/84 08/12/84 07/13/84 08/10/84 | | CCCC SSSS |
| X-01-1200-10 APPLY OLYMPIC ID TO BUSES | 07/25/84 07/28/84 07/25/84 12/21/84 | | C SSSSSSSSSSSSSSSSSSSSSSSS |
| X-01-3550-020 REPROGRAM HEADSIGNS | 02/20/84 07/20/84 02/27/84 07/20/84 | CCCCCCCCCCCCCCCC AAAAAAAAAAAAAAAA | SSSSSS |
| X-01-3575-020 RECEIVE RADIO UTILIZ PLAN | 01/03/84 01/30/84 06/11/84 07/20/84 | | CCCCC SSSSSS |
| X-01-3575-030 REMOVE & REINSTALL RADIOS | 01/03/84 07/20/84 06/11/84 07/20/84 | CCCCCCCCCCCCCCCC CCCCCCCCCCCC | SSSSSS SSSSSS |
| X-01-4500-050 ASSIGN TECHNICIANS | 02/29/84 08/12/84 02/13/84 08/10/84 | CCCCCCCCCCCCCCCC AAAAAAAAAAAAAAAA | SSSSSS SSSSSSSSSSSSSSSSSSSSSSSS |
| X-01-5000-10 | | | |

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* S - PC/70 SCHEDULED START AND TARGET DATES * -) - AFTER DATES *
* A - ACTUAL START AND TARGET DATES * PRINT POSITION = 1 WEEK *
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PC / 70 PROJECT SCHEDULING BARCHART

SCHEDULE TO AVAILABILITY

| PR TASK RESC NO | DESCRIPTION | START DATE | TARGET DATE | JAN 1984 | FEB | MAR | APR | MAY | JUN | JUL | AUG | SEP | OCT | NOV | DEC | JAN 1985 | FEB | MAR | APR | MAY |
|-----------------|----------------------------|------------|-------------|----------|-----|-----|-----|-----|-----|-----|-----|-----|-----|-----|-----|----------|-----|-----|-----|-----|
| | TRAIN 10 STOCK SHOP CLERKS | 07/01/84 | 08/13/84 | 2 | 6 | 5 | 2 | 7 | 4 | 2 | 6 | 3 | 1 | 5 | 3 | 7 | 4 | 4 | 1 | 6 |
| | | 07/02/84 | 08/13/84 | 1984 | | | | | | | | | | | | | | | | |

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|--------------|------------------------|----------|----------|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|
| X-01-5000-20 | ASSIGN STK SHOP CLERKS | 07/01/84 | 08/13/84 | | | | | | | | | | | | | | | | | |
| | | 07/02/84 | 08/13/84 | | | | | | | | | | | | | | | | | |

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|--------------|---------------------|----------|----------|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|
| X-01-5000-30 | TRAIN TRUCK DRIVERS | 07/01/84 | 08/13/84 | | | | | | | | | | | | | | | | | |
| | | 07/02/84 | 08/13/84 | | | | | | | | | | | | | | | | | |

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|--------------|--------------------|----------|----------|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|
| X-01-5000-40 | ASSIGN NEW DRIVERS | 07/01/84 | 08/13/84 | | | | | | | | | | | | | | | | | |
| | | 07/02/84 | 08/13/84 | | | | | | | | | | | | | | | | | |

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|--------------|----------------|----------|----------|--|--|--|--|--|---|--|--|--|--|--|--|--|--|--|--|--|
| X-02-0200-20 | TASK CONNECTOR | 06/15/84 | 06/15/84 | | | | | | | | | | | | | | | | | |
| | | | | | | | | | S | | | | | | | | | | | |

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|--------------|-----------------------|----------|----------|--|--|--|--|--|----------------------------------|--|--|--|--|--|--|--|--|--|--|--|
| X-02-0200-30 | ASSIGN BRAC PERSONNEL | 11/14/83 | NO N E | | | | | | | | | | | | | | | | | |
| | | 11/14/83 | 07/26/84 | | | | | | (AAAAAAAAAAAAAAAAAAAAAAAASSSSSSS | | | | | | | | | | | |

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|--------------|--------------------|----------|----------|--|--|--|--|--|--|----|--|--|--|--|--|--|--|--|--|--|
| X-02-0210-10 | TRAIN NON-CONTRACT | 07/02/84 | 07/13/84 | | | | | | | | | | | | | | | | | |
| | | | | | | | | | | CC | | | | | | | | | | |

| | | | | | | | | | | | | | | | | | | | | |
|--------------|---------------------|----------|----------|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|
| X-02-0210-20 | ASSIGN NON-CONTRACT | 07/16/84 | 08/13/84 | | | | | | | | | | | | | | | | | |
| | | | | | | | | | | | | | | | | | | | | |

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|--------------|-------------------------|----------|----------|--|--|--|--|--|------------------------------|--|--|--|--|--|--|--|--|--|--|--|
| X-02-0300-10 | ID DIV/TGEN PHONE NEEDS | 12/01/83 | 01/30/84 | | | | | | | | | | | | | | | | | |
| | | 12/01/83 | 06/11/84 | | | | | | (CCCC | | | | | | | | | | | |
| | | | | | | | | | (AAAAAAAAAAAAAAAAAAAAAAAAAAS | | | | | | | | | | | |

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|--------------|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|
| X-02-0300-20 | | | | | | | | | | | | | | | | | | | | |
|--------------|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|

 * C - YOUR CURRENT START AND TARGET DATES * (- - PRIOR TO DATES *
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 * A - ACTUAL START AND TARGET DATES * PRINT POSITION = 1 WEEK *

P C / 7 0 P R O J E C T S C H E D U L I N G B A R C H A R T

SCHEDULE TO AVAILABILITY

| PR TASK NO | DESCRPTION | START DATE | TARGET DATE | JAN 2 | FEB 6 | MAR 5 | APR 2 | MAY 7 | JUN 4 | JUL 2 | AUG 6 | SEP 3 | OCT 1 | NOV 5 | DEC 3 | JAN 7 | FEB 4 | MAR 4 | APR 1 | MAY 6 |
|------------|---------------------------|------------|-------------|--------|-------|-------|-------|-------|-------|-------|-------|-------|-------|-------|-------|-------|-------|-------|-------|-------|
| | ID DIV LOCKER REQUIREMENT | 12/01/83 | 02/06/84 | | | | | | | | | | | | | | | | | |
| | | 04/02/84 | 06/12/84 | (CGCCC | | | | | | | | | | | | | | | | |

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 * C - YOUR CURRENT START AND TARGET DATES * (- - PRIOR TO DATES *
 * S - PC/70 SCHEDULED START AND TARGET DATES * -) - AFTER DATES *
 * A - ACTUAL START AND TARGET DATES * * PRINT POSITION = 1 WEEK *

PC/70 PROJECT SCHEDULING BARCHART
 SCHEDULE TO AVAILABILITY

PR TASK RESC NODESCRIPTION.....START. DATE TARGET. DATE 1984 JAN FEB MAR APR MAY JUN JUL AUG SEP OCT NOV DEC JAN FEB MAR APR MAY 1985

| ID | DESCRIPTION | START DATE | TARGET DATE | 1984 | 1985 | Notes |
|---------------|----------------------------|------------|-------------|------|------|---|
| X-02-0500-10 | ID OLYM SIGNAGE REQ | 03/05/84 | 07/13/84 | | | CCCCCCCCCCCCCCCC AAAAAAAAAAASSSSS |
| X-02-0500-20 | PREPARE DASH/HEADSIGNS | 04/01/84 | 07/13/84 | | | CCCCCCCCCCCCCCCC AAAAAAAAASSSSS |
| X-02-1300-10 | REG INST BID FOR VAC'S | 04/02/84 | 05/19/84 | | | CCCCCCC S |
| X-02-1300-20 | REASGN OP. EX/ INST CV VAC | 08/19/84 | 12/01/84 | | | CCCCCCCCCCCCCCCC SSSSSSSSSSSSSSSSSSSSSSSS |
| X-02-1300-30 | REASGN REG INST TO RD SUP | 07/28/84 | 08/12/84 | | | CCC SSS |
| X-02-1300-50 | REASGN OP EX INST: TRNG | 11/28/83 | 12/05/83 | | | (-) AAAAAAAAAAAAAAAAAAAAAAAASSSSSSSSSSSSSSSSSSSSSSSS |
| X-02-3000-*** | TASK CONNECTOR | 06/18/84 | 06/18/84 | | | S |
| X-02-3000-010 | PRNT & DEL INSTRUCTIONS | 04/01/84 | 05/31/84 | | | CCCCCCCCC SS |
| X-02-3000-30 | | | | | | |

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P C / 7 0 P R O J E C T S C H E D U L I N G B A R C H A R T

SCHEDULE TO AVAILABILITY

PR TASK RESC NODESCRIPTION..... START. DATE TARGET. DATE 1984

ACQUIRE 25 ADDTNL BUSES 02/06/84 11/21/84 02/27/84 11/21/84

X-02-3000-35 DET OLYM OPER REQ BY DIV 02/06/84 04/02/84 07/16/84 07/16/84

X-02-3000-40 TRAIN/ASGN OLYMPIC OPRT,RS 02/06/84 02/16/84 07/10/84 07/10/84

X-02-3000-50 QUAL EX-BD: OLYM & PT OPR 02/18/84 02/06/84 07/10/84 07/10/84

X-02-3000-60 QUAL OPERS SHAKE UP ASSGN 05/13/84 05/13/84 06/16/84 06/15/84

X-02-3000-70 QUALIFY EX BRD ON OLY, 06/03/84 04/02/84 07/27/84 07/27/84

X-02-3000-9** TASK CONNECTOR 01/07/85 01/07/85

X-02-4000-010 RECRUIT 414 OPERATORS 01/01/84 01/01/84 04/16/84 06/27/84

X-02-4000-020 TEST & INTERVIEW 01/01/84 01/01/84 04/30/84 07/30/84

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 * C - YOUR CURRENT START AND TARGET DATES * (- - PRIOR TO DATES *
 * S - PC/70 SCHEDULED START AND TARGET DATES * (-) - AFTER DATES *
 * A - ACTUAL START AND TARGET DATES * PRINT POSITION = 1 WEEK *

SCHEDULE TO AVAILABILITY

| PR TASK RESC NO | DESCRIPTION | START DATE | TARGET DATE | JAN 2 | FEB 6 | MAR 5 | APR 2 | MAY 7 | JUN 4 | JUL 2 | AUG 6 | SEP 3 | OCT 1 | NOV 5 | DEC 3 | JAN 7 | FEB 4 | MAR 4 | APR 1 | MAY 6 |
|-----------------|-------------|------------|-------------|-------|-------|-------|-------|-------|-------|-------|-------|-------|-------|-------|-------|-------|-------|-------|-------|-------|
|-----------------|-------------|------------|-------------|-------|-------|-------|-------|-------|-------|-------|-------|-------|-------|-------|-------|-------|-------|-------|-------|-------|

X-02-4000-030
 PHYSICAL EXAMS & ORIENT
 02/01/84 05/24/84
 01/01/84 08/06/84
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X-02-4000-040
 HIRE 46 P/T OPRS/WEEK
 02/01/84 05/31/84
 02/28/84 08/10/84
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X-02-9000-***
 TASK CONNECTOR
 01/02/85 01/02/85
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X-02-9000-010
 PROV:OPRS MOVE DIV10 BUS
 06/16/84 06/17/84
 06/18/84 06/18/84
 C S

X-02-9000-020
 PROV OPRS: MOV PAINTD BUS
 07/04/83 06/11/84
 11/11/83 06/11/84
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X-02-9000-030
 PROV OPRS: MOVE NEW BUSES
 12/10/83 07/12/84
 03/12/84 07/12/84
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X-02-9000-040
 PROV.OPRS: MOVE GFC BUSES
 11/14/83 05/28/84
 11/14/83 10/01/84
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X-03-1100-010
 SERV. BROCHURE DEVELOPMNT
 11/23/83 03/15/84
 11/23/83 06/14/84
 (CCCCCCCCC
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X-03-1100-020
 PRINT SERV BROCHURES
 03/15/84 04/15/84
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 * C - YOUR CURRENT START AND TARGET DATES * (- - PRIOR TO DATES *
 * S - PC/70 SCHEDULED START AND TARGET DATES * (-) - AFTER DATES *
 * A - ACTUAL START AND TARGET DATES * PRINT POSITION = 1 WEEK *

PC / 70 PROJECT SCHEDULELING BARCHART

SCHEDULE TO AVAILABILITY

| PR TASK RESC NO | DESCRIPTION | START DATE | TARGET DATE | JAN 1984 | FEB | MAR | APR | MAY | JUN | JUL | AUG | SEP | OCT | NOV | DEC | JAN 1985 | FEB | MAR | APR | MAY |
|-----------------|-------------|------------|-------------|----------|-----|-----|-----|-----|-----|-----|-----|-----|-----|-----|-----|----------|-----|-----|-----|-----|
| | | | | 2 | 6 | 5 | 2 | 7 | 4 | 2 | 6 | 3 | 1 | 5 | 3 | 7 | 4 | 4 | 1 | 6 |

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|---------------|---------------------|----------|----------|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|
| X-03-1100-030 | DIST SERV BROCHURES | 04/15/84 | 08/12/84 | | | | | | | | | | | | | | | | | |
| | | 06/11/84 | 08/10/84 | | | | | | | | | | | | | | | | | |

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|---------------|----------------------------|----------|----------|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|
| X-03-1200-010 | RELEASES/SERV, TOKEN, PASS | 12/01/83 | 09/30/84 | | | | | | | | | | | | | | | | | |
| | | 12/01/83 | 09/28/84 | | | | | | | | | | | | | | | | | |

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|---------------|---------------------------|----------|----------|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|
| X-03-1200-020 | RESPOND TO FIELD PROBLEMS | 07/28/84 | 08/12/84 | | | | | | | | | | | | | | | | | |
| | | 07/30/84 | 08/10/84 | | | | | | | | | | | | | | | | | |

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|---------------|-------------------------|----------|----------|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|
| X-03-1200-030 | SPECIAL PRESS KIT 8,000 | 03/01/84 | 07/20/84 | | | | | | | | | | | | | | | | | |
| | | 06/11/84 | 07/20/84 | | | | | | | | | | | | | | | | | |

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|---------------|-----------------|----------|----------|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|
| X-03-7010-020 | DEV INSTR GUIDE | 03/02/84 | 04/15/84 | | | | | | | | | | | | | | | | | |
| | | 02/24/84 | 06/11/84 | | | | | | | | | | | | | | | | | |

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|---------------|---------------------------|----------|----------|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|
| X-03-7020-010 | PREPARE WORKING MATERIALS | 02/07/84 | 07/01/84 | | | | | | | | | | | | | | | | | |
| | | 06/11/84 | 06/29/84 | | | | | | | | | | | | | | | | | |

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|---------------|----------------|----------|----------|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|
| X-03-7040-*** | TASK CONNECTOR | 06/19/84 | 06/19/84 | | | | | | | | | | | | | | | | | |
|---------------|----------------|----------|----------|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|

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|--------------|--------------------------|----------|----------|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|
| X-03-7040-15 | DEVELOP CONTINGENCY PLAN | 03/10/84 | 06/24/84 | | | | | | | | | | | | | | | | | |
| | | 06/12/84 | 06/12/84 | | | | | | | | | | | | | | | | | |

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| X-03-7040-20 | | | | | | | | | | | | | | | | | | | | |
|--------------|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|

 * C - YOUR CURRENT START AND TARGET DATES * (- - PRIOR TO DATES *
 * S - PC/70 SCHEDULED START AND TARGET DATES * (-) - AFTER DATES *
 * A - ACTUAL START AND TARGET DATES * PRINT POSITION = 1 WEEK *

PC / 70 PROJECT SCHEDULELING BARCHART

SCHEDULE TO AVAILABILITY

| PR TASK RESC NO | DESCRIPTION | START DATE | TARGET DATE | JAN 84 | FEB | MAR | APR | MAY | JUN | JUL | AUG | SEP | OCT | NOV | DEC | JAN | FEB | MAR | APR | MAY | JUN |
|-----------------|-------------------------|------------|-------------|--------|-----|-----|-----|-----|-----|-----|-----|-----|-----|-----|-----|-----|-----|-----|-----|-----|-----|
| | DEV FINAL INSTR PROGRAM | 01/20/84 | 06/10/84 | | | | | | | | | | | | | | | | | | |
| | | 08/13/84 | 08/17/84 | | | | | | | | | | | | | | | | | | |

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|--------------|---------------------------|----------|----------|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|
| X-03-7040-25 | DEV CUST RELATN INST PROG | 12/16/83 | 06/10/84 | | | | | | | | | | | | | | | | | | |
| | | 12/16/83 | 06/13/84 | | | | | | | | | | | | | | | | | | |

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|---------------|---------------------------|----------|----------|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|
| X-03-7070-010 | DEV WORK SCHED FOR SUPVRS | 07/02/84 | 07/06/84 | | | | | | | | | | | | | | | | | | |
|---------------|---------------------------|----------|----------|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|

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|---------------|----------------------|----------|----------|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|
| X-03-7070-015 | TRAIN SUPVRS ON OLYM | 06/03/84 | 06/03/84 | | | | | | | | | | | | | | | | | | |
| | | 06/25/84 | 06/29/84 | | | | | | | | | | | | | | | | | | |

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|---------------|---------------------------|----------|----------|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|
| X-03-7070-020 | ASSIGN SPRVRS TO OLYMPICS | 07/15/84 | 08/18/84 | | | | | | | | | | | | | | | | | | |
| | | 07/16/84 | 08/17/84 | | | | | | | | | | | | | | | | | | |

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|--------------|---------------------------|----------|----------|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|
| X-03-7090-10 | SECURE MAX # OF PERSONNEL | 02/01/84 | 04/15/84 | | | | | | | | | | | | | | | | | | |
| | | 06/14/84 | 06/20/84 | | | | | | | | | | | | | | | | | | |

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|--------------|------------------------|----------|----------|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|
| X-03-7090-15 | TRAIN TEMP INFO CLERKS | 05/14/84 | 07/21/84 | | | | | | | | | | | | | | | | | | |
| | | 06/11/84 | 07/13/84 | | | | | | | | | | | | | | | | | | |

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|--------------|---------------------------|----------|----------|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|
| X-03-7090-30 | DEVELOP WORK PLN CUST.REL | 03/01/84 | 06/24/84 | | | | | | | | | | | | | | | | | | |
| | | 01/03/84 | 06/22/84 | | | | | | | | | | | | | | | | | | |

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|--------------|-------------------------|----------|----------|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|
| X-03-7090-40 | IMPLEM. PLAN F/CUST REL | 06/24/84 | 08/12/84 | | | | | | | | | | | | | | | | | | |
| | | 06/25/84 | 08/10/84 | | | | | | | | | | | | | | | | | | |

 * C - YOUR CURRENT START AND TARGET DATES * (- - PRIOR TO DATES *
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 * A - ACTUAL START AND TARGET DATES * * PRINT POSITION = 1 WEEK *

PC / 70 PROJECT SCHEDULELING BAR CHART
 SCHEDULE TO AVAILABILITY

PR TASK RESC NODESCRIPTION..... .START. DATE .TARGET. DATE .JAN 2 1984 .FEB 6 .MAR 5 .APR 2 .MAY 7 .JUN 4 .JUL 2 .AUG 6 .SEP 3 .OCT 1 .NOV 5 .DEC 3 .JAN 7 1985 .FEB 4 .MAR 4 .APR 1 .MAY 6

| PR TASK RESC NO | DESCRIPTION | START DATE | TARGET DATE | STATUS |
|-----------------|---------------------------|------------|-------------|---|
| X-03-7090-9** | TASK CONNECTOR | 01/09/85 | 01/09/85 | S |
| X-03-8100-10 | EST MAILING LIST BROCHURE | 09/01/83 | 07/28/84 | (CCCCCCCCCCCCCCCCCCCCCCCCCCCCCCSSSSSSS |
| | | 06/11/84 | 07/27/84 | |
| X-03-8100-20 | RESPOND TO CALLS AND LTRS | 09/01/83 | 08/12/84 | (CCCCCCCCCCCCCCCCCCCCCCCCCCCCCCSSSSSSSS |
| | | 06/11/84 | 08/10/84 | |
| X-03-8100-30 | RESPOND TO WALK IN VISITS | 07/21/84 | 08/12/84 | CCCC |
| | | 07/23/84 | 08/10/84 | SSS |
| X-03-8100-40 | ASSEM OLYMPICS RIDERS RIT | 02/01/84 | 07/28/84 | CCCCCCCCCCCCCCCCCCCCCCCCCCCCCCSSSSSSS |
| | | 06/11/84 | 07/27/84 | |
| X-03-8100-50 | TYPE ADDRESS LABELS | 02/01/84 | 07/28/84 | CCCCCCCCCCCCCCCCCCCCCCCCCCCCCCSSSSSSS |
| | | 06/11/84 | 07/27/84 | |
| X-03-8100-60 | MAIL BROCHURES & TRAV INF | 02/01/84 | 07/28/84 | CCCCCCCCCCCCCCCCCCCCCCCCCCCCCCSSSSSSS |
| | | 06/11/84 | 07/27/84 | |
| X-04-0000-*** | TASK CONNECTOR | 06/20/84 | 06/20/84 | S |
| X-04-0000-020 | PREP FNL EST PATRNG DMAND | 11/28/83 | 02/06/84 | (CCCC |
| | | 11/28/83 | 06/27/84 | (AAAAAAAAAAAAAAAAAAAAAAAASSS |

 * C - YOUR CURRENT START AND TARGET DATES * (- - PRIOR TO DATES *
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 * A - ACTUAL START AND TARGET DATES * PRINT POSITION = 1 WEEK *

SCHEDULE TO AVAILABILITY

| PR TASK RESC NO | DESCRIPTION | START DATE | TARGET DATE | JAN 2 | FEB 6 | MAR 5 | APR 2 | MAY 7 | JUN 4 | JUL 2 | AUG 6 | SEP 3 | OCT 1 | NOV 5 | DEC 3 | JAN 7 | FEB 4 | MAR 4 | APR 1 | MAY 6 | |
|-----------------|---------------------------|------------|-------------|-------------------|-------------------|-------------------|-------------------|-------------------|-------------------|-------------------|-------------------|-------------------|-------------------|-------------------|-------------------|-------------------|-------------------|-------------------|-------------------|-------------------|-------------------|
| X-04-0000-030 | PRE SRVC ALLOC PLN/BD APP | 07/04/83 | 05/01/84 | (CCCCCCCCCCCCCCCC | (CCCCCCCCCCCCCCCC | (CCCCCCCCCCCCCCCC | (CCCCCCCCCCCCCCCC | (CCCCCCCCCCCCCCCC | (CCCCCCCCCCCCCCCC | (CCCCCCCCCCCCCCCC | (CCCCCCCCCCCCCCCC | (CCCCCCCCCCCCCCCC | (CCCCCCCCCCCCCCCC | (CCCCCCCCCCCCCCCC | (CCCCCCCCCCCCCCCC | (CCCCCCCCCCCCCCCC | (CCCCCCCCCCCCCCCC | (CCCCCCCCCCCCCCCC | (CCCCCCCCCCCCCCCC | (CCCCCCCCCCCCCCCC | (CCCCCCCCCCCCCCCC |
| X-04-0000-040 | PREPR FINAL OPER PLAN | 07/04/83 | 05/11/84 | (CCCCCCCCCCCCCCCC | (CCCCCCCCCCCCCCCC | (CCCCCCCCCCCCCCCC | (CCCCCCCCCCCCCCCC | (CCCCCCCCCCCCCCCC | (CCCCCCCCCCCCCCCC | (CCCCCCCCCCCCCCCC | (CCCCCCCCCCCCCCCC | (CCCCCCCCCCCCCCCC | (CCCCCCCCCCCCCCCC | (CCCCCCCCCCCCCCCC | (CCCCCCCCCCCCCCCC | (CCCCCCCCCCCCCCCC | (CCCCCCCCCCCCCCCC | (CCCCCCCCCCCCCCCC | (CCCCCCCCCCCCCCCC | (CCCCCCCCCCCCCCCC | (CCCCCCCCCCCCCCCC |
| X-04-0500-*** | TASK CONNECTOR | 02/11/85 | 02/11/85 | | | | | | | | | | | | | | | | | | |
| X-04-0500-1** | TASK CONNECTOR | 01/08/85 | 01/08/85 | | | | | | | | | | | | | | | | | | |
| X-04-0500-51 | ESTAB ROUTE DIVERS | 01/01/84 | 05/01/84 | (CCCCCCCCCCCCCCCC | (CCCCCCCCCCCCCCCC | (CCCCCCCCCCCCCCCC | (CCCCCCCCCCCCCCCC | (CCCCCCCCCCCCCCCC | (CCCCCCCCCCCCCCCC | (CCCCCCCCCCCCCCCC | (CCCCCCCCCCCCCCCC | (CCCCCCCCCCCCCCCC | (CCCCCCCCCCCCCCCC | (CCCCCCCCCCCCCCCC | (CCCCCCCCCCCCCCCC | (CCCCCCCCCCCCCCCC | (CCCCCCCCCCCCCCCC | (CCCCCCCCCCCCCCCC | (CCCCCCCCCCCCCCCC | (CCCCCCCCCCCCCCCC | (CCCCCCCCCCCCCCCC |
| X-04-0500-52 | ESTAB PASS REQUIREMENTS | 01/01/84 | 05/01/84 | (CCCCCCCCCCCCCCCC | (CCCCCCCCCCCCCCCC | (CCCCCCCCCCCCCCCC | (CCCCCCCCCCCCCCCC | (CCCCCCCCCCCCCCCC | (CCCCCCCCCCCCCCCC | (CCCCCCCCCCCCCCCC | (CCCCCCCCCCCCCCCC | (CCCCCCCCCCCCCCCC | (CCCCCCCCCCCCCCCC | (CCCCCCCCCCCCCCCC | (CCCCCCCCCCCCCCCC | (CCCCCCCCCCCCCCCC | (CCCCCCCCCCCCCCCC | (CCCCCCCCCCCCCCCC | (CCCCCCCCCCCCCCCC | (CCCCCCCCCCCCCCCC | (CCCCCCCCCCCCCCCC |
| X-04-1000-*** | TASK CONNECTOR | 01/10/85 | 01/10/85 | | | | | | | | | | | | | | | | | | |
| X-04-1000-10 | EST RESTROOM FACILITIES | 02/06/84 | 04/23/84 | CCCCCCCCCCCC | CCCCCCCCCCCC | CCCCCCCCCCCC | CCCCCCCCCCCC | CCCCCCCCCCCC | CCCCCCCCCCCC | CCCCCCCCCCCC | CCCCCCCCCCCC | CCCCCCCCCCCC | CCCCCCCCCCCC | CCCCCCCCCCCC | CCCCCCCCCCCC | CCCCCCCCCCCC | CCCCCCCCCCCC | CCCCCCCCCCCC | CCCCCCCCCCCC | CCCCCCCCCCCC | |
| X-04-1000-20 | PREP LIST OF STOPS & RR | 02/06/84 | 04/23/84 | CCCCCCCCCCCC | CCCCCCCCCCCC | CCCCCCCCCCCC | CCCCCCCCCCCC | CCCCCCCCCCCC | CCCCCCCCCCCC | CCCCCCCCCCCC | CCCCCCCCCCCC | CCCCCCCCCCCC | CCCCCCCCCCCC | CCCCCCCCCCCC | CCCCCCCCCCCC | CCCCCCCCCCCC | CCCCCCCCCCCC | CCCCCCCCCCCC | CCCCCCCCCCCC | CCCCCCCCCCCC | |

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SCHEDULE TO AVAILABILITY

| PR TASK RESC NO | DESCRIPTION | START DATE | TARGET DATE | JAN 2 | FEB 6 | MAR 5 | APR 2 | MAY 7 | JUN 4 | JUL 2 | AUG 6 | SEP 3 | OCT 1 | NOV 5 | DEC 3 | JAN 7 | FEB 4 | MAR 4 | APR 1 | MAY 6 |
|-----------------|---------------------------|------------|-------------|-------|-------|-------|-------|-------|-------|-------|-------|-------|-------|-------|-------|-------|-------|-------|-------|-------|
| X-04-1000-25 | PRINT/COLL STOP LISTS | 04/23/84 | 04/30/84 | | | | | | | | | | | | | | | | | |
| X-04-1010-20 | DIST TARIFF/SRV RESTRICTS | 07/13/84 | 07/19/84 | | | | | | | | | | | | | | | | | |
| X-04-1020-05 | PRODUCE BUS STOP SIGNAGE | 03/19/84 | 07/05/84 | | | | | | | | | | | | | | | | | |
| X-04-1020-10 | RECEIVE SIGNAGE | 07/01/84 | 07/07/84 | | | | | | | | | | | | | | | | | |
| X-04-1020-20 | INSTALL SIGNS | 07/07/84 | 07/27/84 | | | | | | | | | | | | | | | | | |
| X-04-1020-30 | MAINTAIN SIGNAGE | 07/28/84 | 08/12/84 | | | | | | | | | | | | | | | | | |
| X-04-1020-40 | REMOVE SIGNAGE | 08/13/84 | 08/31/84 | | | | | | | | | | | | | | | | | |
| X-04-1030-010 | ID DIVERTED STOPS | 03/01/84 | 08/12/84 | | | | | | | | | | | | | | | | | |
| X-04-1030-020 | | 05/01/84 | 08/10/84 | | | | | | | | | | | | | | | | | |

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 * A - ACTUAL START AND TARGET DATES * PRINT POSITION = 1 WEEK *

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SCHEDULE TO AVAILABILITY

| PR TASK NO | DESCRPTION | START DATE | TARGET DATE | JAN 1984 | FEB | MAR | APR | MAY | JUN | JUL | AUG | SEP | OCT | NOV | DEC | JAN 1985 | FEB | MAR | APR | MAY |
|------------|------------|------------|-------------|----------|-----|-----|-----|-----|-----|-----|-----|-----|-----|-----|-----|----------|-----|-----|-----|-----|
| NO | | | | 2 | 6 | 5 | 2 | 7 | 4 | 2 | 6 | 3 | 1 | 5 | 3 | 7 | 4 | 4 | 1 | 6 |

REQUEST PRINT ROUTE DIVER 03/01/84 03/07/84
 09/03/84 09/10/84

X-04-1030-040 INST/MAIN TEMP NOTICE 07/25/84 08/12/84
 07/25/84 08/13/84

X-04-1030-050 SPPLY KNWN DETOURS TO TRN 03/01/84 08/12/84
 04/02/84 08/10/84

X-04-1030-060 PREPARE DETOUR NOTICES 03/01/84 08/12/84
 03/01/84 08/10/84

X-04-1030-070 DISTRBT DETOUR NOTICES 04/15/84 08/12/84
 07/09/84 08/10/84

X-04-1040-015 PROVIDE FACLTIES & BEEPER 07/21/84 07/21/84
 07/23/84 07/23/84

X-04-1040-032 ESTB DIR LINE TO CALTRANS 11/21/83 07/06/84
 01/15/84 07/06/84

X-04-1040-34 ESTAB CHANNEL D/E 11/21/83 12/31/83
 07/09/84 07/09/84

X-04-1050-040 ASSIGN SHIFTS 06/29/84 08/12/84
 06/29/84 08/10/84

 * C - YOUR CURRENT START AND TARGET DATES * (- - PRIOR TO DATES *
 * S - PC/70 SCHEDULED START AND TARGET DATES * -) - AFTER DATES *
 * A - ACTUAL START AND TARGET DATES * * PRINT POSITION = 1 WEEK *

PC / 70 PROJECT SCHEDULING BARCHART

SCHEDULE TO AVAILABILITY

| PR TASK RESC NO | DESCRIPTION | JAN 2 | FEB 6 | MAR 5 | APR 2 | MAY 7 | JUN 4 | JUL 2 | AUG 6 | SEP 3 | OCT 1 | NOV 5 | DEC 3 | JAN 7 | FEB 4 | MAR 4 | APR 1 | MAY 6 |
|-----------------|-------------|-------|-------|-------|-------|-------|-------|-------|-------|-------|-------|-------|-------|-------|-------|-------|-------|-------|
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|---------------|---------------------------|----------|----------|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|
| X-04-1220-*** | TASK CONNECTOR | | | | | | | | | | | | | | | | | | |
| | | 06/21/84 | | | | | | | | | | | | | | | | | |
| X-04-1220-010 | ID MANPOWER REQUIREMENTS | 02/06/84 | 02/13/84 | | | | | | | | | | | | | | | | |
| | | 02/06/84 | 06/11/84 | | | | | | | | | | | | | | | | |
| X-04-1220-020 | ESTAB OP/EX-SUPV ELIG LST | 01/01/84 | 04/30/84 | | | | | | | | | | | | | | | | |
| | | 06/12/84 | 08/13/84 | | | | | | | | | | | | | | | | |
| X-04-1220-030 | ESTAB RD SUPVR ASSIGNMNTS | 02/13/84 | 06/15/84 | | | | | | | | | | | | | | | | |
| | | 02/13/84 | 07/02/84 | | | | | | | | | | | | | | | | |
| X-04-1220-040 | DEV DAILY WORK SCHEDULES | 02/13/84 | 06/15/84 | | | | | | | | | | | | | | | | |
| | | 03/07/84 | 09/10/84 | | | | | | | | | | | | | | | | |
| X-04-1220-050 | ASSGN/TRAIN OP/EXT SUPVRS | 07/02/84 | 07/27/84 | | | | | | | | | | | | | | | | |
| X-04-1220-060 | ASSGN/TRAIN LOC. 33 INSTR | 06/04/84 | 07/27/84 | | | | | | | | | | | | | | | | |
| | | 03/30/84 | 08/02/84 | | | | | | | | | | | | | | | | |
| X-04-1220-070 | ASSGN/TRAIN REG SUPVRS | 07/02/84 | 07/27/84 | | | | | | | | | | | | | | | | |
| X-04-1250-20 | ID EQUIP MODFC SPVR UNITS | 04/02/84 | 06/01/84 | | | | | | | | | | | | | | | | |
| | | 02/06/84 | 07/13/84 | | | | | | | | | | | | | | | | |

 * C - YOUR CURRENT START AND TARGET DATES * (- - PRIOR TO DATES *
 * S - PC/70 SCHEDULED START AND TARGET DATES * -) - AFTER DATES *
 * A - ACTUAL START AND TARGET DATES * * PRINT POSITION = 1 WEEK *

PC / 7 0 P R O J E C T S C H E D U L I N G B A R C H A R T

SCHEDULE TO AVAILABILITY

| PR TASK RESC NO | DESCRIPTION | START DATE | TARGET DATE | JAN 84 | FEB 84 | MAR 84 | APR 84 | MAY 84 | JUN 84 | JUL 84 | AUG 84 | SEP 84 | OCT 84 | NOV 84 | DEC 84 | JAN 85 | FEB 85 | MAR 85 | APR 85 | MAY 85 | |
|-----------------|---------------------------|------------|-------------|--------|--------|--------|--------|--------|--------|--------|--------|--------|--------|--------|--------|--------|--------|--------|--------|--------|--|
| X-04-1300-*** | TASK CONNECTOR | 01/11/85 | 01/11/85 | | | | | | | | | | | | | | | | | | |
| X-04-1300-1** | TASK CONNECTOR | 02/12/85 | 02/12/85 | | | | | | | | | | | | | | | | | | |
| X-04-1300-15 | NEGO CONTRACTS FOR BANKS | 02/13/84 | 06/01/84 | | | | | | | | | | | | | | | | | | |
| | | 06/11/84 | 06/15/84 | | | | | | | | | | | | | | | | | | |
| X-04-1300-21 | NEG SAFE FOR OPER'G DIVS | 12/09/83 | 03/02/84 | | | | | | | | | | | | | | | | | | |
| | | 06/22/84 | 06/28/84 | | | | | | | | | | | | | | | | | | |
| X-04-1300-25 | TOWING AGREEMENTS | 03/01/84 | 04/16/84 | | | | | | | | | | | | | | | | | | |
| | | 06/21/84 | 06/21/84 | | | | | | | | | | | | | | | | | | |
| X-04-1300-30 | TASK CONNECTOR | 06/22/84 | 06/22/84 | | | | | | | | | | | | | | | | | | |
| X-04-1300-32 | EST TRAFFIC LOADER ASSIGN | 02/06/84 | 06/15/84 | | | | | | | | | | | | | | | | | | |
| | | 06/11/84 | 06/15/84 | | | | | | | | | | | | | | | | | | |
| X-04-1300-33 | DEV WORK SCHEDULES | 03/05/84 | 06/15/84 | | | | | | | | | | | | | | | | | | |
| | | 06/11/84 | 06/15/84 | | | | | | | | | | | | | | | | | | |
| X-04-1300-34 | TRAIN PERSONNEL | 07/02/84 | 07/27/84 | | | | | | | | | | | | | | | | | | |

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* C - YOUR CURRENT START AND TARGET DATES * (- - PRIOR TO DATES *
* S - PC/70 SCHEDULED START AND TARGET DATES * (-) - AFTER DATES *
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P C / 7 0 P R O J E C T S C H E D U L I N G B A R C H A R T

SCHEDULE TO AVAILABILITY

| PR TASK RESC NO | DESCRIPTION | START DATE | TARGET DATE | JAN 2 | FEB 6 | MAR 5 | APR 2 | MAY 7 | JUN 4 | JUL 2 | AUG 6 | SEP 3 | OCT 1 | NOV 5 | DEC 3 | JAN 7 | FEB 4 | MAR 4 | APR 1 | MAY 6 | |
|-----------------|-------------|------------|-------------|-------|-------|-------|-------|-------|-------|-------|-------|-------|-------|-------|-------|-------|-------|-------|-------|-------|--|
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|---------------|---------------------------|----------------------|----------------------|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|
| X-04-1300-35 | CONDUCT BID OF ASSIGNMNTS | 07/16/84 | 07/20/84 | | | | | | | | | | | | | | | | | | |
| X-04-1400-20 | DEVELOP WORK SCHEDULE | 03/05/84 06/11/84 | 06/15/84 06/15/84 | | | | | | | | | | | | | | | | | | |
| X-04-1400-30 | RECRUIT NON-CONT PERSONEL | 04/02/84 03/15/84 | 06/01/84 08/03/84 | | | | | | | | | | | | | | | | | | |
| X-04-1400-40 | TRAIN NON-CONT PERSONNEL | 07/02/84 | 07/27/84 | | | | | | | | | | | | | | | | | | |
| X-04-1400-60 | ESTAB WORK FUND REQMNTS | 02/06/84 03/01/84 | 07/01/84 06/29/84 | | | | | | | | | | | | | | | | | | |
| X-04-1400-61 | NOTIFY ACCOUNTING OF NEED | 06/04/84 07/02/84 | 07/01/84 07/02/84 | | | | | | | | | | | | | | | | | | |
| X-04-3000-010 | PULL OUT & PULL IN TIMES | 06/11/84 | 06/12/84 | | | | | | | | | | | | | | | | | | |
| X-04-3000-020 | WORK-RUN ASSIGNMENTS | 06/13/84 | 06/14/84 | | | | | | | | | | | | | | | | | | |
| X-04-3000-030 | RELIEF LOCATIONS | 06/15/84 | 06/18/84 | | | | | | | | | | | | | | | | | | |
| X-04-3000-040 | | | | | | | | | | | | | | | | | | | | | |

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 * A - ACTUAL START AND TARGET DATES * PRINT POSITION = 1 WEEK *

PC / 70 PROJECT SCHEDULING BARCHART

SCHEDULE TO AVAILABILITY

| PR TASK NO | RESC DESCRIPTION | START DATE | TARGET DATE | JAN 2 | FEB 6 | MAR 5 | APR 2 | MAY 7 | JUN 4 | JUL 2 | AUG 6 | SEP 3 | OCT 1 | NOV 5 | DEC 3 | JAN 7 | FEB 4 | MAR 4 | APR 1 | MAY 6 |
|------------|------------------|------------|-------------|-------|-------|-------|-------|-------|-------|-------|-------|-------|-------|-------|-------|-------|-------|-------|-------|-------|
| | CEA ASSIGNMENTS | 06/19/84 | 06/20/84 | | | | | | | | | | | | | | | | | |

X-04-3000-050
PULL-OUT SHEETS

X-04-3000-060
ROUTE MAP FOR LAYOUT&PRINT

X-04-3000-070
PRINT PINK LETTERS

X-04-3000-080
PRINT STOPS & RSTRM LOC.

X-04-3500-020
ADDITIONAL REG PHONE SRVC

X-04-4000-00
DEVELOP ROUTES/SCHE INFO

X-04-4000-12
GIVE ROUTE INFO TO INSTR

X-04-4000-15
PROVIDE ROUTES TO PAX

X-04-4000-20

* C - YOUR CURRENT START AND TARGET DATES * (- - PRIOR TO DATES *
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SOUTHERN CALIFORNIA RAPID TRANSIT DISTRICT
 P C / 7 0 P R O J E C T S C H E D U L I N G B A R C H A R T

SCHEDULE TO AVAILABILITY

| PR TASK NO | RESC NO | DESCRIPTION | START DATE | TARGET DATE | JAN 1984 | FEB | MAR | APR | MAY | JUN | JUL | AUG | SEP | OCT | NOV | DEC | JAN 1985 | FEB | MAR | APR | MAY | JUN | |
|---------------|---------|---------------------------|------------|-------------|----------|-----|-----|-----|-----|-----|-----|-----|-----|-----|-----|-----|----------|-----|-----|-----|-----|-----|--|
| | | DEVELOP SCHEDULE MATERIAL | 03/01/84 | 03/01/84 | | | | | | | | | | | | | | | | | | | |
| X-04-4000-30 | | SEND PRINT SCHEDULE MTRL | 03/01/84 | 05/01/84 | | | | | | | | | | | | | | | | | | | |
| | | | 06/13/84 | 07/12/84 | | | | | | | | | | | | | | | | | | | |
| X-04-4000-35 | | PRINT SCHEDULE MATERIAL | 05/01/84 | 05/15/84 | | | | | | | | | | | | | | | | | | | |
| | | | 07/11/84 | 07/26/84 | | | | | | | | | | | | | | | | | | | |
| X-04-4000-40 | | EST SCHEDULE CHECK PTS | 03/01/84 | N O N E | | | | | | | | | | | | | | | | | | | |
| | | | 06/12/84 | 06/12/84 | | | | | | | | | | | | | | | | | | | |
| X-04-4000-50 | | ASSIGN SCHED CHECKERS | 07/13/84 | 08/12/84 | | | | | | | | | | | | | | | | | | | |
| | | | 07/13/84 | 08/10/84 | | | | | | | | | | | | | | | | | | | |
| X-04-4000-60 | | DISTRIBUTE SCHED MATERIAL | 05/15/84 | 07/13/84 | | | | | | | | | | | | | | | | | | | |
| | | | 06/11/84 | 07/13/84 | | | | | | | | | | | | | | | | | | | |
| X-05-3000-005 | | PREP TRAINING BULLETINS | 11/14/83 | 07/01/84 | | | | | | | | | | | | | | | | | | | |
| | | | 06/11/84 | 06/29/84 | | | | | | | | | | | | | | | | | | | |
| X-05-3000-010 | | TRAIN SEC GUARDS | 06/12/84 | 06/13/84 | | | | | | | | | | | | | | | | | | | |
| X-05-3000-015 | | TRAIN SWORN PERSONNEL | 06/26/84 | 06/28/84 | | | | | | | | | | | | | | | | | | | |
| | | | 06/25/84 | 07/02/84 | | | | | | | | | | | | | | | | | | | |

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P C / 7 0 P R O J E C T S C H E D U L I N G B A R C H A R T
SCHEDULE TO AVAILABILITY

PR TASK RESC NODESCRIPTION..... .START. .TARGET. .DATE .DATE .1984 .1985
 NO NO
 JAN FEB MAR APR MAY JUN JUL AUG SEP OCT NOV DEC JAN FEB MAR APR MAY
 2 6 5 2 7 4 2 6 3 1 5 3 7 4 4 1 1 6
 1984 1985

| PR TASK RESC NO | DESCRIPTION | START DATE | TARGET DATE | 1984 | 1985 | 1986 | 1987 | 1988 | 1989 | 1990 | 1991 | 1992 | 1993 | 1994 | 1995 | 1996 | 1997 | 1998 | 1999 | 2000 |
|-----------------|----------------------------|------------|-------------|-----------|------|------|------|------|------|------|------|------|------|------|------|------|------|------|------|------|
| | EXTEND SEC GUARDS CONTRACT | 12/01/83 | 02/29/84 | (CCCCCCCC | | | | | | | | | | | | | | | | |
| | | 06/18/84 | 06/20/84 | | | | | | | | | | | | | | | | | |
| X-05-5300-100 | PROV PROTECTION OLYM RTES | 07/28/84 | 08/13/84 | | | | | | | | | | | | | | | | | |
| | | 06/11/84 | 08/13/84 | | | | | | | | | | | | | | | | | |
| X-05-5400-010 | SECURE NECESSARY VEHICLES | 11/14/83 | 06/11/84 | (CCCCCCCC | | | | | | | | | | | | | | | | |
| | | 06/11/84 | 06/11/84 | | | | | | | | | | | | | | | | | |
| X-05-5400-020 | SECURE NECESSARY RADIOS | 11/14/83 | 06/04/84 | (CCCCCCCC | | | | | | | | | | | | | | | | |
| | | 11/14/83 | 09/04/84 | (AAAAAAAA | | | | | | | | | | | | | | | | |
| X-05-5500-020 | ASSIGN CONTRACT PERSONNEL | 07/01/84 | 07/15/84 | | | | | | | | | | | | | | | | | |
| | | 07/16/84 | 08/13/84 | | | | | | | | | | | | | | | | | |
| X-06-1100-*** | TASK CONNECTOR | 06/26/84 | 06/26/84 | | | | | | | | | | | | | | | | | |
| X-06-1300-020 | TAKE ONE DISTRIBUTION | 12/29/83 | N O N E | | | | | | | | | | | | | | | | | |
| | | 12/25/84 | 12/25/84 | | | | | | | | | | | | | | | | | |
| X-06-1400-010 | COORDINATE SALE & RESALE | 06/01/84 | 08/12/84 | | | | | | | | | | | | | | | | | |
| | | 06/11/84 | 08/10/84 | | | | | | | | | | | | | | | | | |
| X-06-1400-020 | COORDINATE DELIVERY | 07/28/84 | 08/12/84 | | | | | | | | | | | | | | | | | |
| | | 07/30/84 | 08/10/84 | | | | | | | | | | | | | | | | | |

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P C / 7 0 P R O J E C T S C H E D U L I N G B A R C H A R T

SCHEDULE TO AVAILABILITY

| PR TASK NO | RESC NO | DESCRIPTION | START DATE | TARGET DATE | JAN 2 | FEB 6 | MAR 5 | APR 2 | MAY 7 | JUN 4 | JUL 2 | AUG 6 | SEP 3 | OCT 1 | NOV 5 | DEC 3 | JAN 7 | FEB 4 | MAR 4 | APR 1 | MAY 6 | |
|------------|---------|-------------|------------|-------------|-------|-------|-------|-------|-------|-------|-------|-------|-------|-------|-------|-------|-------|-------|-------|-------|-------|--|
| | | | 04/05/84 | 07/31/84 | | | | | | | | | | | | | | | | | | |

X-06-4000-030 PHYSICAL EXAMS & ORIENT
 05/01/84 06/15/84
 05/01/84 06/15/84
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X-06-4000-040 HIRE TICKET CLERKS
 06/01/84 06/25/84
 05/01/84 06/25/84
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X-06-4000-050 TRAIN TEMP TKT CLERKS
 06/25/84 07/05/84
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X-06-4000-060 ASSGN TICKET CLERKS
 07/05/84 08/12/84
 07/05/84 08/10/84
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X-06-4000-1** TASK CONNECTOR
 01/14/85 01/14/85
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X-06-4250-010 DETERMINE STAFF REQ
 03/01/84 04/01/84
 11/19/84 11/23/84
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X-06-4250-020 HIRE TEMP SUPPORT STAFF
 04/10/84 05/21/84
 04/10/84 06/29/84
 CCCCCC
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X-06-4250-030 ASSGN TEMP SUPPORT STAFF
 05/21/84 08/12/84
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X-06-4500-010

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 * A - ACTUAL START AND TARGET DATES * PRINT POSITION = 1 WEEK *

PC / 70 PROJECT SCHEDULELING BARCHART

SCHEDULE TO AVAILABILITY

| PR TASK NO | DESCRPTION | START DATE | TARGET DATE | JAN 1984 | FEB 6 | MAR 5 | APR 2 | MAY 7 | JUN 4 | JUL 2 | AUG 6 | SEP 3 | OCT 1 | NOV 5 | DEC 3 | JAN 7 1985 | FEB 4 | MAR 4 | APR 1 | MAY 6 |
|------------|------------|------------|-------------|----------|-------|-------|-------|-------|-------|-------|-------|-------|-------|-------|-------|------------|-------|-------|-------|-------|
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|---------------------|----------|----------|----------|----------|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|
| RECRUIT CASH CLERKS | 04/16/84 | 04/30/84 | 05/01/84 | 06/13/84 | | | | | | | | | | | | | | | | |
|---------------------|----------|----------|----------|----------|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|

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| X-06-4500-020 TEST CASH CLERKS | 05/01/84 | 05/31/84 | 05/18/84 | 07/27/84 | | | | | | | | | | | | | | | | |
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|--|----------|----------|----------|----------|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|
| X-06-4500-030 CONDUCT BACKGROUND CHECKS | 05/15/84 | 07/15/84 | 06/11/84 | 06/25/84 | | | | | | | | | | | | | | | | |
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|-----------------------------------|----------|----------|----------|----------|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|
| X-06-4500-040 HIRE CASH CLERKS | 07/01/84 | 07/23/84 | 07/02/84 | 07/23/84 | | | | | | | | | | | | | | | | |
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| X-06-4500-050 ASSGN CASH CLERKS TO CCO | 07/30/84 | 08/17/84 | | | | | | | | | | | | | | | | | | |
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| X-06-4500-060 EST 2ND SHIFT | 07/30/84 | 08/13/84 | | | | | | | | | | | | | | | | | | |
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| X-06-5000-010 RECRUIT 10 STK SHP CLERKS | 04/16/84 | 05/15/84 | 04/16/84 | 06/15/84 | | | | | | | | | | | | | | | | |
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| X-06-5000-020 TEST STOCK SHOP CLERKS | 05/01/84 | 06/01/84 | 06/18/84 | 06/22/84 | | | | | | | | | | | | | | | | |
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|---|----------|----------|----------|----------|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|
| X-06-5000-030 HIRE STOCK SHOP CLERKS | 07/01/84 | 07/23/84 | 07/02/84 | 07/23/84 | | | | | | | | | | | | | | | | |
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| X-06-5500-010 | | | | | | | | | | | | | | | | | | | | |
|---------------|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|

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 * A - ACTUAL START AND TARGET DATES * PRINT POSITION = 1 WEEK *

P C / 7 0 P R O J E C T S C H E D U L I N G B A R C H A R T

SCHEDULE TO AVAILABILITY

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|-----------------|-------------|------------|-------------|----------|-----|-----|-----|-----|-----|-----|-----|-----|-----|-----|-----|------|-----|-----|-----|-----|-----|--|
| PR TASK RESC NO | DESCRIPTION | START DATE | TARGET DATE | JAN 1984 | FEB | MAR | APR | MAY | JUN | JUL | AUG | SEP | OCT | NOV | DEC | JAN | FEB | MAR | APR | MAY | JUN | |
| | | | | 2 | 6 | 5 | 2 | 7 | 4 | 2 | 6 | 3 | 1 | 5 | 3 | 7 | 4 | 4 | 1 | | | |
| | | | | 1984 | | | | | | | | | | | | 1985 | | | | | | |

RECRUIT 3 DRIVERS

04/16/84 05/15/84
06/25/84 06/26/84

CCCCC S

X-06-5500-020
HIRE TRUCK DRIVERS

07/01/84 07/01/84
07/02/84 07/02/84

C S

X-06-7100-010
COUNT&DEPOSIT FARE REVNU

07/29/84 08/17/84
07/30/84 08/17/84

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X-06-7200-010
DIST. FUNDS TO OUTLETS

07/19/84 08/10/84

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X-07-1075-010
FIELD OBSERVATIONS

04/01/84 08/15/84
04/01/84 08/15/84

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X-07-1075-020
PREPARE EVALUATIONS

08/15/84 12/31/84

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X-07-7200-030
DIST COST DATA

06/11/84 06/11/84

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X-07-7300-010
AUDIT ACCTS/CNTRCTS

01/09/84 09/28/84
01/09/84 06/12/84

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X-07-7400-010
PAY INV: SERVICE & MATRLS

07/01/83 09/28/84
06/11/84 09/28/84

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X-08-0600-10

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PC / 70 PROJECT SCHEDULELING BARCHART

SCHEDULE TO AVAILABILITY

| PR TASK RESC NO | DESCRIPTION | START DATE | TARGET DATE | JAN 2 | FEB 6 | MAR 5 | APR 2 | MAY 7 | JUN 4 | JUL 2 | AUG 6 | SEP 3 | OCT 1 | NOV 5 | DEC 3 | JAN 7 | FEB 4 | MAR 4 | APR 1 | MAY 6 |
|-----------------|---------------------|------------|-------------|-------|-------|-------|-------|-------|-------|-------|-------|-------|-------|-------|-------|-------|-------|-------|-------|-------|
| | PLACE EQUIP & MECHS | 07/16/84 | 08/12/84 | | | | | | | | | | | | | | | | | |
| | | 06/11/84 | 08/10/84 | | | | | | | | | | | | | | | | | |

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 * C - YOUR CURRENT START AND TARGET DATES * (- - PRIOR TO DATES *
 * S - PC/70 SCHEDULED START AND TARGET DATES * (-) - AFTER DATES *
 * A - ACTUAL START AND TARGET DATES * PRINT POSITION = 1 WEEK *

P C / 7 0 P R O J E C T S C H E D U L I N G B A R C H A R T

SCHEDULE TO AVAILABILITY

| PR TASK RESC NO | DESCRIPTION | START DATE | TARGET DATE | JAN 1984 | FEB 1984 | MAR 1984 | APR 1984 | MAY 1984 | JUN 1984 | JUL 1984 | AUG 1984 | SEP 1984 | OCT 1984 | NOV 1984 | DEC 1984 | JAN 1985 | FEB 1985 | MAR 1985 | APR 1985 | MAY 1985 | |
|-----------------|-------------|------------|-------------|----------|----------|----------|----------|----------|----------|----------|----------|----------|----------|----------|----------|----------|----------|----------|----------|----------|--|
| | | 03/15/84 | 08/10/84 | | | | | | | | | | | | | | | | | | |

AAAAAAAAAAAAAAAASSSSSSSS

X-08-1040-60

ASSGN STAFF TO CALTRANS

| | | |
|----------|----------|--------------------------|
| 07/23/84 | 08/12/84 | CCC |
| 02/15/84 | 08/10/84 | AAAAAAAAAAAAAAAASSSSSSSS |

 * C - YOUR CURRENT START AND TARGET DATES * (- - PRIOR TO DATES *
 * S - PC/70 SCHEDULED START AND TARGET DATES * (-) - AFTER DATES *
 * A - ACTUAL START AND TARGET DATES * PRINT POSITION = 1 WEEK *

EXHIBIT 18

EXHIBIT 18
OPERATIONS PLAN

This exhibit can best be described as a sketch outline of the Operations Plan. A detailed Operations Plan will be developed and segmented into a daily breakdown of events and actions. The document will look at every item (manpower, schedules, equipment, work assignments, etc.) that will be needed to run the service during the Olympics.

EXHIBIT 18
OPERATIONS PLAN

DIVISION PROCEDURES - DAY #1

1. Maintenance Dispatch - Select and dispatch Olympic buses.
2. Report Operators - Stock buses with brochures and timetables.
3. Maintenance - Signage/Decal Olympic buses prior to pull-out.
4. Transportation Dispatch - Put Olympic bus numbers in CRT.
5. Transportation - Issue funds and necessary transportation.
6. Transportation Dispatch - Issue Work Assignments and supplies.
7. Operators - Precheck and go to assigned staging area.
8. Transportation - "Mark-up" next day assignment.
9. Time Keepers - Summarize previous days wages.
10. Transportation - Check-in working funds and units.
11. Operators - Turn in Passenger Cards.
12. Transportation - Forward Passenger Cards to Headquarters.
13. Drivers return buses to home division from foreign division.
14. Vault Truck - Transport funds to and from cash counting.
15. Transportation - Prepare and distribute next days Olympic Assignments.
16. Maintenance - Prepares coaches for following day.
17. Maintenance - Tags Olympic fareboxes (vaults) for accounting purposes.
18. Bed down Olympic coaches in designated area.

OPERATIONS PLAN

Day #1 July 28, 1984

Site: Exposition Park
(Figueroa Street)

Personnel

Venue Captain (1)
Assistant Venue Captain (1)
Fare Exchange (8)
Security (1)
Non-Contract (20)
Maintenance (2)

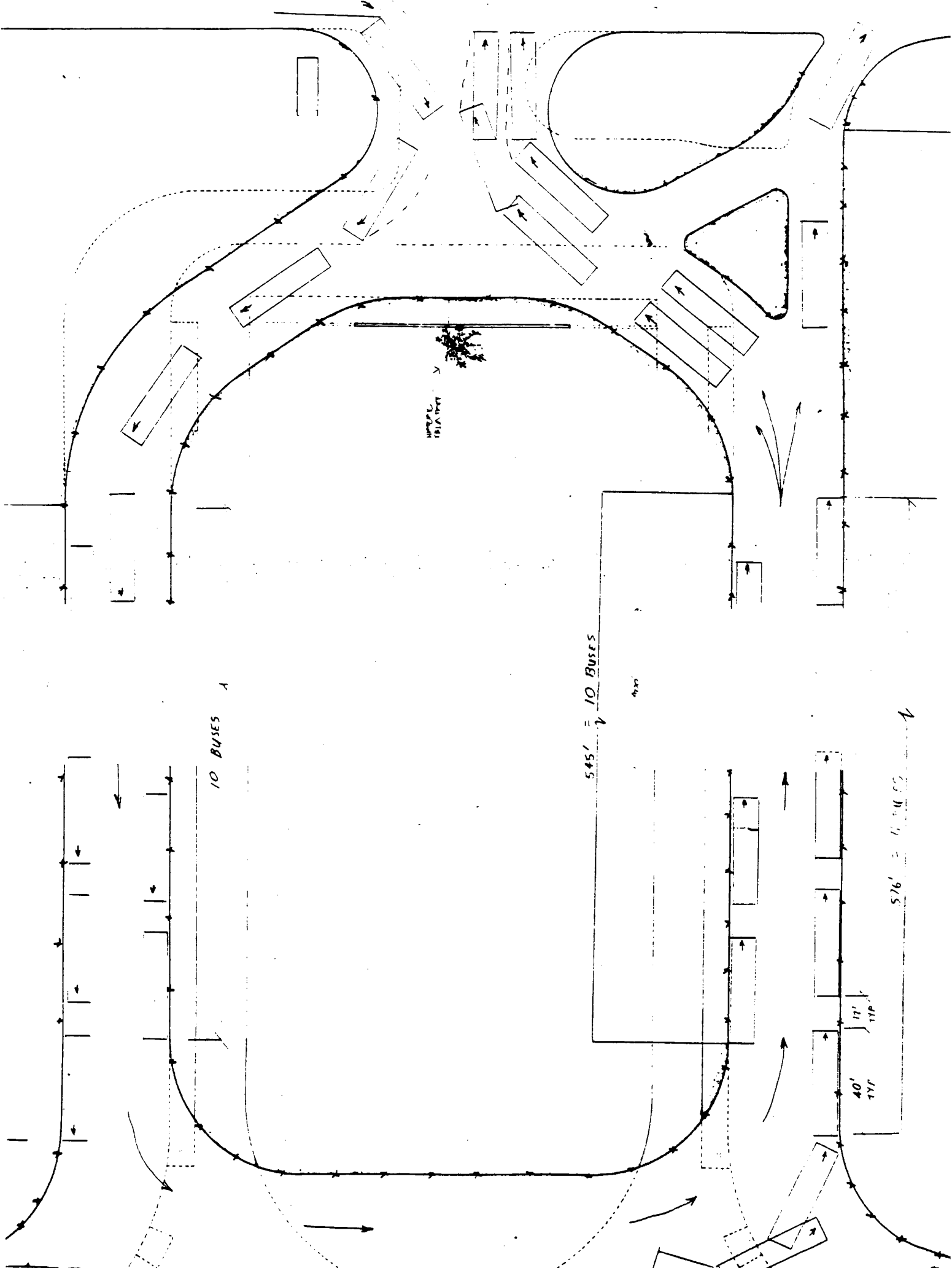
Total: 33

Duties

- Count number of alighting passengers
- Dispatch buses to layover locations
- Maintenance checks all buses at layover location (Four additional trucks from staging area)
- Non-contract, fare exchange & security report
- Buses are dispatched from storage areas
- Sell tokens to passengers
- Load and count passengers
- Provide security for personnel, equipment and funds
- Replace special bus identification if necessary
- Provide bus information
- Dispatch buses
- Secure area and return to report location.

Equipment

(1) Tow Truck
(1) Supervisor Unit (Radio-Equipped)
(1) Security vehicle
(1) Bus to transport personnel
(1) Hand-held Radio
(8) Money Aprons
Passenger Count Cards
Brochures/Timetables
Decals/Dash Cards
Flags
Operating funds
Beepers
Signage
Storage
Timetable Rack



OPERATIONS PLAN

HEADQUARTERS PROCEDURES - DAY #1

Activate Olympic Bus Service Plan

1. Maintenance road calls filtered through Maintenance personnel in Dispatch Center and routed to roving mechanics or through Maintenance Dispatch Center in Downey.
2. Activate Olympics Task Force Command Center.
3. Expand hours of operation for Telephone Information (5AM-1AM)
4. Marketing - Deliver funds and deploy personnel to First and Spring.
5. Marketing - Deliver Informational material to Divisions/Customer Service Centers.
6. Customer Relations - Deploy information personnel to First and Spring.
7. Dispatch Center - Add two Dispatchers.
8. Cash Counting - Prepare operating funds for next day.
- Accounts for Operating funds - previous day.
9. Stops & Zones - Survey and replace required signs.
10. Time sheet distribution.
11. Revise Olympic Bus schedules.
12. Establish manpower and equipment requirements for following day's operation.
13. Review and update (daily) detours.
14. Assign personnel to Caltrans Traffic and Communications Center.
15. Replenish working funds if needed.
16. Debriefing.

OLYMPIC OPERATIONS - JULY 28, 1984

JULY 27, 1984

Operating Division mark-up persons prepare mark-up of Extra Board assignments at Divisions 1, 3, 5, 8, 9, 10, 12, 15, 18 and 23.

JULY 28, 1984

Division Dispatchers prepare material for Operators:

Temporary Schedule Letters
Dash Signs
Brochures
Special Operating Instructions, if needed.
Passenger Count Cards.

Division Dispatchers enter bus number in CRT.

Operators report to divisions for work assignments and operating supplies.

Division Dispatchers fill all assignments using "shine operators" for any miss-outs.

Operators prepare buses for pull-out and pull out on schedule to terminal locations, arriving at the following Olympic service locations at 12:30 P.M.

| <u>SERVICE LOCATIONS</u> | <u>BUSES</u> | <u>DIVISION(S)</u> |
|----------------------------|--------------|--------------------|
| Cerritos College | 48 | 12-18 |
| Hollywood Park | 64 | 5-23-18 |
| Los Angeles Valley College | 32 | 8-15 |
| Century City | 30 | 5 |
| Pasadena City College | 32 | 3-10-98-15 |

SHUTTLE

| | | |
|----------------------------|----|------|
| Crenshaw Center | 28 | 5-23 |
| First & Spring Streets | 26 | 1-3 |
| 11th Street & Grand Avenue | 10 | 1-3 |

The following support personnel will report to locations shown below:

EMPLOYEE

REPORT LOCATION

Work Location: Cerritos College

| | |
|-----------------------------------|------------------|
| 1 Venue Captain (Road Supervisor) | Division 12 |
| 1 Non-Contract (Fare Exchange) | Division 12 |
| 1 Security Guard | Division 12 |
| 1 Non-Contract | Cerritos College |

NOTE: Venue Captain (Supervisor) will obtain radio equipped unit, pick up operating supplies (brochures, dashcards, Olympic logo decals, Olympic fare decals, timetables and Olympic flags as needed) and proceed to Cerritos College.

NOTE: Non-Contract (Fare Exchange) and Security Guard will obtain two (2) working funds, one (1) District lease unit and proceed to Cerritos College.

EMPLOYEE

REPORT LOCATION

Work Location: Hollywood Park

| | |
|-----------------------------------|----------------|
| 1 Venue Captain (Road Supervisor) | Division 5 |
| 5 Non-Contract (Fare Exchange) | Division 5 |
| 2 Security Guards | Division 5 |
| 6 Non-Contract | Hollywood Park |

NOTE: Venue Captain (Supervisor) will obtain radio equipped unit, pick up operating supplies (brochures, dashcards, Olympic logo decals, Olympic fare decals, timetables and Olympic flags as needed) and proceed to Hollywood Park.

NOTE: Non-Contract (Fare Exchange) and Security Guard will obtain five (5) working funds, two (2) District lease units and proceed to Hollywood Park.

EMPLOYEE

REPORT LOCATION

Work Location: Los Angeles Valley College

| | |
|-----------------------------------|---------------------|
| 1 Venue Captain (Road Supervisor) | Division 15 |
| 4 Non-Contract (Fare Exchange) | Division 15 |
| 2 Security Guards | Division 15 |
| 4 Non-Contract | L.A. Valley College |

NOTE: Venue Captain (Road Supervisor) will obtain radio equipped unit, pick up operating supplies (brochures, dashcards, Olympic logo decals, Olympic fare decals, timetables and Olympic flags as needed) and proceed to Los Angeles Valley College.

NOTE: Non-Contract (Fare Exchange) and Security Guard will obtain four (4) working funds, two (2) District lease units and proceed to Los Angeles Valley College.

EMPLOYEE

REPORT LOCATION

Work Location: Pasadena City College

| | |
|--|-----------------------|
| 1 Venue Captain (Road Supervisor) | Division 3 |
| 1 Assistant Venue Captain (Instructor) | Pasadena City College |
| 2 Non-Contract (Fare Exchange) | Division 3 |
| 1 Security Guard | Division 3 |
| 3 Non-Contract | Pasadena City College |

NOTE: Venue Captain (Road Supervisor) will obtain radio equipped unit, pick up operating supplies (brochures, dashcards, Olympic logo decals, Olympic fare decals, timetables and Olympic flags as needed) and proceed to Pasadena City College.

NOTE: Non-Contract (Fare Exchange) and Security Guard will obtain two (2) working funds, one (1) District lease units and proceed to Pasadena City College.

EMPLOYEE

REPORT LOCATION

Work Location: Century City

| | |
|-----------------------------------|--------------|
| 1 Venue Captain (Road Supervisor) | Division 7 |
| 2 Non-Contract (Fare Exchange) | Division 7 |
| 1 Security Guard | Division 7 |
| 3 Non-Contract | Century City |

NOTE: Venue Captain (Road Supervisor) will obtain radio equipped unit, pick up operating supplies (brochures, dashcards, Olympic logo decals, Olympic fare decals, timetables and Olympic flags as needed) and proceed to Century City.

NOTE: Non-Contract (Fare Exchange) and Security Guard will obtain two (2) working funds, one (1) District lease units and proceed to Century City.

EMPLOYEE

REPORT LOCATION

Work Location: Crenshaw Center

| | |
|-----------------------------------|-----------------|
| 1 Venue Captain (Road Supervisor) | Division 5 |
| 1 Non-Contract (Fare Exchange) | Division 5 |
| 1 Security Guard | Division 5 |
| 2 Non-Contract | Crenshaw Center |

NOTE: Venue Captain (Road Supervisor) will obtain radio equipped unit, pick up operating supplies (brochures, dashcards, Olympic logo decals, Olympic fare decals, timetables and Olympic flags as needed) and proceed to Crenshaw Center.

NOTE: Non-Contract (Fare Exchange) and Security Guard will obtain one (1) working fund, one (1) District lease unit and proceed to Crenshaw Center.

EMPLOYEE

REPORT LOCATION

Work Location: First and Spring Streets

| | |
|---|-----------------------|
| 2 Venue Captains (Asst. Veh. Operations Managers) | Division 1 |
| 2 Instructors | First & Spring |
| 6 BRAC Ticket Clerks | First & Spring |
| 2 Information Clerks | First & Spring |
| 3 Security Guards | First & Spring |
| 6 Non-Contract | First & Spring |
| 1 Ticket Clerk Supervisor | Headquarters Building |
| 1 Marketing Supervisor | Headquarters Building |

NOTE: Venue Captain (Assistant Vehicle Operations Managers) is assigned radio equipped units, will pick up operating supplies (brochures, dashcards, Olympic logo decals, Olympic fare decals, timetables and Olympic flags as needed) and proceed to First and Spring Streets.

NOTE: Ticket Clerk Supervisor will obtain a lease unit, proceed to Cal Mart Ticket Office, pick up six (6) working funds and deliver them to Ticket Clerks at First and Spring Streets. Supervisor will continue replenishing working funds as needed until close of service, at which time working funds will be picked up and secured.

NOTE: Marketing person will obtain a van and deliver brochures, timetables and operating supplies to Ticket Clerks and Information Clerks at First and Spring Streets. The Marketing person will continue replenishing supplies until close of service, at which time supplies will be picked up.

EMPLOYEE

REPORT LOCATION

Work Location: Exposition Park, Figueroa Peristyle

| | |
|---|-----------------------------|
| 1 Venue Captain (Asst. Veh. Operations Manager) | Expo. Park, Figueroa Street |
| 1 Assistant Venue Captain (Supervisor) | Division 1 |
| 8 Non-Contract (Fare Exchange) | Division 1 |
| 1 Security Guard | Division 1 |
| 20 Non-Contract | Division 1 |

NOTE: Supervisor will obtain radio equipped unit and operating supplies (brochures, dashcards, Olympic logo decals, Olympic fare decals, timetables and Olympic flags as needed) and proceed to Exposition Park (Figueroa Peristyle).

NOTE: Non-Contract (Fare Exchange) and Security Guard will obtain eight (8) working funds.

NOTE: Non-Contract (Fare Exchange), Security Guard and Non-Contract Support Personnel will be transported by bus to Exposition Park (Figueroa Peristyle).

EMPLOYEE

REPORT LOCATION

Work Location: Exposition Park, Vermont Terminal

| | |
|---|----------------------------|
| 1 Venue Captain (Asst. Veh. Operations Manager) | Division 1 |
| 4 Non-Contract (Fare Exchange) | Division 1 |
| 1 Security Guard | Division 1 |
| 5 Non-Contract | Expo. Park, Vermont Avenue |

NOTE: Venue Captain (Assistant Vehicle Operations Manager) in assigned radio equipped unit will pick up operating supplies (brochures, dashcards, Olympic logo decals, Olympic fare decals, timetables and Olympic flags as needed) and proceed to Exposition Park (Vermont Terminal).

NOTE: Non-Contract (Fare Exchange) and Security Guard will obtain four (4) working funds, one (1) District lease unit and proceed to Exposition Park (Vermont Terminal).

EMPLOYEE

REPORT LOCATION

Work Location: Figueroa Shuttle & Grand Avenue Shuttle

| | |
|---------------------------------|-----------------------|
| 11 Non-Contract (Fare Exchange) | Division 2 |
| 11 Security Guards | Division 2 |
| 1 Non-Contract | Division 2 |
| 1 Transit Police | Headquarters Building |

NOTE: Eleven (11) Non-Contract (Fare Exchange) and Eleven (11) Security Guards will obtain eleven (11) working funds and be transported by bus to the following shuttle service boarding locations:

Figueroa Shuttle

East Side Shuttle

| | |
|-----------------------|--------------------|
| Hope & First | Grand & 11th |
| Flower & Fifth | Grand & Washington |
| Flower & Seventh | Grand & 17th |
| Figueroa & Nagoya | Grand & Adams |
| Figueroa & Washington | Grand & Jefferson |
| Figueroa & Adams | |

NOTE: One (1) Transit Police in an unmarked Transit Police unit will meet one (1) Non-Contract person at Division 2, obtain a working fund and commence patrolling and servicing all shuttle service street locations described above, replenishing working funds as needed.

Except as noted, the above described support personnel will perform the following duties at Olympic service boarding locations:

Venue Captain

1. Direct all activities at Olympic service location.
2. Dispatch buses.

Assistant Venue Captain

Duties and responsibilities assigned by Venue Captain.

Fare Exchange

1. Expedite payment of Olympic fares.
2. Assist Venue Captain as directed.

Security Guard

1. Provide security for District personnel, funds and equipment.
2. Assist Venue Captain as directed.

Non-Contract

1. Load buses.
2. Count passengers.
3. Make-up buses (apply special Olympic identification as needed).
4. Distribute timetables, brochures, etc. (stock buses).
5. Assist Venue Captain as required.

With close of service at respective service boarding locations, all support personnel (with the exception of Venue Captains or Assistant Venue Captains as appropriate) will sign off duty at their report locations. Personnel will be transported to report locations (if appropriate) in the same manner that they were transported to their assigned work locations. Working funds and operating supplies will be secured at respective report locations.

Venue Captains or Assistant Venue Captains will remain at assigned work locations until the last bus has departed in service from Exposition Park or pulled into the divisions after discharging passengers at an Olympic service location.

MAINTENANCE DEPARTMENT

Divisions 1, 3, 5-23, 8, 9, 10, 15, 18

1. Maintenance will decal all Olympic buses prior to pull-out.
2. Open maintenance center in Dispatch Office at 12:30 P.M. Two (2) persons assigned. (Note: Test of dispatch capabilities to take place before Olympics).
 - a. Hot Line to Downey.
 - b. Runs tote board showing calls waiting and location of "roving" mechanics and down loads road calls to Downey Dispatch Center for "fixed site" mechanics.
3. Open Downey Maintenance Dispatch Center at 12:30 P.M. One (1) base station and three (3) phones - four (4) persons assigned to receive calls, run tote board of all "fixed site" mechanics. Directing those mechanics to nearest problem area(s). Mechanics report back when clear. (Note: Test takes place before Olympics).
4. Facility Maintenance personnel will report two (2) assigned to each operating division at 12:30 P.M. and work from divisions.
5. 12:00 P.M. - Mechanic with service vehicle leaves Division 12 and sites at Cerritos until last bus leaves and returns to Division 12.
6. 12:00 P.M. - Mechanic with service vehicle leaves Division 9 and sites at Pasadena City College until last bus leaves then sites at Terminal 22 to service and check stored coaches prior to P.M. pull-out leaves for Division 9 approximately 7:30 P.M. (*Coliseum breaks at 6:30 P.M. approximately). May work according to Downey Center if needed.
7. 12:00 P.M. - Mechanic with service vehicle leaves Division 5 to Crenshaw Center sites there till last bus leaves, then sites at Terminal 25 to check and service stored coaches prior to P.M. pull-out (*Then works according to Downey Center).
8. 12:00 P.M. - Mechanic with service vehicle leaves Division 3 and sites at 1st and Spring Street till last bus leaves, then sites at Figueroa between 38th and 39th Street to check and service stored vehicles. Leaves for Division 3 approximately 7:00 P.M. or works according to Downey Center.
9. 12:00 P.M. - Mechanic with service vehicle leaves Division 7 for Century City until last bus leaves then works West Side as needed till ordered to return to Division 7 by Downey Center.

10. 12:00 P.M. - Mechanic with service vehicle leaves Division 15 for L.A. Valley College, sites until last bus leaves and returns to Division 15 unless otherwise ordered by Downey Center.
11. 12:00 P.M. - Mechanic with service vehicle leaves Division 18 and sites at Hollywood Park till last bus leaves and returns to Division 18 unless otherwise ordered by Downey Center returns to Hollywood Park at 6:20 P.M.
12. 12:30 P.M. - Two mechanics with service vehicle leaves Division 2 and sites at peristyle (39th and Figueroa parking for 42 buses) until close of service from loop. During break (approximately 5 to 6:30 layover) services coaches there and along Figueroa (on street layover), Flower Place and 34th Street.
13. 4:00 P.M. - Mechanic with service vehicle leaves Division 1 and sites at Menlo and Leighton (off-street terminal) until all service leaves. During break (approximately 5 to 6:30 layover) services coaches there and along Figueroa (on-street layover), Flower Place and 34th Street.
14. 5:30 P.M. - Mechanic with service vehicle pulls out of Division 2 and sites at Terminal 28 and works according to Downey Center.
15. 5:00 P.M. - Mechanic and Service Vehicle pulls out of Division 3 and sites at New Hampshire (east curb bus stop) between Melrose and Monroe works according to Downey Center.

TRANSIT POLICE

1. Deploy Transit Police field units.
2. Post District security guards to the following locations
 - a. Main Street Lobby
 - b. Cash Counting Office
 - c. South Park
 - d. Vernon Yards
 - e. Division Four
 - f. El Monte
 - g. *Roving Unit -

* - This unit may be used to transport additional tokens and funds to Park/Ride and Shuttle sites, and CBD.
3. Provide required amount of armed security guards (private) to ensure security of District equipment and the transfer of funds and tokens from the designated operations division to Park/Ride Shuttle and CBD sites; the security of same while in operation, and the return of same to the designated operations division.

Incoming

- a. Guard and fare exchange person(s) to Division 12 for deployment to Cerritos College Park/Ride site prior to 1230 hours.
- b. Guard and fare exchange person(s) to Division 5 for deployment to Hollywood Park/Ride site prior to 1230 hours.
- c. Guard and fare exchange person(s) to Division 15 for deployment to L. A. Valley College Park/Ride site prior to 1230 hours.
- d. Guard and fare exchange person(s) to Division 5 for deployment to Crenshaw Center Shuttle prior to 1230 hours.
- e. Guard and fare exchange person(s) to Division 7 for deployment to Century City Park/Ride prior to 1230 hours.
- f. Guard and fare exchange person(s) to Division 1 for deployment to 11th and Grand stop prior to 1230 hours.
- g. Guard and fare exchange person(s) to Division 3 for deployment to Pasadena City College Park/Ride prior to 1230 hours.
- h. Guards and fare exchange persons to Division 1 for deployment to 11 yet to be determined stops along shuttle service route from CBD to Expo Park prior to 1230 hours.

Outgoing

- a. Guards and fare exchange persons to Division 1 for deployment to Expo Park (Vermont Avenue and Figueroa Street) prior to conclusion of Opening Ceremonies (1830 hours).

EXHIBIT 18

PROJECTED DAILY MANPOWER REQUIREMENTS

| POSITIONS | 7-28 | | 7-29 | | 7-30 | | 7-31 | | 8-1 | | 8-2 | | 8-3 | | 8-4 | | 8-5 | | 8-6 | | 8-7 | | 8-8 | | 8-9 | | 8-10 | | 8-11 | | 8-12 | | | |
|----------------------|------|-----|------|-----|------|-----|------|-----|-----|-----|-----|-----|-----|-----|-----|-----|-----|-----|-----|-----|-----|-----|-----|-----|-----|-----|------|-----|------|-----|------|----|----|----|
| | AM | PM | AM | PM | AM | PM | AM | PM | AM | PM | AM | PM | AM | PM | AM | PM | AM | PM | AM | PM | AM | PM | AM | PM | AM | PM | AM | PM | AM | PM | | | | |
| Venue Captains | 13 | 16 | 19 | 17 | 20 | 16 | 20 | 17 | 20 | 17 | 20 | 17 | 20 | 18 | 19 | 19 | 16 | 17 | 19 | 17 | 20 | 18 | 18 | 18 | 18 | 19 | 18 | 18 | 18 | 18 | 16 | 17 | 14 | 14 |
| Asst. Venue Captains | 9 | 11 | 13 | 11 | 14 | 10 | 14 | 9 | 14 | 10 | 14 | 9 | 14 | 10 | 14 | 11 | 12 | 9 | 13 | 10 | 13 | 11 | 14 | 11 | 13 | 11 | 13 | 11 | 13 | 10 | 13 | 6 | 10 | |
| Fare Exchange | 63 | 52 | 62 | 54 | 64 | 54 | 64 | 51 | 64 | 60 | 69 | 60 | 69 | 60 | 61 | 57 | 68 | 58 | 69 | 58 | 69 | 55 | 59 | 61 | 68 | 63 | 62 | 63 | 67 | 60 | 66 | 29 | 53 | |
| Passenger Assistance | 30 | 48 | 59 | 50 | 63 | 50 | 62 | 45 | 62 | 55 | 68 | 55 | 68 | 55 | 59 | 51 | 65 | 56 | 66 | 56 | 66 | 52 | 56 | 59 | 67 | 59 | 61 | 60 | 67 | 57 | 65 | 25 | 44 | |
| Security Guards | 27 | 27 | 32 | 28 | 33 | 28 | 33 | 28 | 33 | 30 | 35 | 30 | 35 | 30 | 31 | 28 | 34 | 29 | 35 | 29 | 35 | 30 | 31 | 30 | 33 | 30 | 31 | 30 | 33 | 28 | 32 | 23 | 28 | |
| TOTAL | 142 | 154 | 185 | 160 | 194 | 158 | 193 | 162 | 193 | 173 | 205 | 175 | 179 | 162 | 199 | 170 | 203 | 166 | 178 | 179 | 200 | 181 | 183 | 182 | 198 | 171 | 193 | 171 | 193 | 97 | 149 | | | |
| ALL DAY TOTAL | 142 | 339 | 354 | 355 | 343 | 378 | 354 | 373 | 344 | 379 | 364 | 380 | 364 | 364 | 379 | 364 | 380 | 364 | 364 | 379 | 364 | 344 | 373 | 379 | 364 | 380 | 364 | 364 | 364 | 246 | | | | |

EXHIBIT 18

VENUE AND TERMINAL OPERATIONS

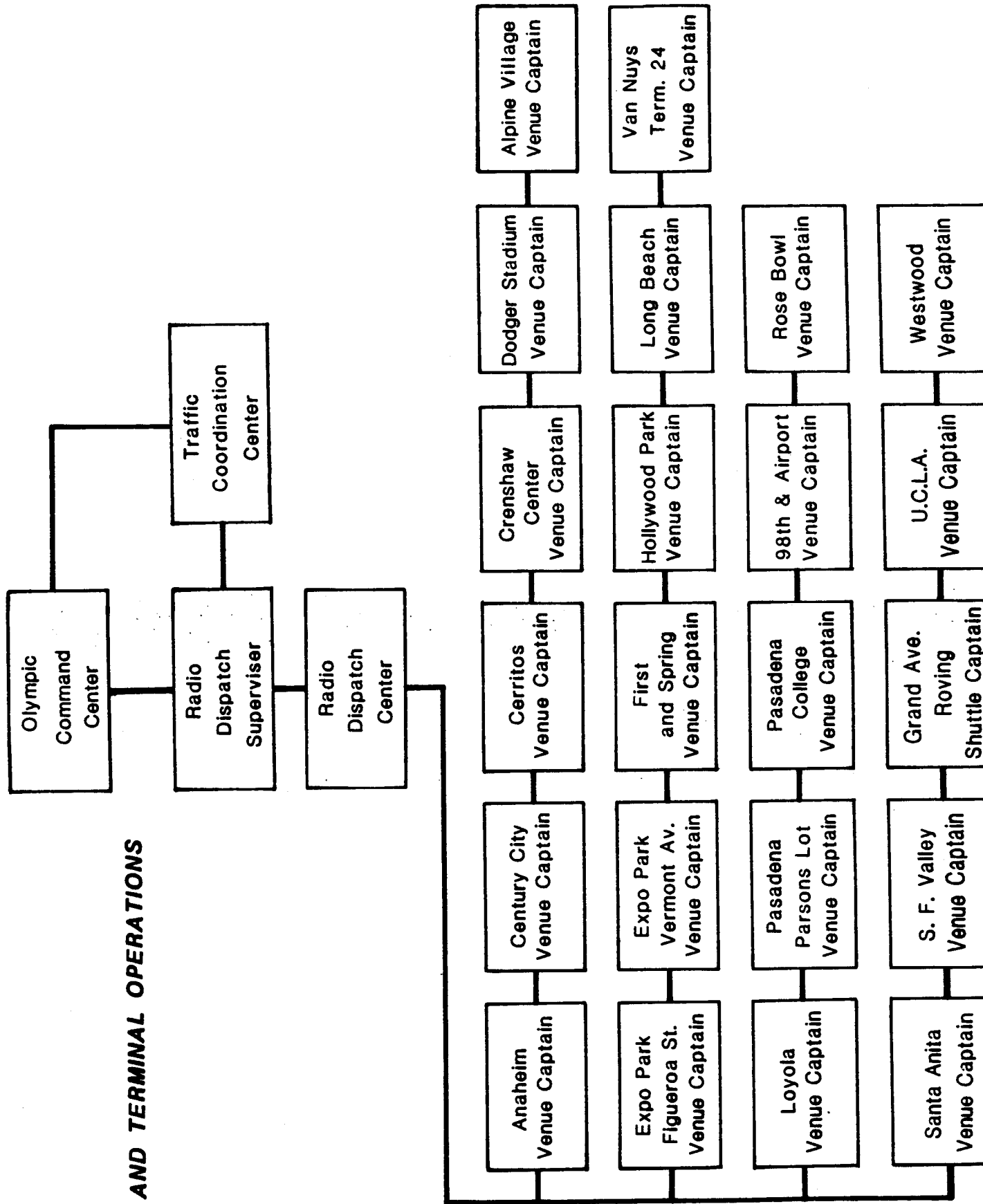


EXHIBIT 18

**VENUE/TERMINAL
ORGANIZATIONAL CHART
Passenger Assistance Force
AUGUST 3, 1984**

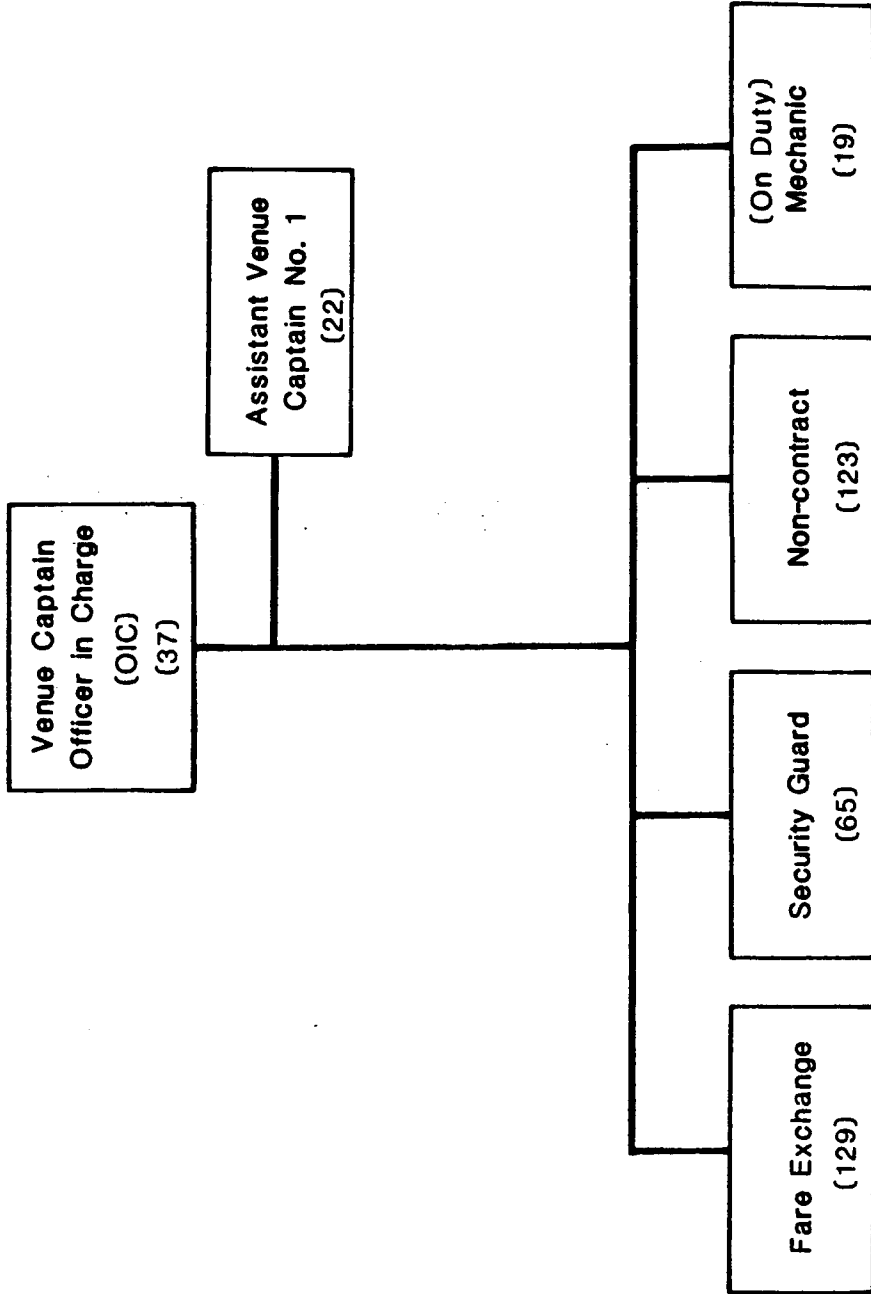


EXHIBIT 18

**ALPINE VILLAGE PARK RIDE
VENUE/TERMINAL
ORGANIZATIONAL CHART
Passenger Assistance Force**

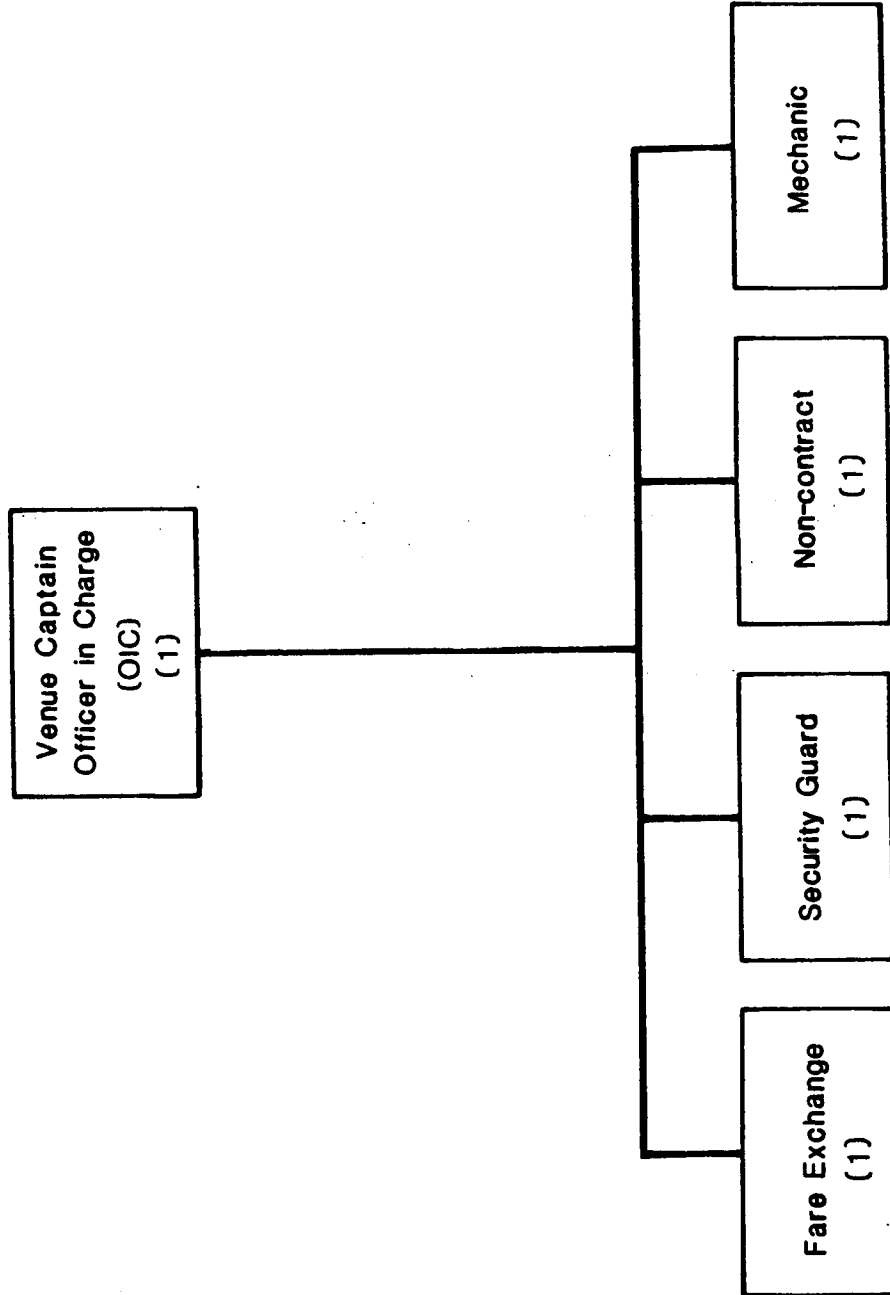


EXHIBIT 18

ANAHEIM

**VENUE/TERMINAL
ORGANIZATIONAL CHART
Passenger Assistance Force**

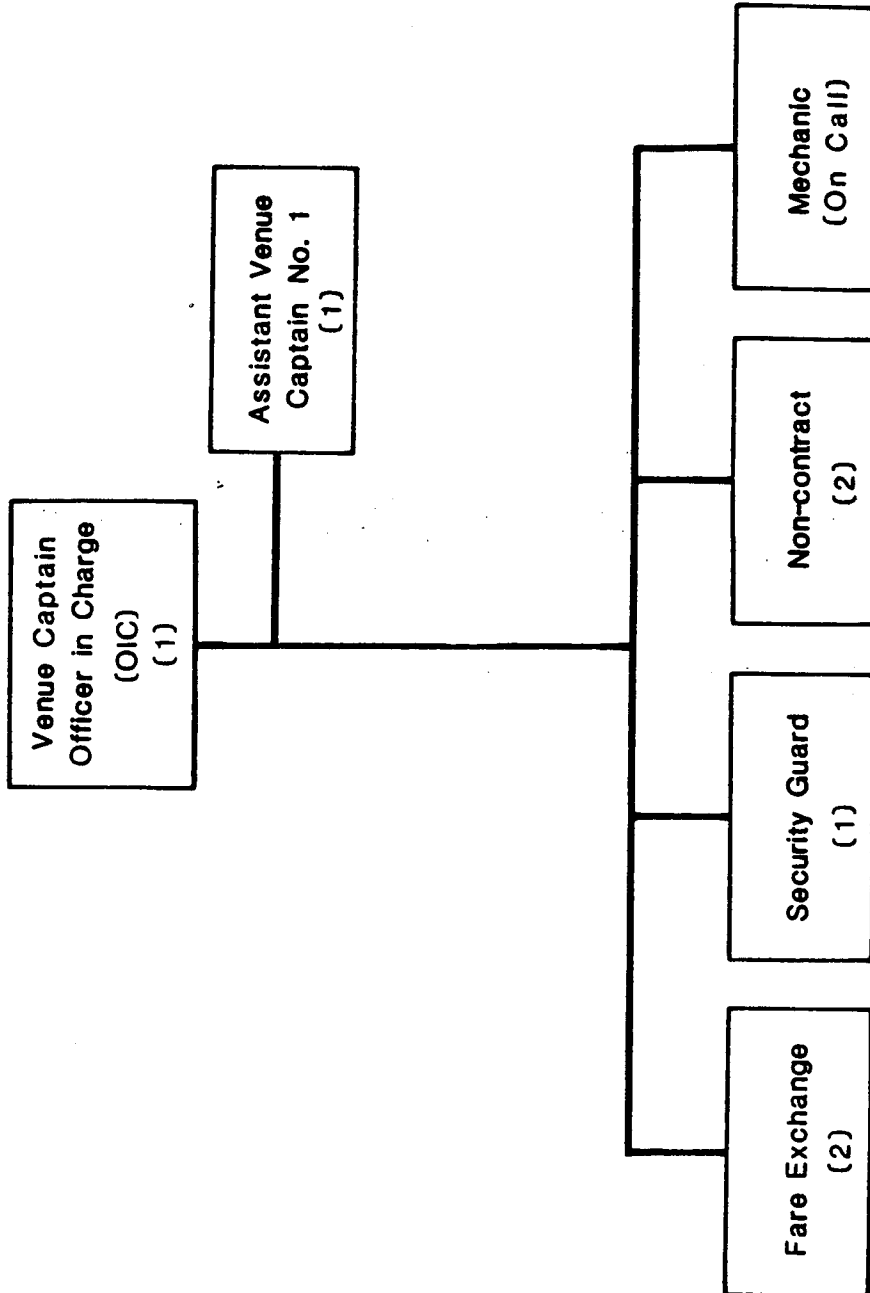


EXHIBIT 18

CBD 1st & SPRING

VENUE/TERMINAL

ORGANIZATIONAL CHART

Passenger Assistance Force

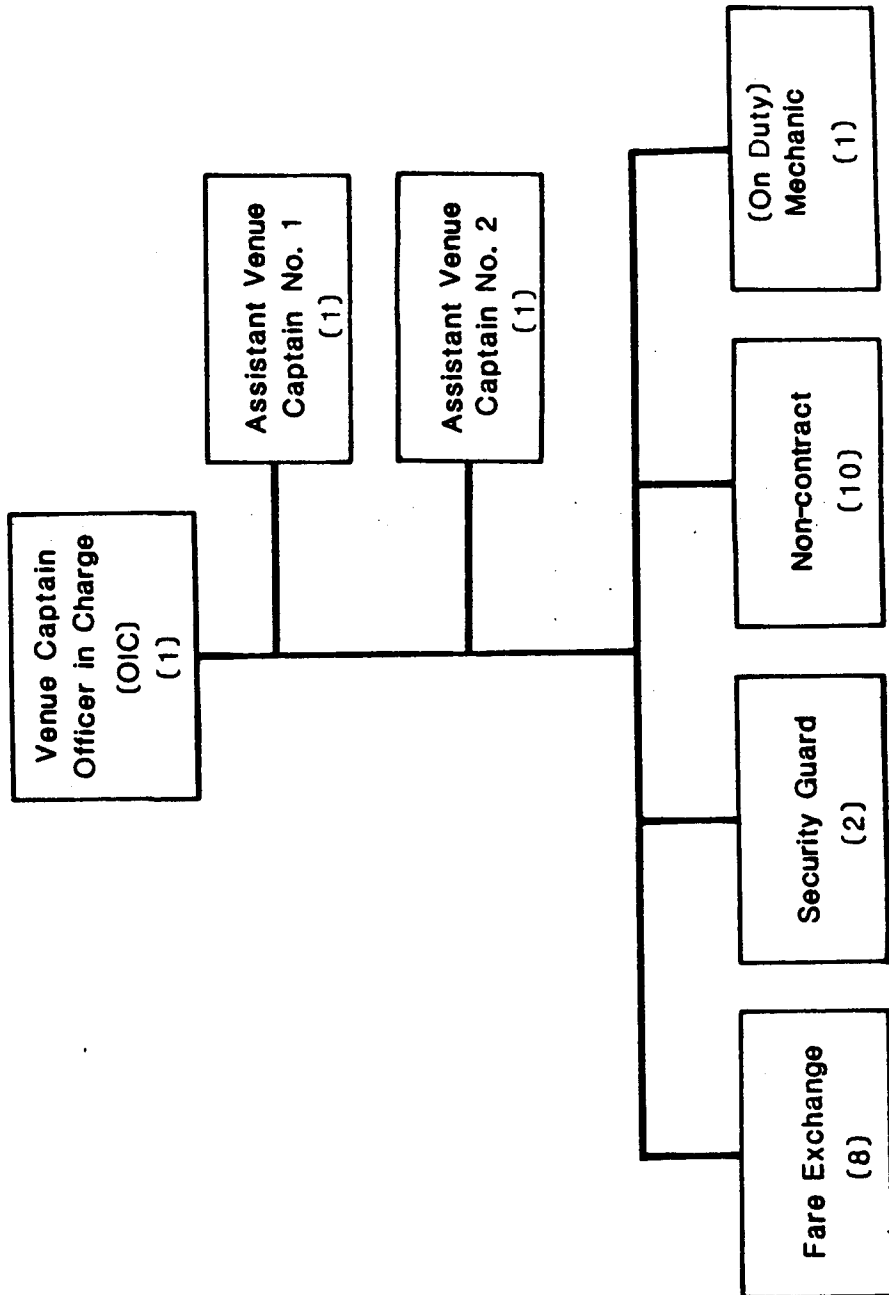


EXHIBIT 18

**CBD GRAND AVE. SHUTTLE
VENUE/TERMINAL
ORGANIZATIONAL CHART
Passenger Assistance Force**

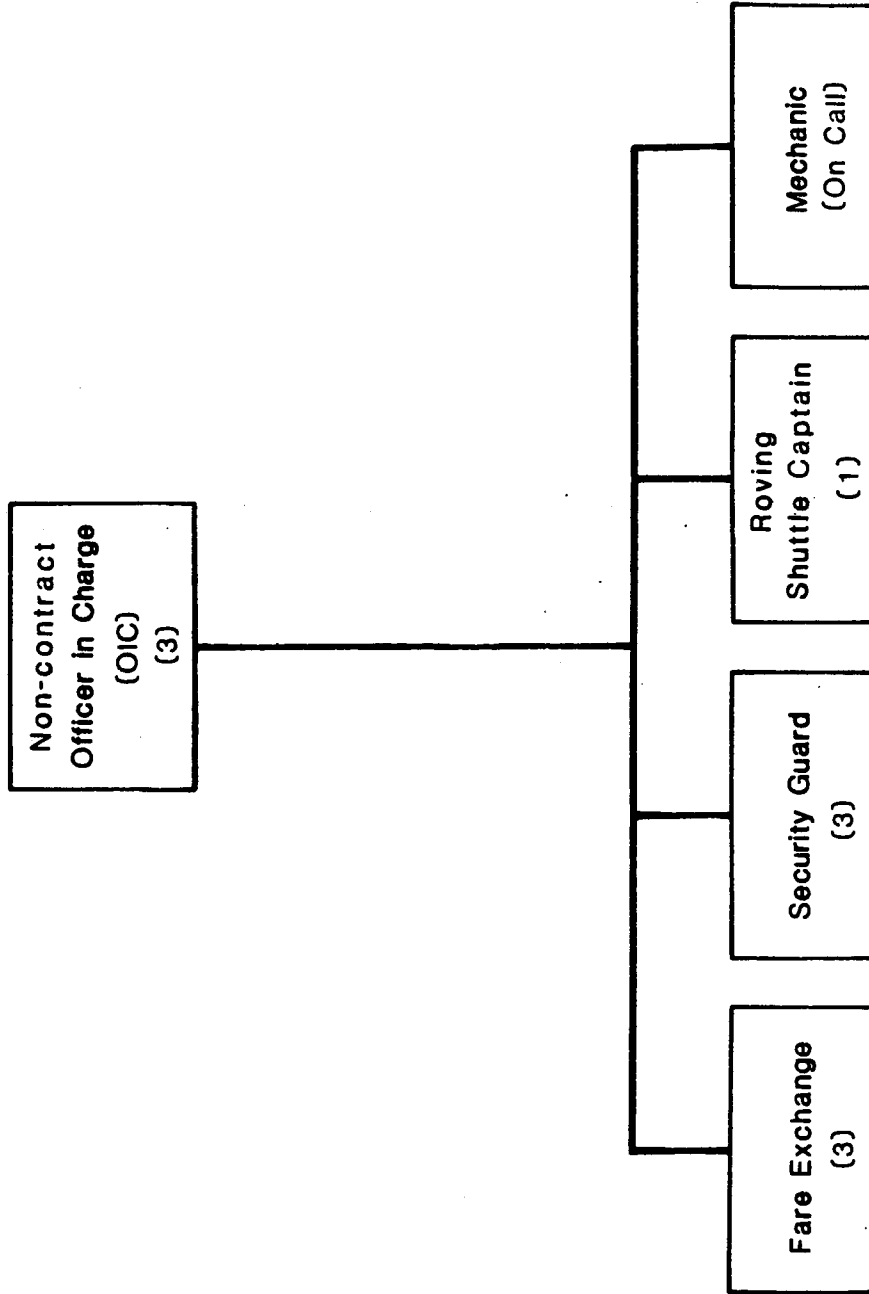


EXHIBIT 18

**CERRITOS PARK-RIDE
VENUE/TERMINAL
ORGANIZATIONAL CHART
Passenger Assistance Force**

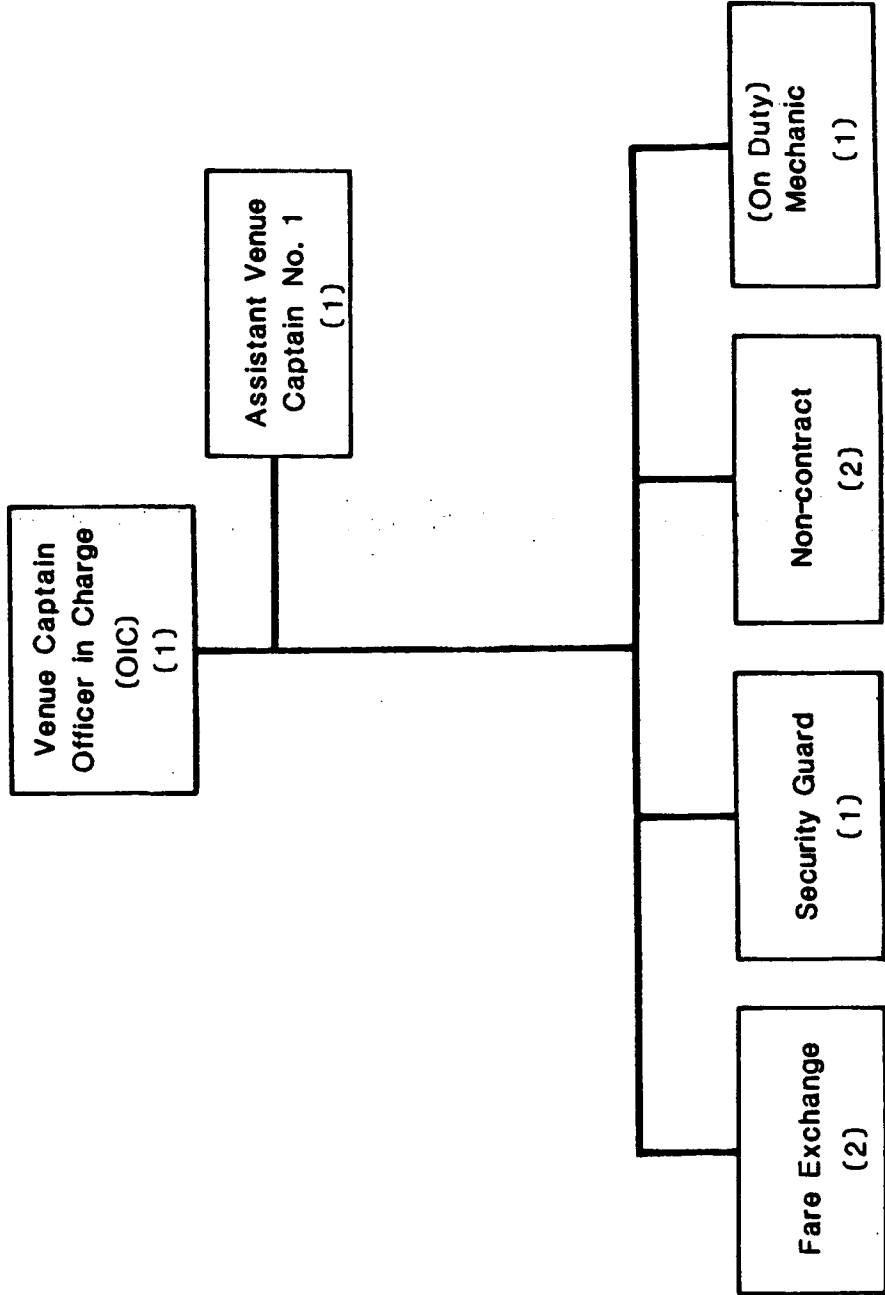


EXHIBIT 18

**CENTURY CITY PARK-RIDE
VENUE/TERMINAL
ORGANIZATIONAL CHART
Passenger Assistance Force**

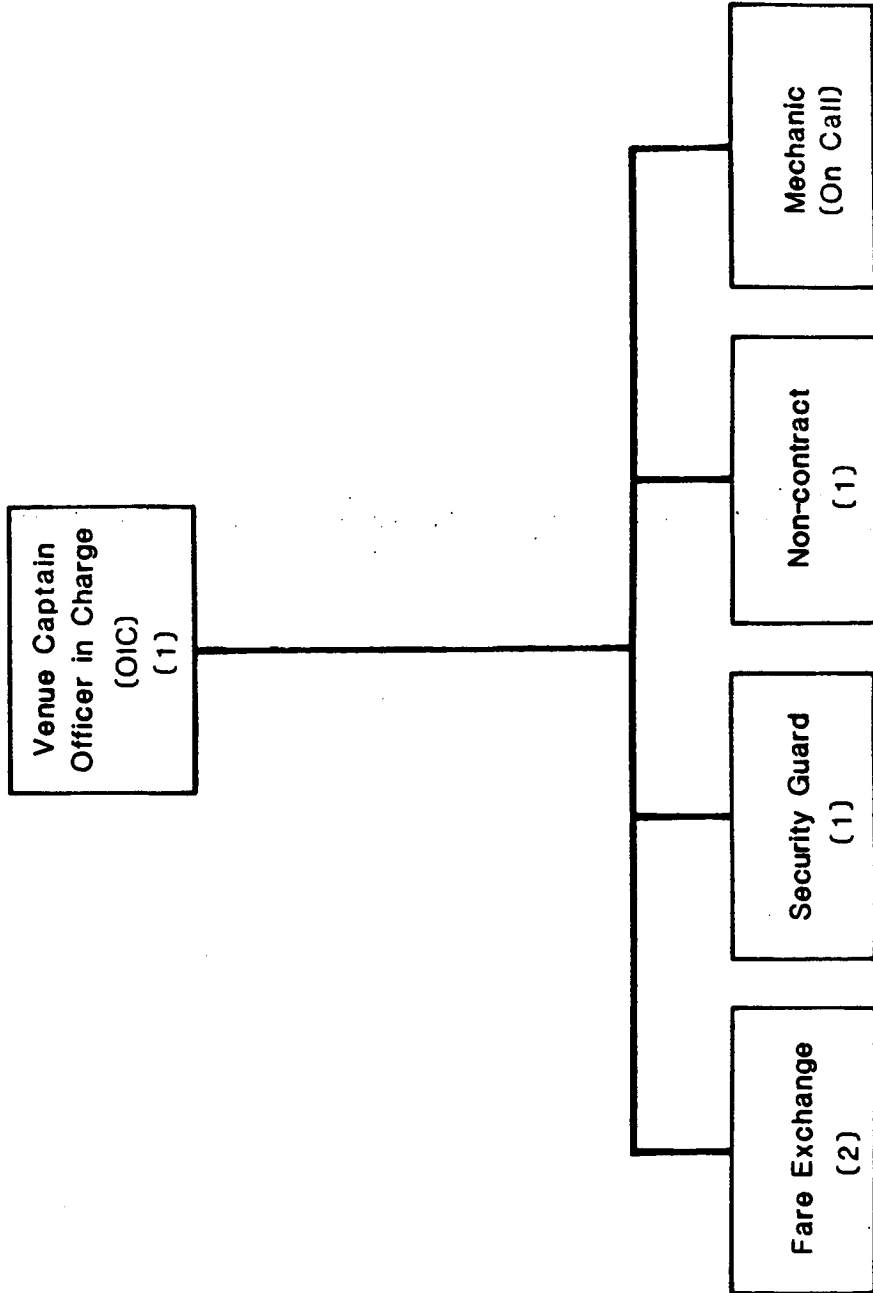


EXHIBIT 18

**CRENSHAW CENTER SHUTTLE
VENUE/TERMINAL
ORGANIZATIONAL CHART
Passenger Assistance Force**

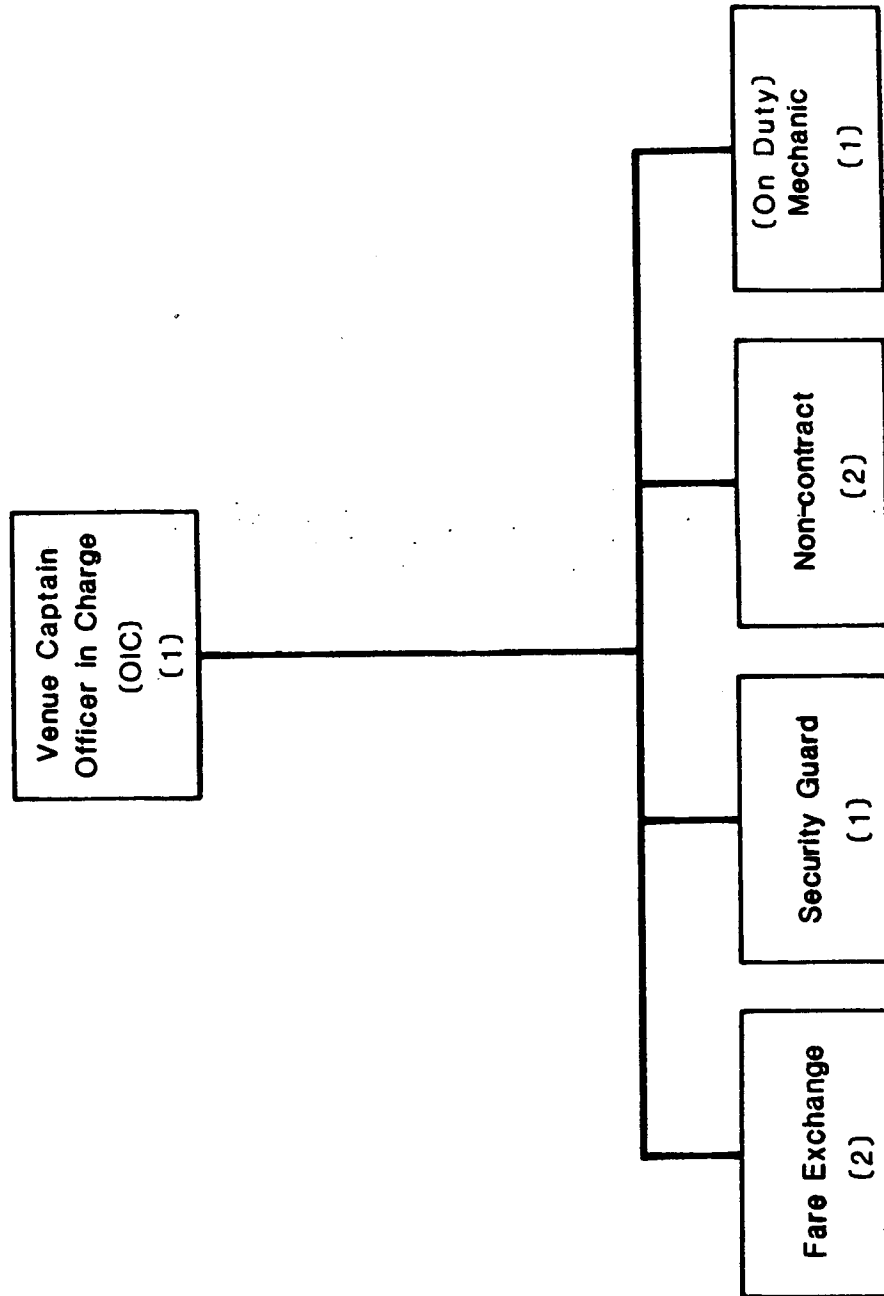


EXHIBIT 18

**DODGER STADIUM
VENUE/TERMINAL
ORGANIZATIONAL CHART
Passenger Assistance Force**

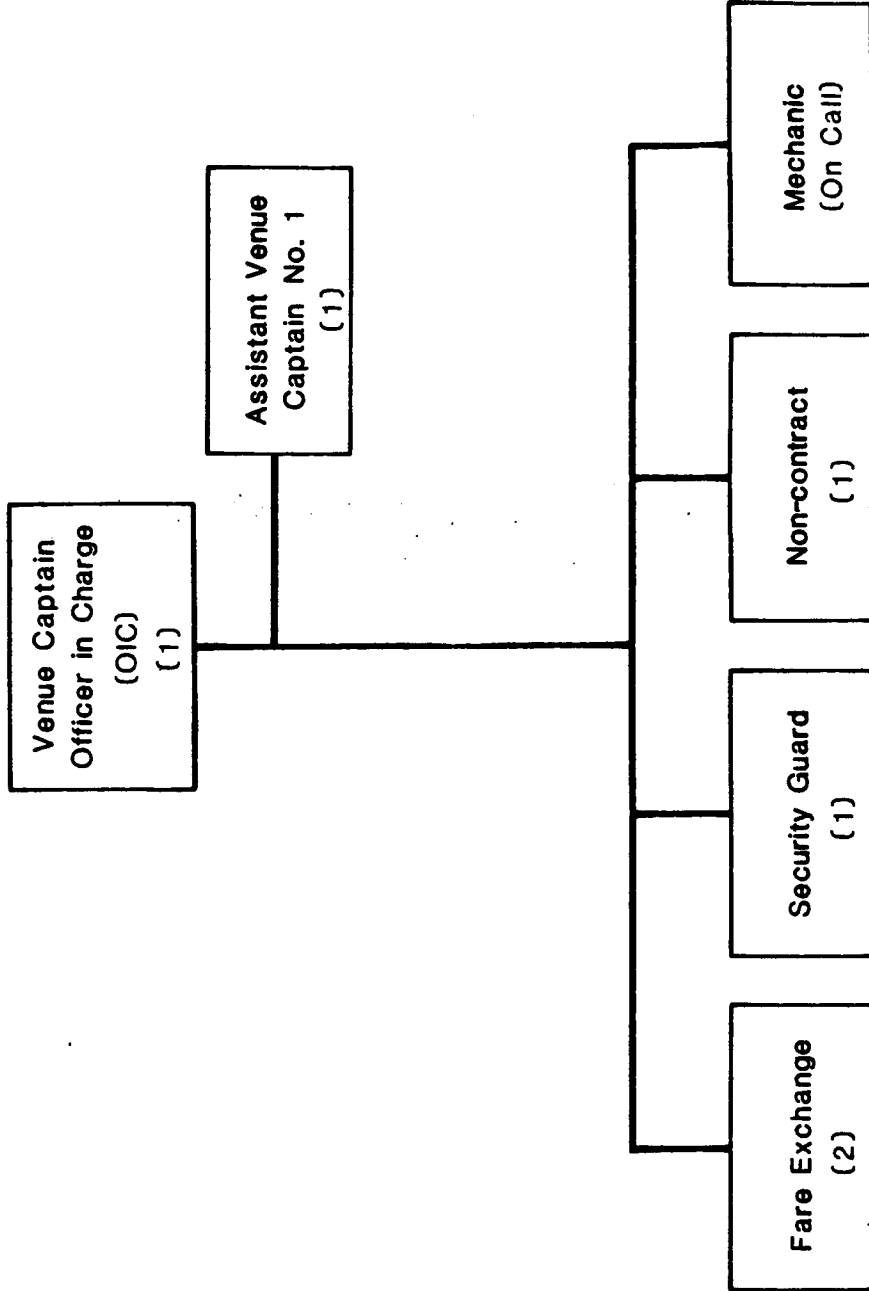


EXHIBIT 18

**EXPO PARK - FIGUEROA
VENUE/TERMINAL
ORGANIZATIONAL CHART
Passenger Assistance Force**

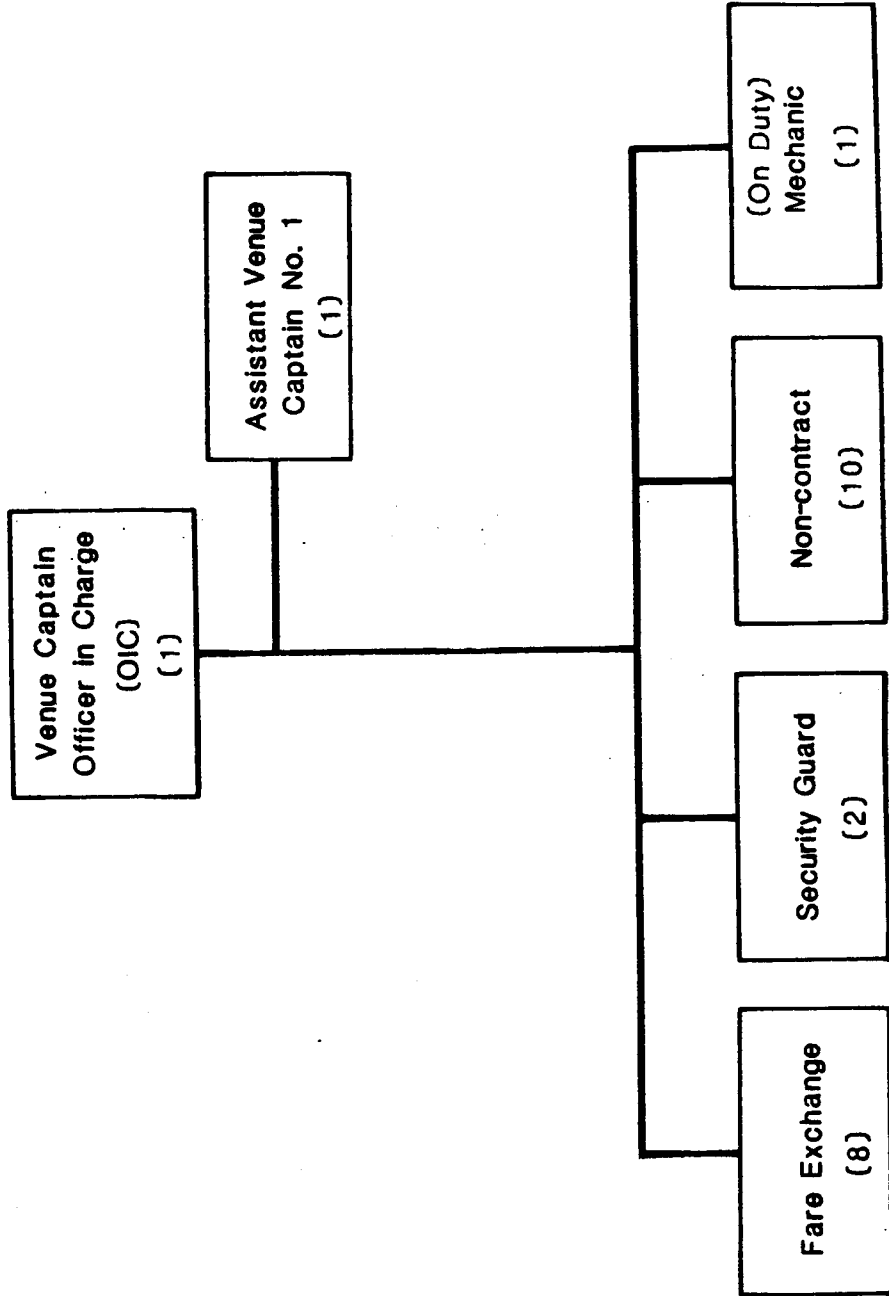


EXHIBIT 18

**EXPO PARK - VERMONT
VENUE/TERMINAL
ORGANIZATIONAL CHART
Passenger Assistance Force**

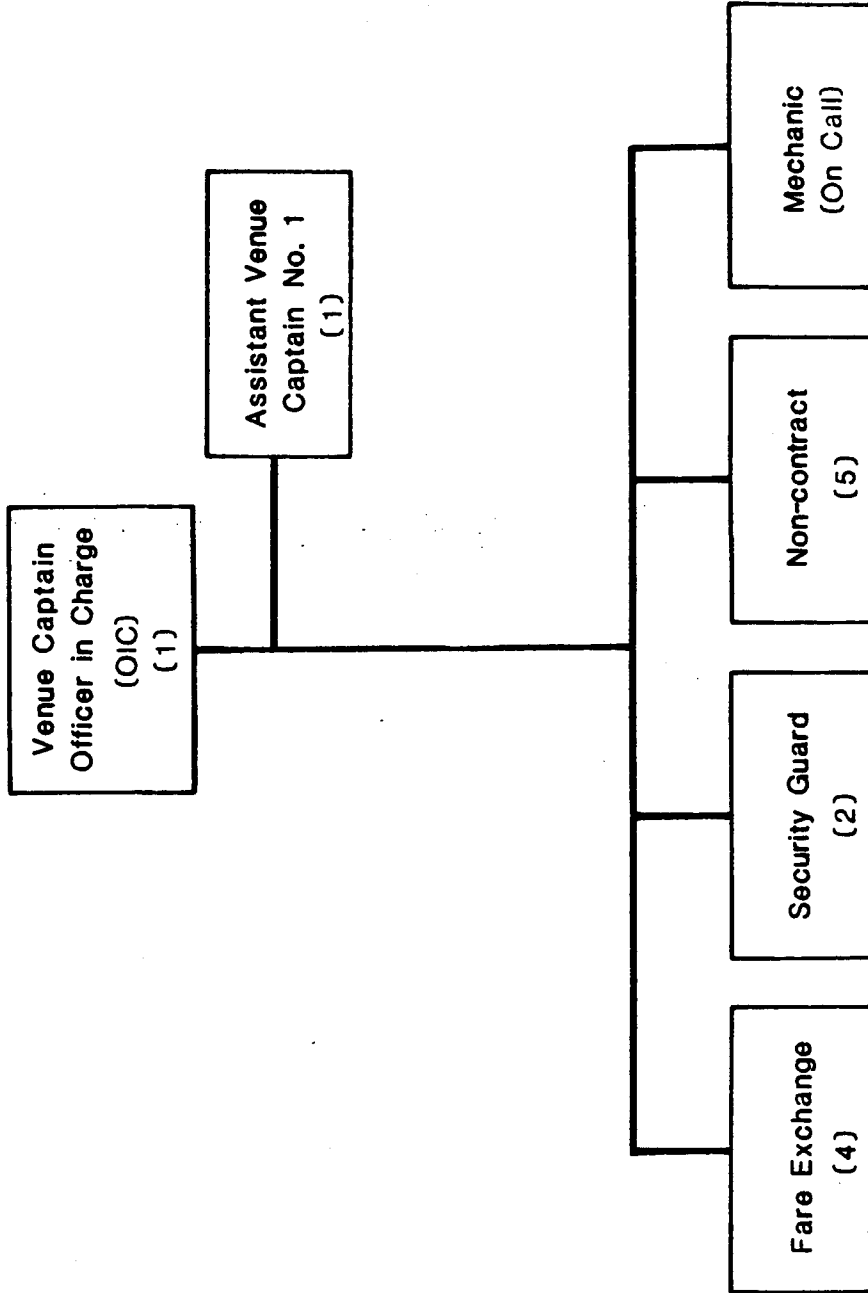


EXHIBIT 18

**FIGUEROA STREET SHUTTLE
VENUE/TERMINAL
ORGANIZATIONAL CHART
Passenger Assistance Force**

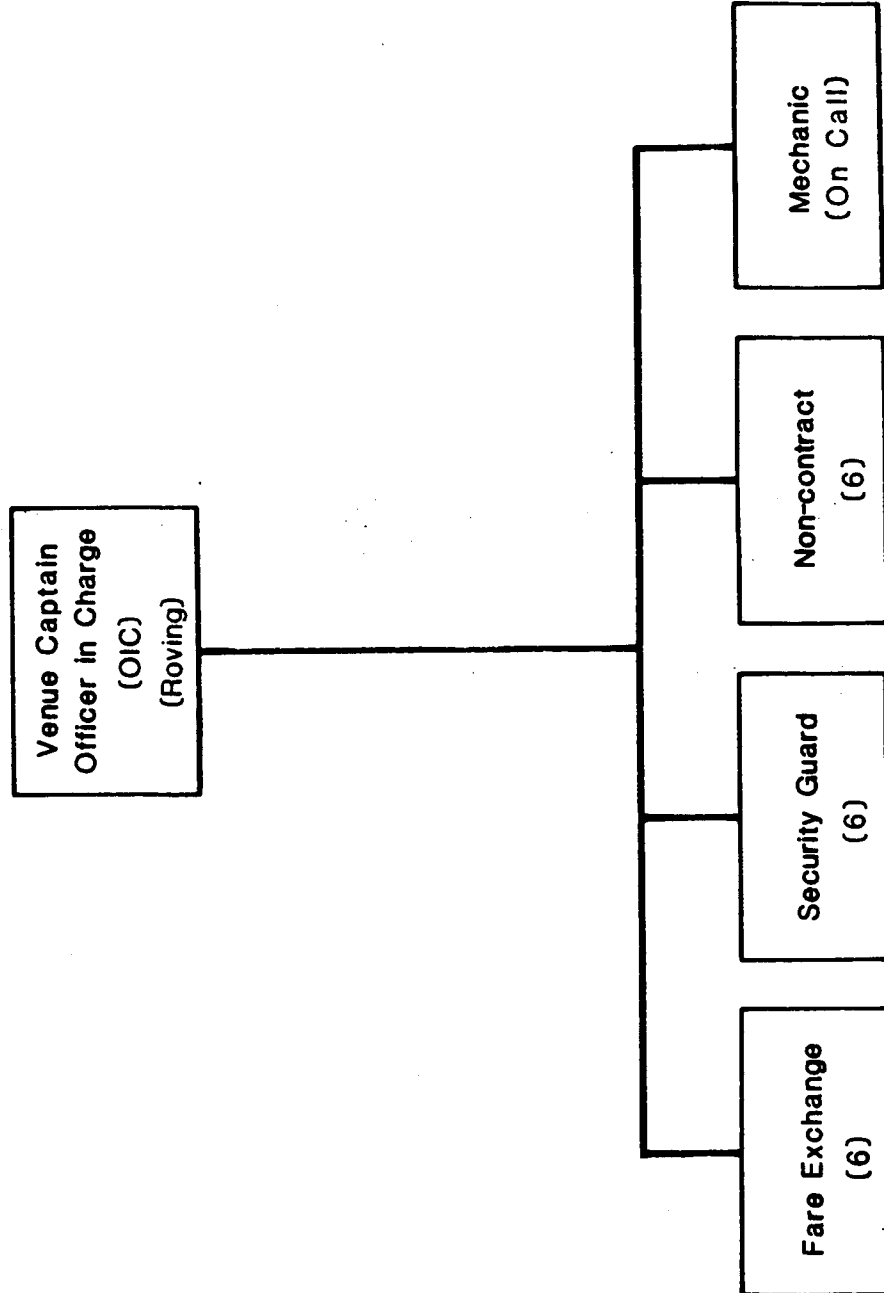


EXHIBIT 18

**HOLLYWOOD PARK PARK-RIDE
VENUE/TERMINAL
ORGANIZATIONAL CHART
Passenger Assistance Force**

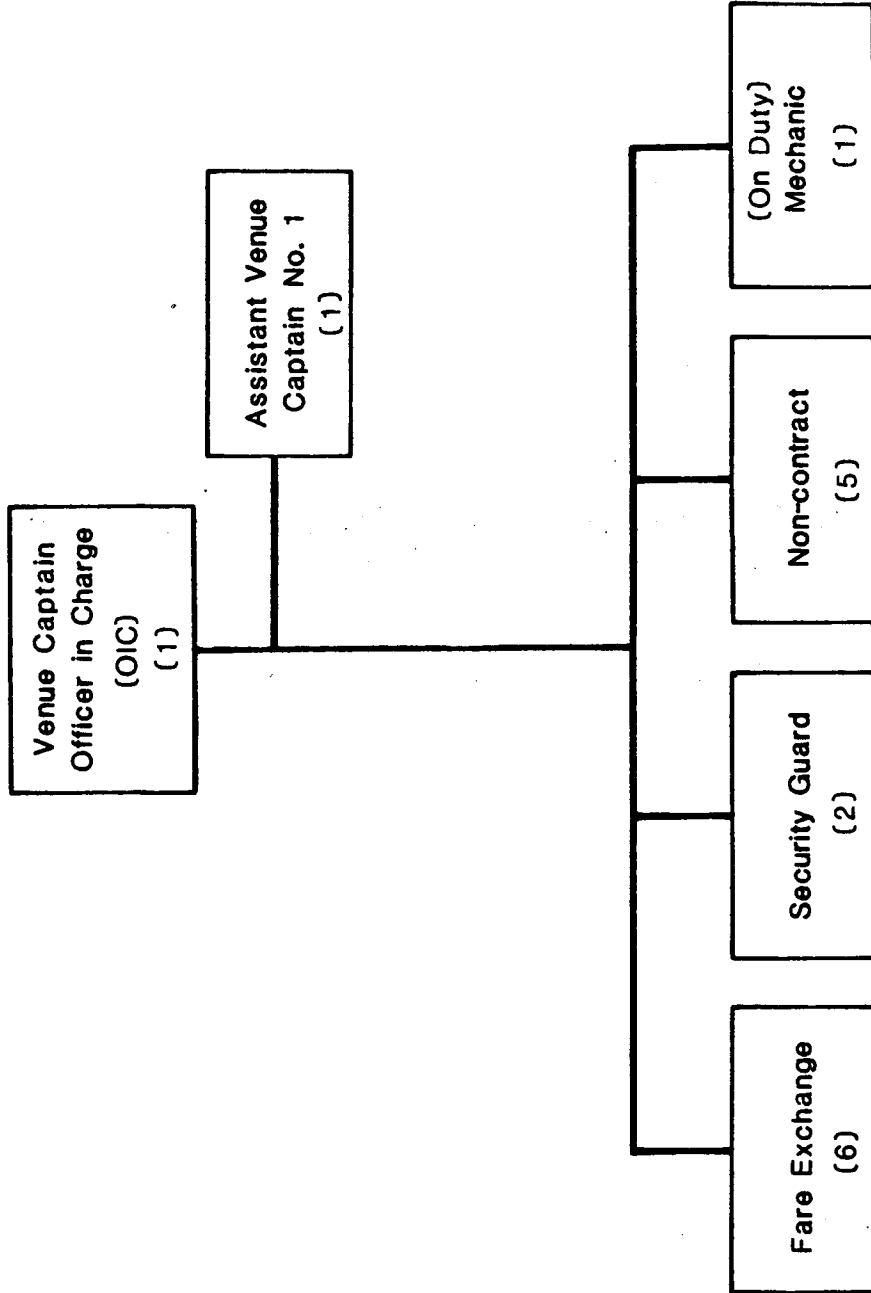


EXHIBIT 18

**LONG BEACH
VENUE/TERMINAL
ORGANIZATIONAL CHART
Passenger Assistance Force**

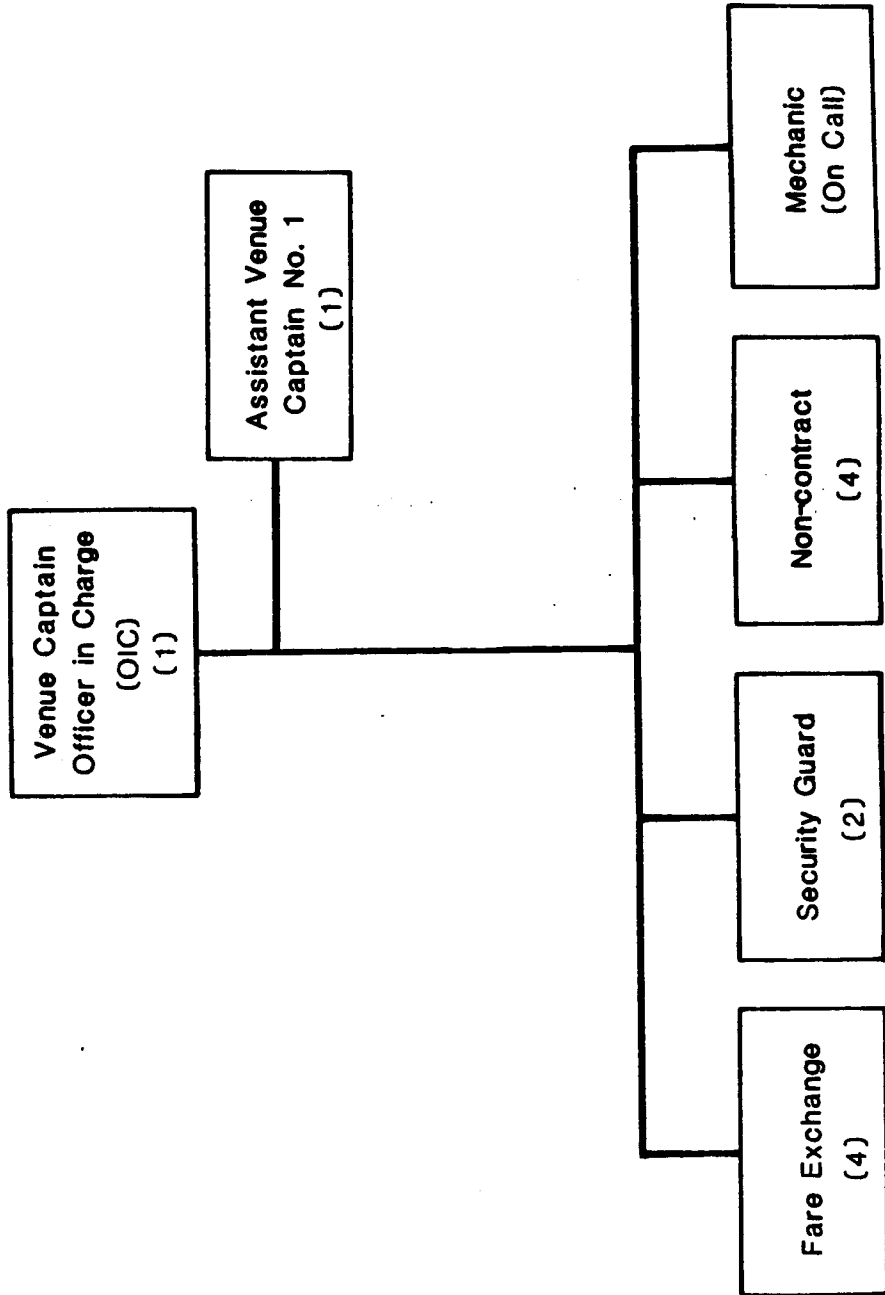


EXHIBIT 18

**LOYOLA UNIVERSITY
VENUE/TERMINAL
ORGANIZATIONAL CHART
Passenger Assistance Force**

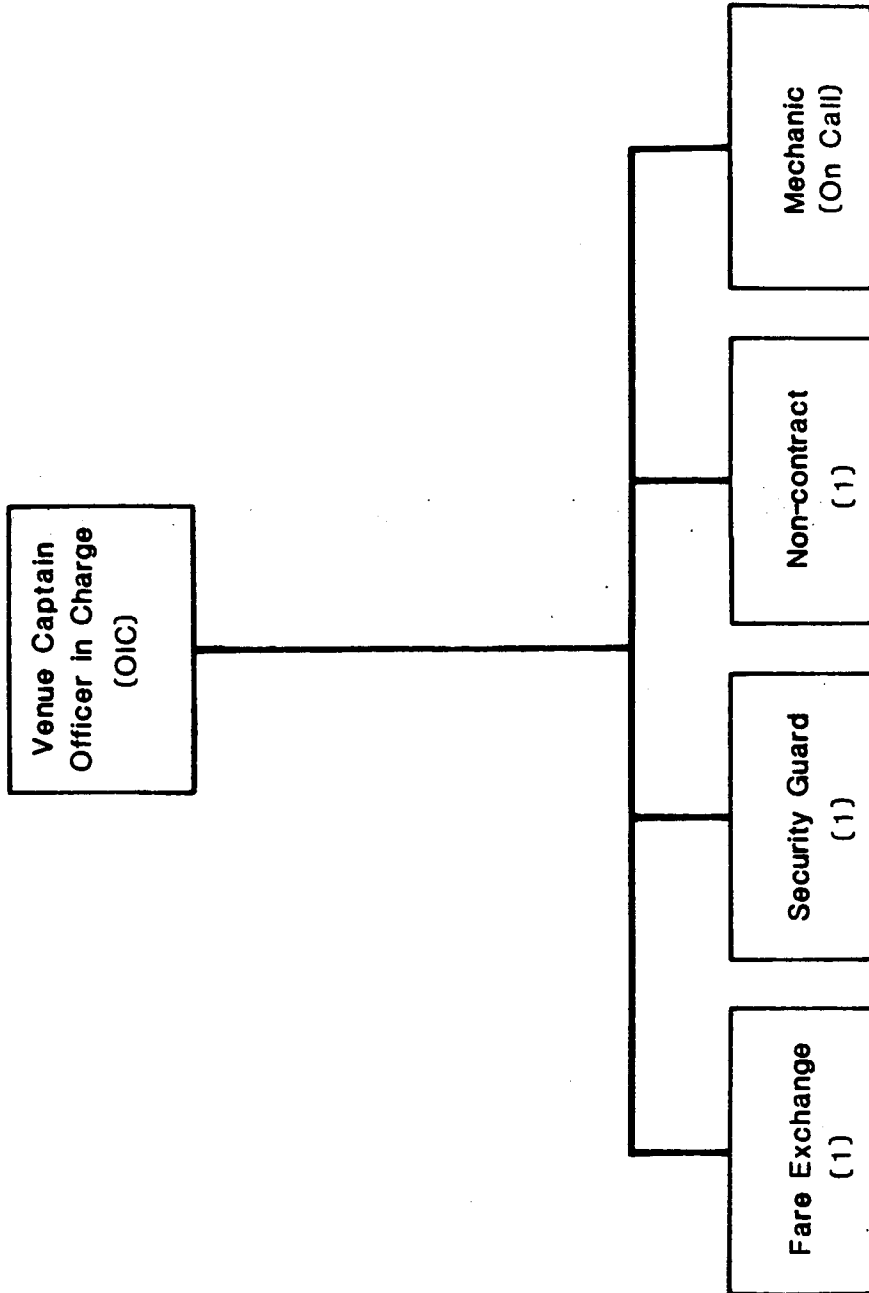


EXHIBIT 18

**98th AIRPORT SHUTTLE
VENUE/TERMINAL
ORGANIZATIONAL CHART
Passenger Assistance Force**

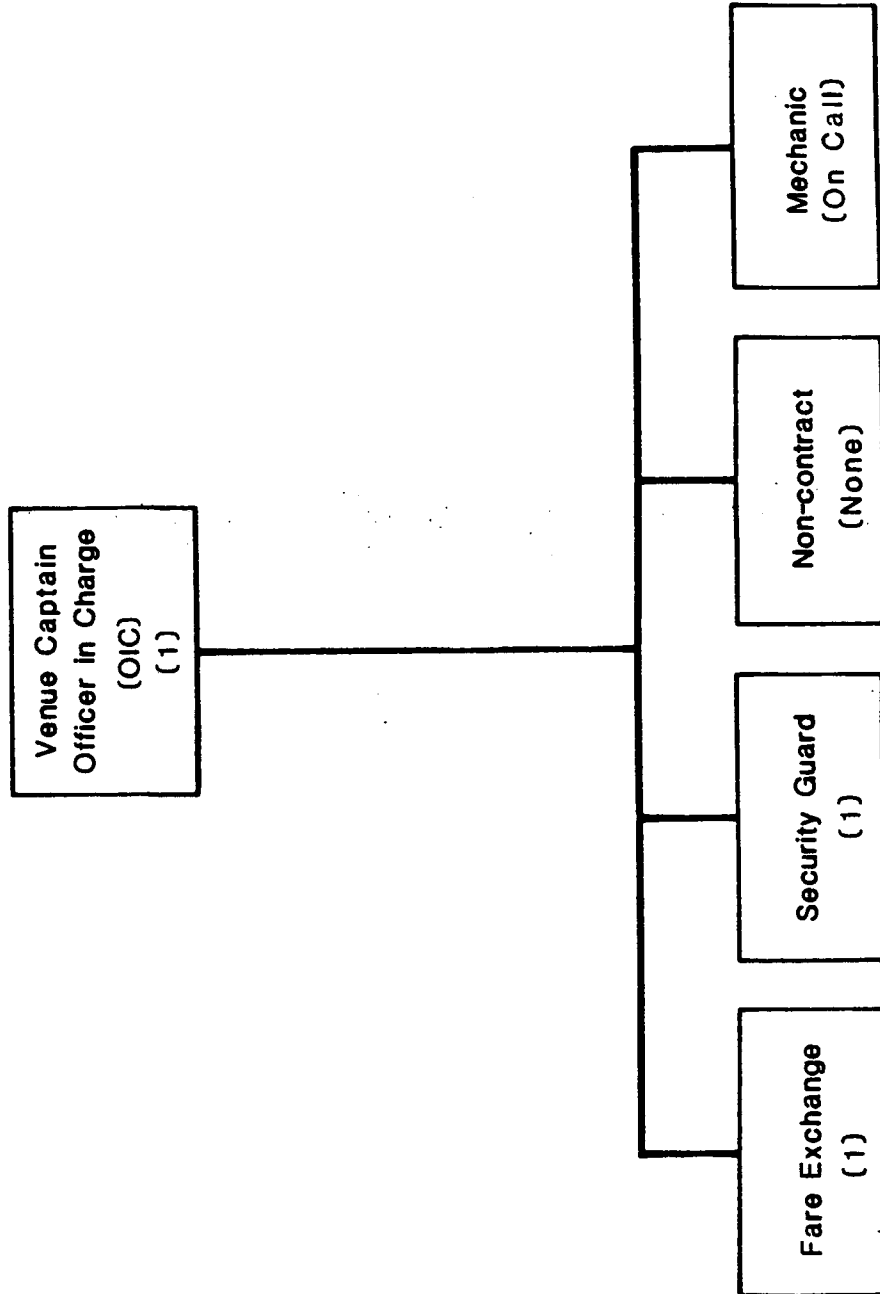


EXHIBIT 18

**PASADENA PARK-RIDE
VENUE/TERMINAL
ORGANIZATIONAL CHART
Passenger Assistance Force**

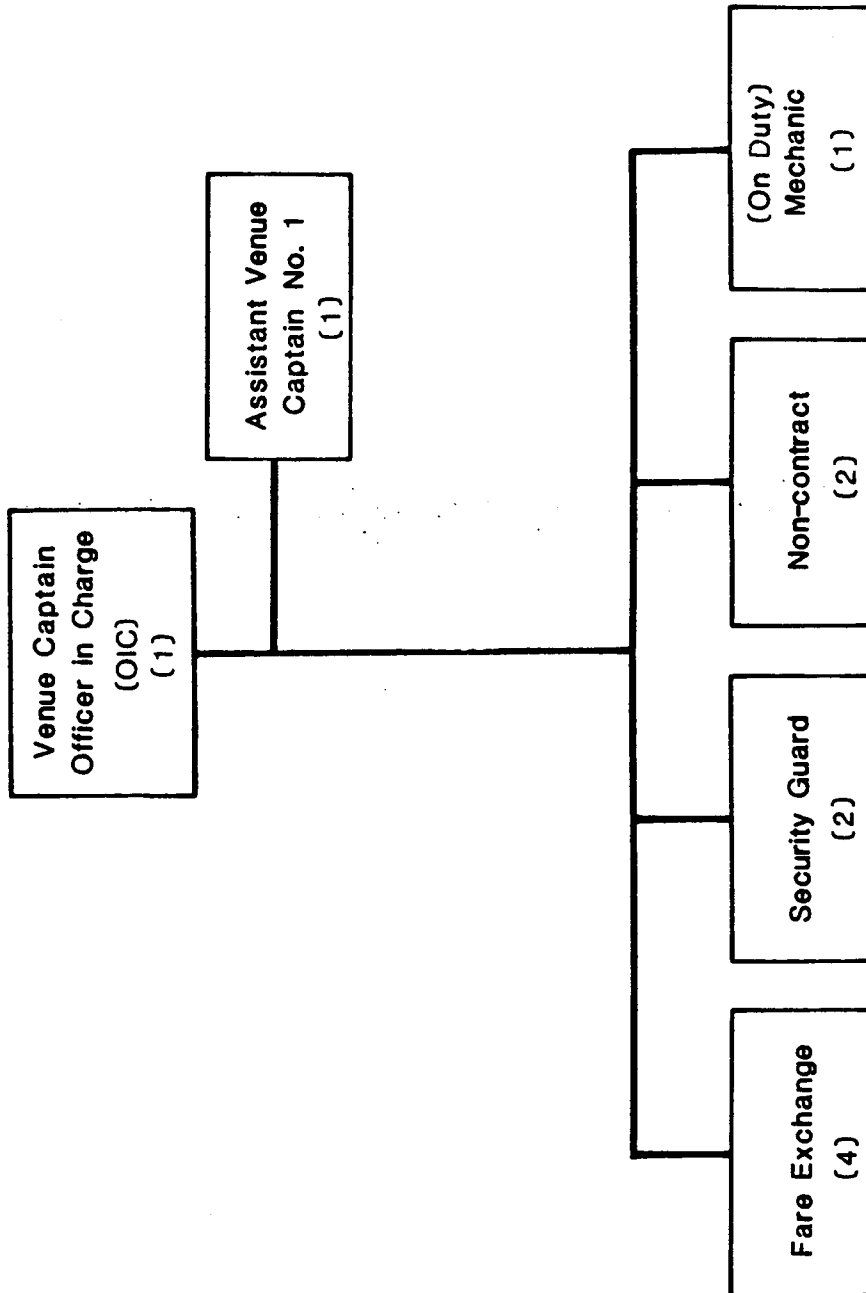


EXHIBIT 18

**ROSE BOWL
VENUE/TERMINAL
ORGANIZATIONAL CHART
Passenger Assistance Force**

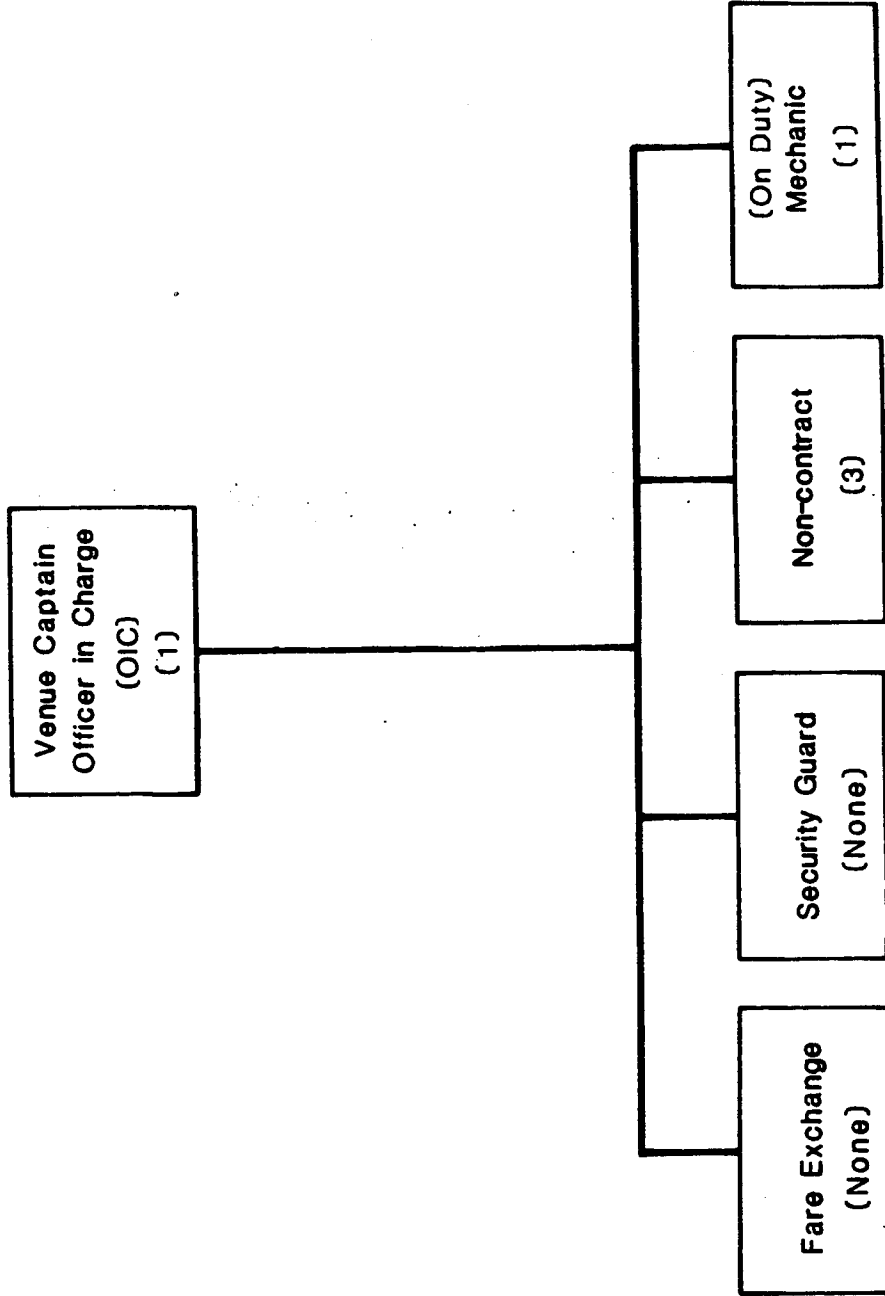


EXHIBIT 18

**ROSE BOWL (PARSONS) SHUTTLE
VENUE/TERMINAL
ORGANIZATIONAL CHART
Passenger Assistance Force**

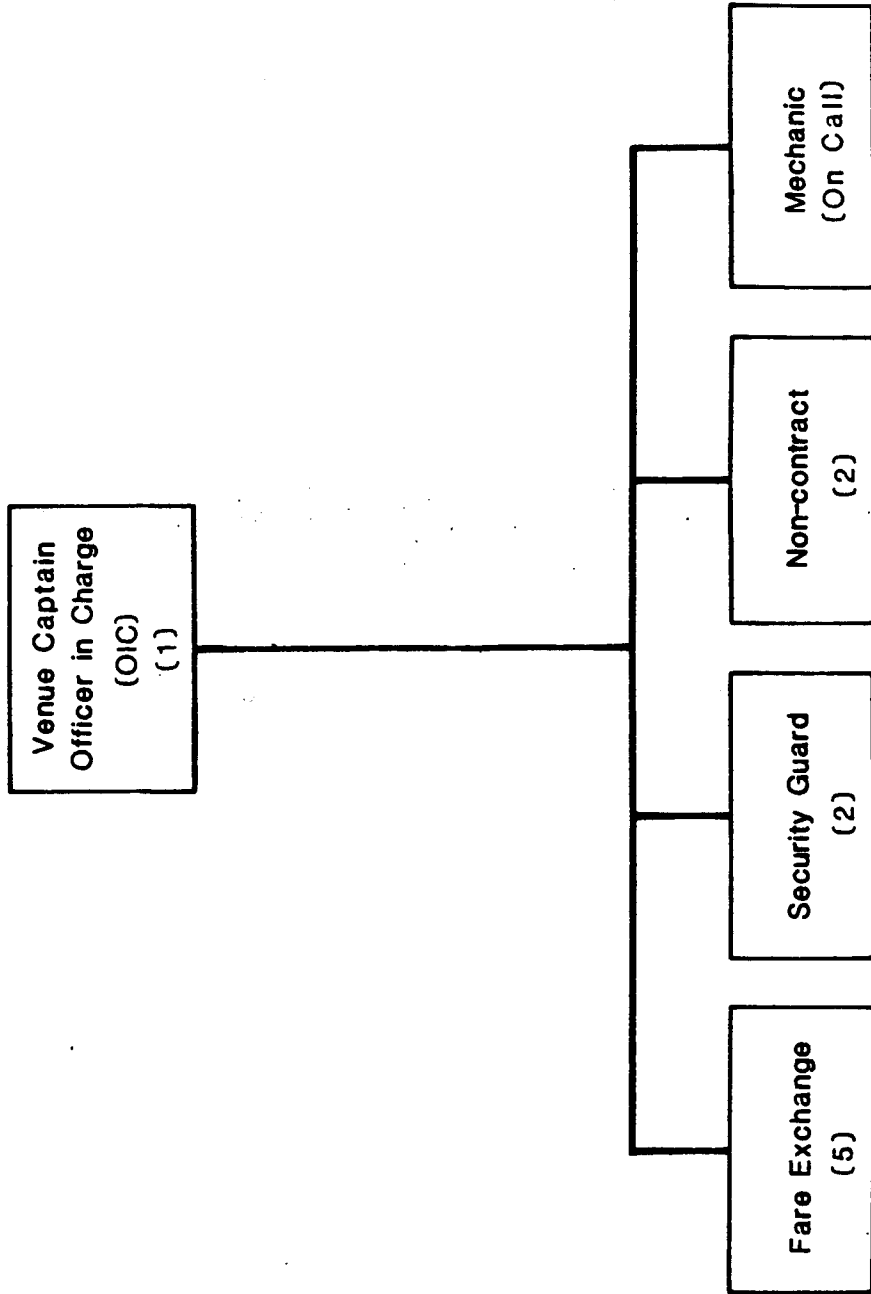


EXHIBIT 18

**SAN FERNANDO VALLEY PARK-RIDE
VENUE/TERMINAL
ORGANIZATIONAL CHART
Passenger Assistance Force**

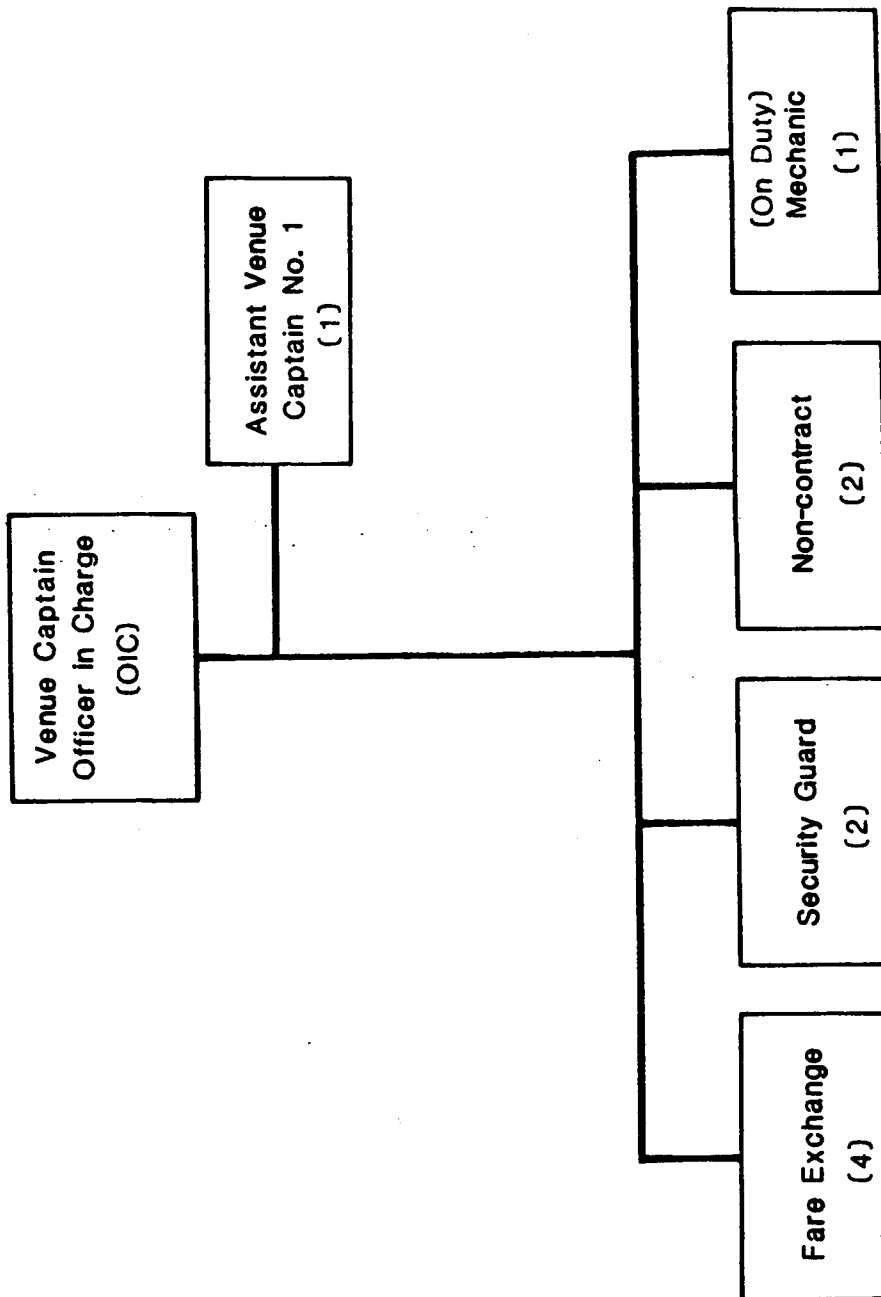


EXHIBIT 18

**SANTA ANITA
VENUE/TERMINAL
ORGANIZATIONAL CHART
Passenger Assistance Force**

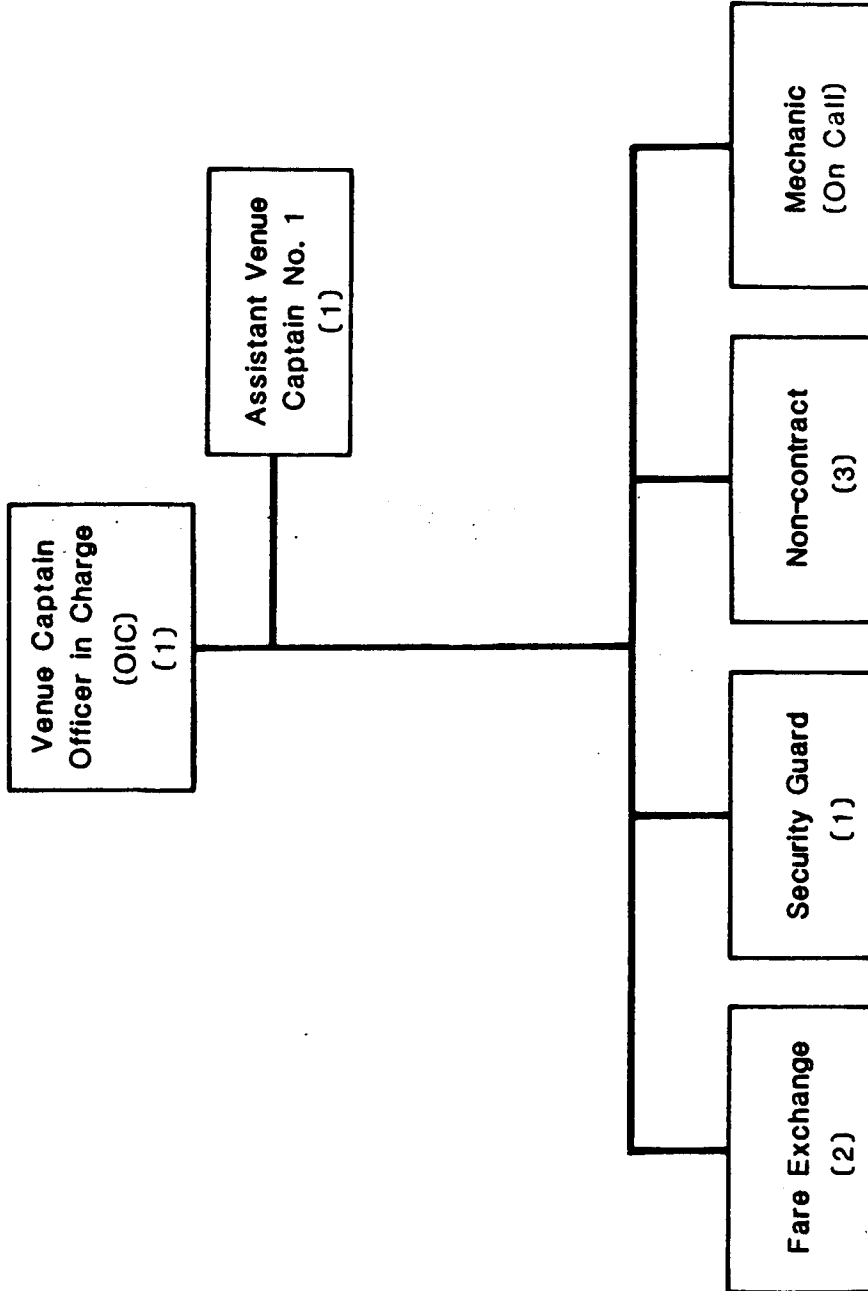


EXHIBIT 18

**U.C.L.A.
VENUE/TERMINAL
ORGANIZATIONAL CHART
Passenger Assistance Force**

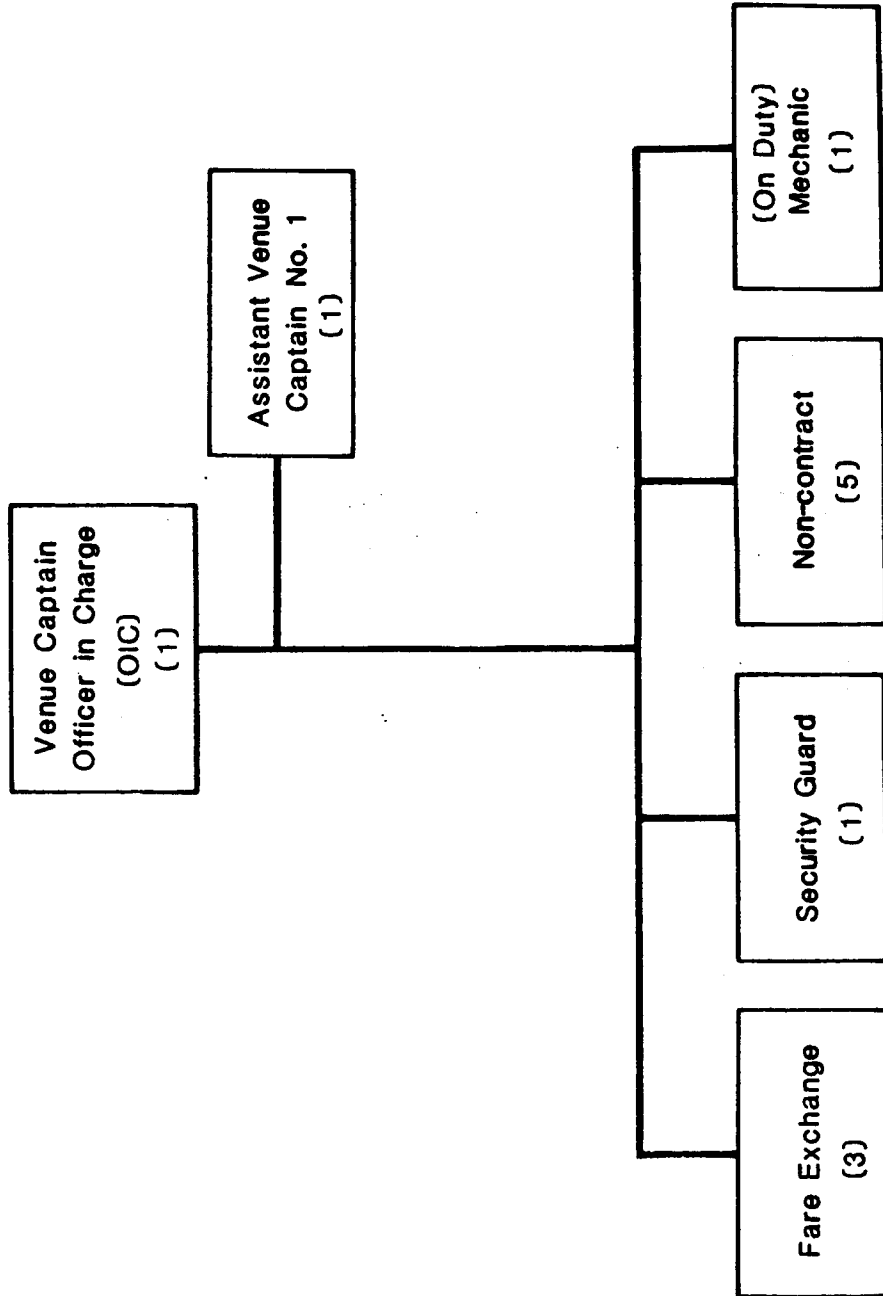


EXHIBIT 18

**VAN NUYS TERMINAL 24
VENUE/TERMINAL
ORGANIZATIONAL CHART
Passenger Assistance Force**

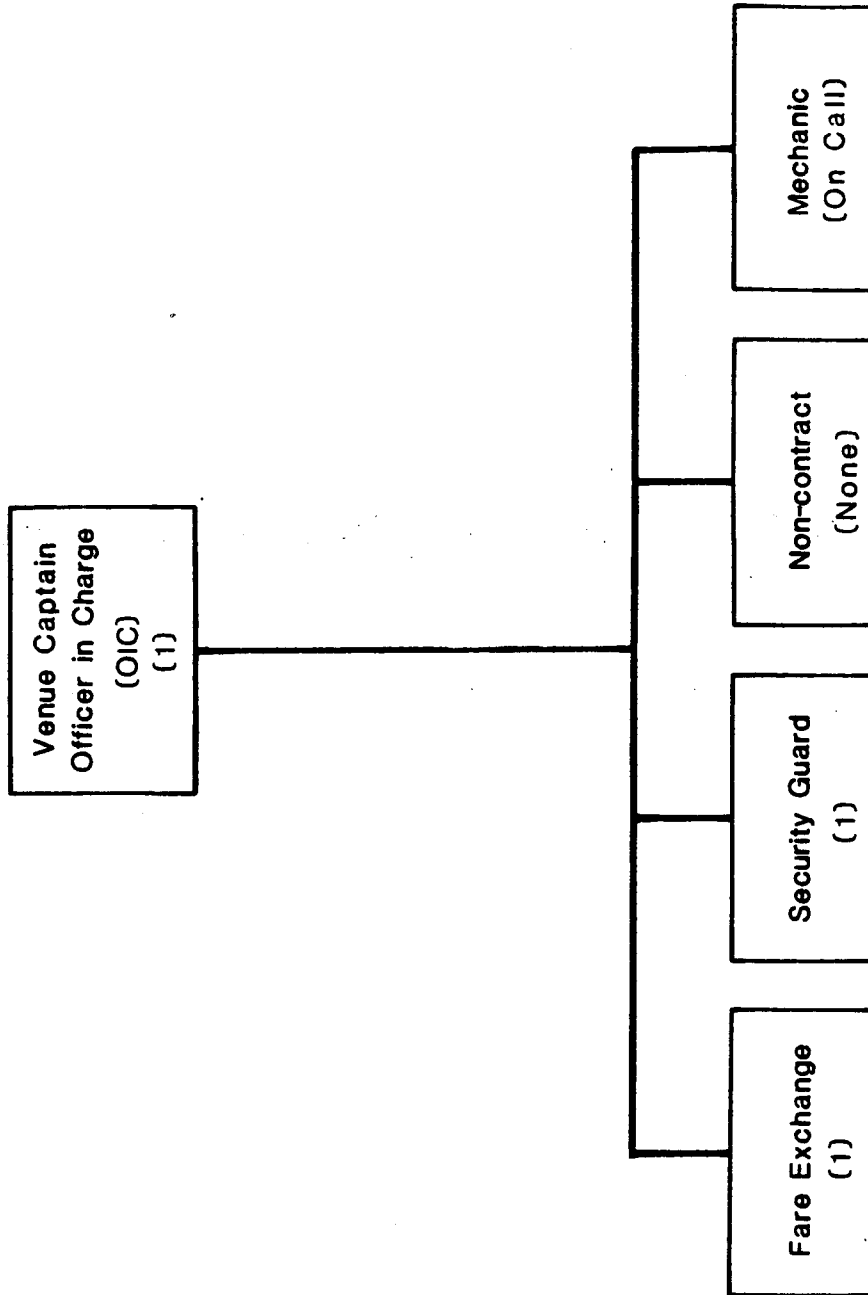


EXHIBIT 18

**WESTWOOD SHUTTLE
VENUE/TERMINAL
ORGANIZATIONAL CHART
Passenger Assistance Force**

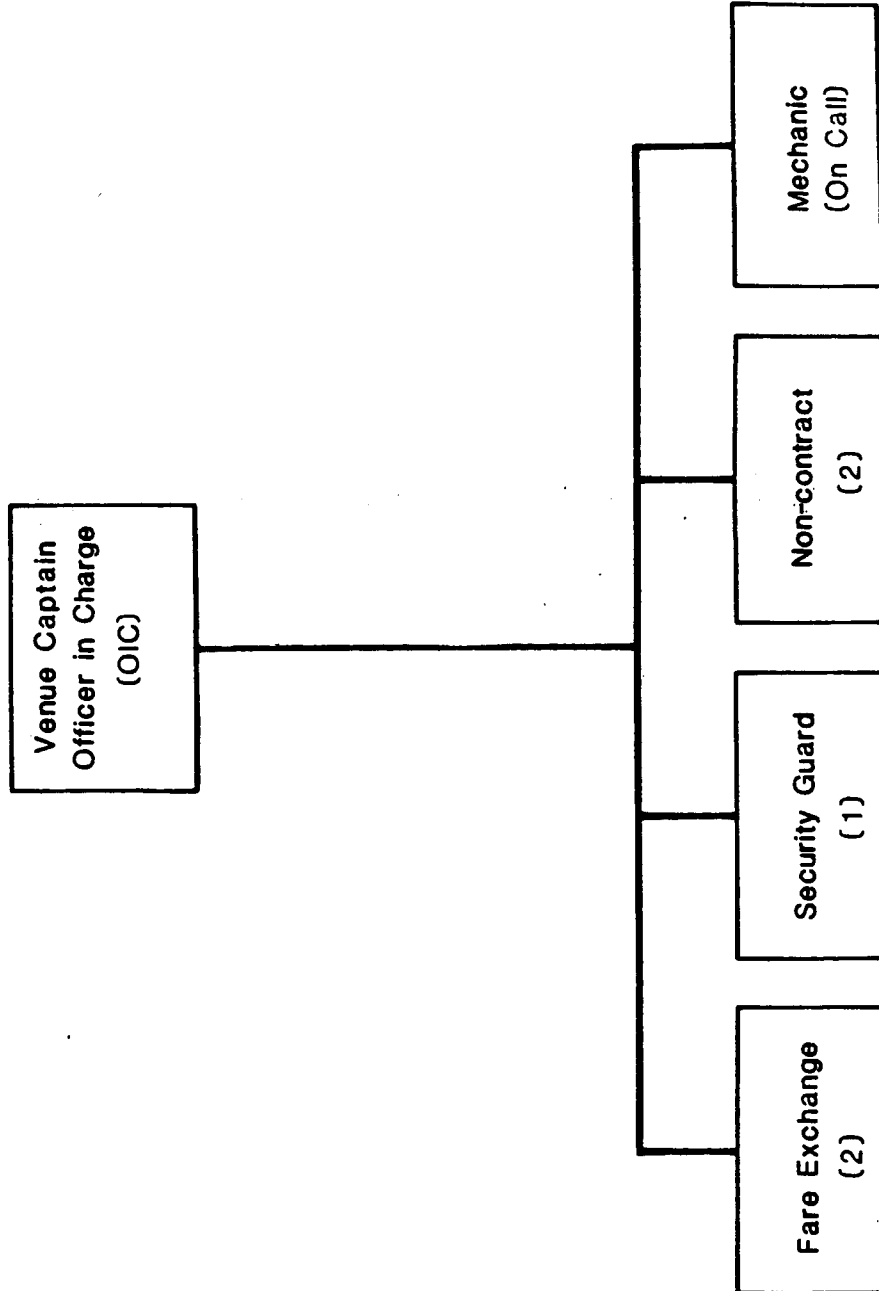


EXHIBIT 19

EXHIBIT 19

CLOSE DOWN PLAN

The Olympics will, for 16 days, place a significant burden on the District. Added services will be put into operation, additional staffing will be brought on board and trained, additional equipment will be used. On August 13, the Olympic operation will cease to exist and the District will return to its scheduled regular operation. However, the added Olympic-induced support manpower and equipment will still be present at the District. The District will need to reduce staffing levels and remove excess equipment to reach regular non-Olympic levels as quickly as possible in order to reduce the expenditures resulting from the Olympics.

Additionally, the provided Olympic services will need to be evaluated to see:

- if the service was self-supporting
- if the service was efficiently and effectively provided
- what was the impact to regular service.

The significance of these issues requires that a plan of action, the Close Down Plan, be prepared. This plan is the subject of this exhibit.

RETURNING TO REGULAR OPERATION

The effort to return to normal operation will significantly impact three distinct areas: manpower, equipment, and facilities. Reductions or redeployment in each is called for. The following describes in more detail the specific actions to be taken for each.

MANPOWER

The District will either have to reduce and/or redeploy manpower. Reductions will occur in Transportation, Maintenance, Accounting, Marketing, and Customer Information. Redeployment will involve Maintenance permanent contract positions and District-wide non-contract positions.

Staff reductions will require a two-phased process. The initial phase will actually be completed prior to the Olympics. It involves the identification, of all affected departments, a listing of the manpower that will be terminated or furloughed in the period immediately after the Olympics. Department heads will be required to assess their staffing and to develop this list of names by July 1, 1984.

The second phase will occur between August 13 and September 30. During this time period, the necessary paperwork will be completed by the affected departments, and by Personnel, to finalize the releasing of employees. This includes not only the authorizations and notifications needed to release, but also the establishment of recall lists for those positions in which employees will be furloughed.

The process is explained in Exhibit 11.

Staff redeployment will be handled in one of two ways:

- System shake-up to move Maintenance contract personnel back to their original work site at Division 14 (South Park) and Vernon Yards.
- Department head notification to non-contract subordinates to return to original work stations as of August 13, 1984.
- General Manager notification to disband the Olympic Task Force as of September 30, 1984.

The results of these redeployment strategies will be the re-establishment of manpower levels as necessary to operate the District's normal operation.

EQUIPMENT

The number of buses, autos, trucks, radios, and other equipment will each need to be reduced after the completion of the Olympics. The process is basically as described above for reducing manpower. The initial phase requires the identification by July 1 of all equipment to be sold or returned. The second phase occurs from August 12 through September 15 and entails processing the necessary paperwork to reduce the equipment levels as necessary.

Essentially, only four departments will be involved in this process. They are: Maintenance, General Services, Telecommunications, and Purchasing.

FACILITIES

Special facilities such as kiosks, bus stop signs, and on-site information signs, will all be needed to accommodate our passengers. For the most part, their usefulness after the Games will be restricted to transit or Olympic memorabilia collectors. Generally, therefore, it will be necessary for the District to dispose of these facilities.

All special Olympic facilities will be identified by August 10, 1984 by Transportation, Maintenance, Marketing, Customer Relations, Stops and Zones, and other affected departments. These departments and/or Bus Facilities will then take appropriate steps to remove or demolish these facilities. This process is to be completed by September 15, 1984.

EVALUATE OLYMPICS

The Olympic evaluation will be completed by December 31, 1984. The analysis will assess the following issues: the economic selfsufficiency of the Olympic service; the impact to regular service; ridership and productivity of regular and Olympic services during the Olympics; effectiveness and efficiency of the Olympic service. The study design and schedule are presented in Exhibit 19.1.

EXHIBIT 19.1

STUDY DESIGN AND SCHEDULE OF POST-OLYMPIC ACTIONS/STUDIES
NEEDED TO ASSESS IMPACT OF SERVICES

| ACTION/STUDY | DEPARTMENT RESPONSIBLE | ESTIMATED COMPLETION DATE |
|---------------------------------|--|---------------------------|
| Establish Evaluation Procedure | Planning | July 1, 1984 |
| Collect Necessary Data | PAF, Accounting, Planning, OMB, Transportation, Maintenance, Marketing | October 31, 1984 |
| Conduct Olympic Impact Analysis | Planning | November 30, 1984 |
| Prepare Report | | |
| - Preliminary Assessment | Planning | September 15, 1984 |
| - Final Report | Planning | December 31, 1984 |

Exhibit 19.2 lists the specific actions that must occur and a schedule for completion.

EXHIBIT 19.2

DESCRIPTION AND SCHEDULE OF POST-OLYMPIC
ACTIONS NEEDED TO RETURN THE DISTRICT TO NORMAL OPERATIONS

| ACTION | DEPT. RESPONSIBLE | SCHEDULE FOR COMPLETION |
|---|---|-------------------------|
| <u>Reduce Manpower Levels</u> | | |
| - Terminate or furlough temporary Olympic employees | Every affected SCRTD Department | September 30, 1984 |
| - Reassign non-contract to regular assignments | Every affected SCRTD Department | August 13, 1984 |
| <u>Reduce Equipment Levels</u> | | |
| - Return leased equipment | Maintenance, General Services, Telecommunications | August 30, 1984 |
| <u>Reduce Facilities</u> | | |
| - Reduce, remove, renovate facilities as required | Bus Facilities, Stops and Zones, Transportation, Maintenance, Marketing, Customer Relations | September 15, 1984 |
| <u>Disband Olympic Task Force</u> | General Manager | September 30, 1984 |

In order to return to normal pre-Olympic levels of operation, it will be necessary to reduce staffing levels and remove excess equipment. Exhibit 19.3 describes the roles and responsibilities of each department.

Objectives established in Chapter 2.0 will serve as a guide in executing the tasks.

- (1) Reduce manpower to pre-Olympic levels within 45 days.
- (2) Reduce equipment to pre-Olympic levels within 30 days.
- (3) Reduce or eliminate special Olympic facilities within 30 days.
- (4) Perform audits and determine actual costs and revenues of the Olympic service within three months of the conclusion of the Games.
- (5) Evaluate the impact on SCRTD of gearing up for, providing for, and closing down of the Olympic operation as quickly as possible.

EXHIBIT 19.3

OLYMPIC ROLES AND RESPONSIBILITIES BY DEPARTMENT
(POST OLYMPIC PERIOD)

| DEPARTMENT | POST OLYMPICS |
|--|--|
| Accounting/ Fiscal | Staffs down; tabulate final revenue and expenses of Olympic Service; continues to process revenue and expenditures of token sales; audit/post; provides data to OMB. |
| Bus Facilities | Oversees removal of Olympic facilities. |
| Customer Relations | Reduces staffing to normal operational level. |
| Employee Relations | None. |
| General Services | Reassigns, removes, cancels equipment or services. |
| Legal | None. |
| Maintenance | Reduces bus fleet as necessary; reduces, retains or reassigns manpower; return lease buses in condition received. |
| Marketing | Continues sale of tokens; reduces staffing. |
| Office of Management and Budget (OMB) | Prepares report of revenues and expenditures for the Olympic Service. |
| Personnel | Processes temporary staffing furlough or termination paperwork. |

EXHIBIT 19.3
(CONT'D)

OLYMPIC ROLES AND RESPONSIBILITIES BY DEPARTMENT
(POST OLYMPIC PERIOD)

| DEPARTMENT | POST OLYMPICS |
|--------------------|--|
| Planning | Prepares evaluation of the Olympic services. |
| Print Shop | Prints regular schedule material and evaluation reports. |
| Purchasing | Terminates contracts. |
| Real Estate | Terminates leases. |
| Schedules | Help collate and prepare data for analysis. |
| Telecommunications | Reprogram electronic headsigs; returns added equipment as necessary. |
| Transit Police | Evaluation of events' actions during Olympics. |
| Transportation | Reduces staffing. |

Exhibit 19.4 describes general levels of authority that will exist subsequent to the Games.

EXHIBIT 19.4

DELINEATION OF AUTHORITY FOR OLYMPIC SERVICES

| DEPARTMENT | POST OLYMPICS |
|--------------------------------------|--|
| Board of Directors | Review Olympic Service Evaluation Reports. |
| General Manager | Oversee and approves evaluation report. |
| Olympics Task Force | Under authority of General Manager, responsible for down-scaling District operations. Oversees preparation of evaluation plan. |
| Executive Staff and Department Heads | Implements decisions of Task Force. |

EXHIBIT 20

EXHIBIT 20

CONTINGENCY PLANNING

A true optimist would be a person who just knew that the District would put in schedules, manpower and equipment as originally planned, without modification. He would also just know that our services would not need to be altered due to extraordinary traffic problems.

It would be ideal if the Olympic services were to be implemented as planned. However, the plans for the Olympic services are based upon reality. And realistically, it is known that the services will not all go in as planned. On the spot adjustments may need to be made to accommodate changing field conditions.

The plan allows for these changes and sets up a procedure for service modification (See Chapter 7). Toward that end this report looks at the various anticipated contingency measures that have been developed which: describe likely problems that may occur, and details solutions or responses to these problems.

The problems cited are not necessarily restricted to the Olympic period. In fact, most are being experienced on our present regular operation. The responses described in this report are thus not necessarily new or specific to the Olympics. They are usually contingency measures that are being exercised at the present time as part of the District's standard operating procedures.

The following internal and external problems may occur:

INTERNAL

- Lack of Supplies, Parts, and Fuel
- Major Equipment Failure
- Lack of Manpower
 - (1) Maintenance Personnel
 - (2) Operators
- Expanded Radio Communication Requirements
- Deployment of Lease Buses
- Redeployment of Service Based on Excessive Demand on Regular and Olympic Services
- Additional Personnel
 - (1) Passenger Assistance Force
 - (2) Information Clerks
 - (3) Ticket Clerks

EXTERNAL

- Outside Maintenance and Towing Agreements
- Power Failures

INTERNAL CONTINGENCY
EMERGENCY PREPAREDNESS

The Maintenance Department has been planning for the Olympics for over a year. Attempts have been made to foresee every type of emergency which might arise. The expertise and experience of other "Olympic cities" have been used as models for District Maintenance efforts and emergency preparedness. Through all of the planning effort and research, three significant areas have continuously emerged as vulnerable:

- (1) Lack of supplies, parts, fuel, etc.
- (2) Major equipment failure at one site.
- (3) Lack of manpower, sick-in, or unforeseen maintenance overload at one or two divisions.

1. SUPPLIES, PARTS, FUEL DELIVERY

Prior to July 28, every division storeroom will be stocked to capacity with both software and hardware necessary to maintain at least seven (7) days of operation. This would include filters, lights and light bulbs, and parts known to be used on a regular basis. Night delivery has been arranged to allow for the traffic congestion which we know will exist in daylight hours. Our fuel supplier has also agreed to night fuel drops for the same reason. In addition, in the event of a work stoppage at the refinery, a second supplier has agreed to supply us our fuel requirements. Finally, a research of existing antipollution measures and fire laws has been made. We have ascertained that in-field refueling is legal and possible with existing suppliers; however, that would only take place under the most dire of emergency circumstances.

2. MAJOR EQUIPMENT FAILURE

Each division generally has a different fleet mix. In the event that any given series of coach were to suffer catastrophic failure, plans have already been made to move some coaches from other operating divisions. If

all Neoplan and Carpenter buses are delivered and in service prior to the Olympic Games, there will also be a small Reserve Fleet to call upon. However, it has been ascertained that if the District does not lease any buses, it will not be possible to call upon lease buses from other properties to take care of emergencies. Lease buses must be prepared with fareboxes and headsigns, and drivers must be trained to operate them. All of that makes it impossible to use lease buses as an emergency back-up.

3. LACK OF MAINTENANCE PERSONNEL

There are at least three (3) days during the Games where a major part of several divisions' fleets will be on the road for twenty (20) or more hours. This makes it extremely difficult to perform normal maintenance or to repair expected, and therefore normal, failures. This means that on any given shift, we may be required to repair more vehicles than is possible with existing manpower. There is also the possibility of major fatigue or even a sick-in. The latter is a phenomenon that occurs in our daily operation. Maintenance has already planned to transfer personnel from other divisions to the "problem division(s)" to take care of such emergencies.

4. LACK OF OPERATORS

The Schedule Department supplies each division with a priority cancellation list. This list is used for three purposes:

1. Cancellation for lack of operators,
2. Cancellation for lack of equipment,
3. Cancellation for inclement weather.

It should be noted that the list is seldom ever used. However, the list is capable of removing approximately 250 peak hour buses from the system without serious impact on ridership. During severe rain storms, the list is used and the system still provides adequate service. No contract service is ever withheld.

Each division has a different priority list, tailor-made to its particular needs. It would appear that a similar list should be devised for Olympic service emergencies.

5. POWER FAILURE

In addition to the above, emergency generators have been installed at each operating division which "kick in" if there is a power failure. During the recent episode where most of Los Angeles lost power, our divisions operated in a normal manner.

During the Games, Facility Maintenance will station personnel at the operating divisions. The normal practice is for all of them to work out of Vernon Yards and Division 11. By having them stationed at the divisions, their reporting for duty time and shift change time coincide with high productivity hours on vacuum, refueling and washer operation. These are the times most crucial and therefore most vulnerable to equipment failure. Therefore, these problems will be handled expeditiously. These personnel will work from the divisions but their first priority will be to return in the event of trouble.

INTERNAL
RADIO CHANNEL DESIGNATIONS

In making Olympic Games assignments, considerations shall be given to the communications requirements of both Transportation and Maintenance through maximum utilization of our available resources.

During the period of the Games, July 28 through August 12, 1984, the following assignments of radio channels will be in effect:

SUPERVISORY RADIO SYSTEM

Channel A/B - Road Supervisors assigned to regular service activities.
Administration and staff vehicles currently assigned.

Channel C - Transit Police

Channel D - Maintenance Department

Channel E - Road Supervisors and staff personnel and Maintenance personnel, including roving mechanics, assigned exclusively to Olympic Games operations.

BUS RADIO SYSTEM

Bus radio Channel 8 will be assigned only to buses involved with Olympic Games operations. Lines currently assigned to Channel 8 will be reassigned to the other nine bus radio channels. A repeater station must be established at either the Verdugo Peak or Mt. Lukens base station site in order for Channel 8 to provide the necessary coverage of Olympics operations.

The above assignments are based on the assumption that there will be no additional radio channels available.

INTERNAL
CONTINGENCY FLEET PLANNING
LEASE BUSES

Figure 18 shows the fleet mix for the Olympic Games. The deployment assures that the various bus manufacturers will be represented. Further, if the Neoplans are received in a timely manner and no new defects are found in the Grumman Flexibles, that mix can retain its integrity. However, should unresolvable problems arise with either of these two major fleet components, it will be necessary to lease buses. Leased equipment carries a separate set of problems requiring some additional planning and policy decisions.

Over 250 buses have been located within the State which could be made available to the District's needs. Most of these buses require District inspection to assure that they can mechanically fulfill our requirements. However, few are equipped with wheelchair lifts. Secondly, they will be delivered with their original paint scheme and logos. Third, they will not have radio equipment and, finally, no headsigns are compatible with any District lines. It should also be noted that if buses are leased, they must be returned in the same condition in which they are received.

Given the above conditions, the Olympic Task Force has debated the issue of leased bus deployment to a great extent. Of primary concern is vehicle identification for normal or Olympic service, degradation of the present level of "normal" accessible service, and the possibility of vandalism to the leased buses.

RECOMMENDATION

The Task Force recommended that some leased equipment be used on low-ridership lines in areas where there is little or no vandalism and on both regular and Olympic park/ride services. The absence of headsigns and District identification will make it mandatory to place dash signs on the

coaches showing destinations. Further, planning and scheduling will have to assure that they are used on runs with no "short line turnarounds" and on park/ride services which do not interline on other District services. The control at park/ride locations and the addition of Olympic identification make those services the most amenable to the use of leased buses. It also points out to the Board and the public that both regular and Olympic service will share the use of leased equipment and neither service will share the entire burden.

If leased equipment is used in regular service only, it may degrade our accessible commitment. Further, it is bound to create problems for patrons and drivers alike without the control of loaders (used in park/ride) to reassure patrons that it is the proper bus to take. It is also important to note that park/ride services are not presently an accessible commitment.

INTERNAL
CONTINGENCY PLAN
PASSENGER ASSISTANCE FORCE
MORE PEOPLE IN FIELD

During the Olympic Games, the need for additional personnel at our Olympic service locations may arise. If such an occasion occurs, a special procedure will be implemented to assure adequate personnel coverage is available. The following sources will be utilized to obtain additional personnel for this coverage:

1. Exhaust existing list of Non-Contract volunteers;
2. Request additional Non-Contract volunteers;
3. Recruit personnel from other transit properties;
4. Request Contract volunteers;
5. Require Non-Contract personnel to fill vacancies;
6. Obtain Union approval and require Contract personnel to fill vacancies;
7. Require existing personnel in the field to work additional hours;
8. Request volunteers from family members of Non-Contract employees;
9. Contract with outside employment agencies for temporary personnel.

CONTINGENCY PLAN
NON-CONTRACT PASSENGER ASSISTANCE FORCE (PAF) RECRUITMENT

If a insufficient number of volunteers is available from among the District's Non-Contract employees and volunteers from other transit properties, the deficiency will be made up by hiring college students.

The procedure for hiring these employees is the same as the procedure for hiring of contract staff (Exhibit 11), with the following exceptions:

1. The recruitment sources will be limited to vocational schools, community and four-year colleges, and adult education centers.
2. Advertisements will be placed at these schools only, through the schools' own communication networks.
3. Recruiters from the Personnel Department will accept applications, test and interview candidates on-site on prearranged days, perhaps following pre-screening by school placement counselors. Testing will be both written and performance.

Non-Contract student Passenger Assistants should be notified by May 1, 1984, that they have jobs with the RTD during the Olympics. These students should begin service July 16, 1984. On-site application, testing and interviewing will be done by appointment with the schools during late March and April.

Some late recruitment (late May or early June) may be necessary to replace any attrition from among those to whom jobs offers have been made.

**INTERNAL CONTINGENCY
CUSTOMER RELATIONS
EMERGENCY STAFFING PROCEDURES FOR INFORMATION CLERKS**

A list of Information Clerks on scheduled rest days will be prepared for each day of the Olympics. Any clerk unable to report for work due to illness or a personal emergency is requested to notify the on-duty Supervisor as far in advance as possible but not later than one hour before the scheduled shift starting time. The on-duty Supervisor will contact clerks for overtime according to established contractual procedures. If vacancies occur at outside locations, current on-duty personnel will be reassigned based on service needs and existing contractual procedures.

INTERNAL CONTINGENCY
MARKETING DEPARTMENT
EMERGENCY STAFFING FOR TEMPORARY TICKET CLERKS

Any clerk unable to report for duty will be required to contact their Supervisor at least two (2) hours prior to scheduled check-in, emergencies excepted.

On-duty personnel will be reassigned in accordance with District needs and anticipated location volume. Shift Supervisor will provide any necessary transportation.

EXTERNAL CONTINGENCY
MAINTENANCE SERVICE/TOWING AGREEMENTS

During the Olympic Games, bus breakdowns could become a major traffic impediment. It is therefore necessary to enter into agreements with various agencies to expedite traffic flow.

It is Detroit Diesel Allison's intention, during this time period, to create a warehouse and supply depots for emergency repair. In addition, Continental Towing and other external agencies have been in contact with CALTRANS, CHP and LAOOC for emergency towing. Finally, local repair centers such as Lawless Detroit Diesel, Cummins, Cinedyne, and other service and repair facilities are gearing up to work on an "as needed" basis to perform necessary repairs to charter buses. They all need a central agency to coordinate the effort as well as to clarify the roles of all involved agencies. Detroit Diesel Allison has also set up a computer network which will show parts availability and "open time" for service at all of its vendors in Southern California.

It should be noted that this type of understanding will even have to be reached with municipal agencies not directly involved in the Olympics. For instance, if a Santa Monica bus breaks down in central city or Westwood, or a Torrance or Montebello bus blocks a major intersection, or Torrance or another agency has a vehicle break down on a major arterial or freeway, it will be necessary to clear as quickly as possible.

During the Olympic time period, the District will increase its on-street service capability by approximately 600%. We therefore intend to act as the catalyst in bringing together all parties, in order to clarify the

roles that each party is both willing to assume and capable of performing. The result will be formal and informal agreements with a significant number of external agencies, addressing such problems as:

1. Towing only;
2. Pushing only;
3. Emergency repair; and finally, perhaps, overhaul of buses coming from outside the area.

The necessary ingredients to successful negotiations are maps which depict street closures, one-way streets, staging areas for charter and "other" buses, bus-only streets, auto-only streets, freeway off-ramp closures, and other clarifications of traffic movement necessary to place service vehicles in the most strategic locations. This information is being clarified by LAOOC, CHP, CALTRANS, and our own Planning Department.

The District, acting as the coordinator, will enter into meetings with all affected parties, which should resolve all of the major problems prior to the advent of the Olympic Games. One such meeting was already held at the Bus Ride Forum on Wednesday, February 22, 1984. It is the Maintenance Department's intention to act as the facilitator to reach these agreements at the earliest possible date. Necessary maps, and other materials will have to be provided by the various agencies in order to complete these actions. Planning will also play a significant role in the early orientation for these outside agencies.

ACKNOWLEDGEMENTS
OLYMPIC TASK FORCE

S. T. Parry, Chairman

| | |
|-------------------|---------------------------------|
| Anita Allen | General Services |
| Al Altig | Transportation - Instruction |
| Nikki Barnard | Personnel |
| Callier Beard | Planning |
| Charlie Beatty | Schedules |
| Elfriede Becker | Customer Relations |
| Henry Beier | Planning |
| Bill Bennett | Operations Control and Services |
| Michelle Caldwell | Employee Development |
| Ralph Carapia | Labor Relations |
| Stuart Chuck | Telecommunications |
| Pat Coble | Transportation - General |
| Chris Dahlstrom | Maintenance |
| Brenda Diederichs | Personnel |
| Tony Fortuno | Marketing |
| Don Heida | Purchasing |
| Manny Hernandez | Community Relations |
| Scott Holmes | Planning |
| James Jackson | Legal |
| Tom Jasmin | Transportation - Instruction |
| Mike Leahy | Equipment Engineering |
| Byron Lee | Planning |
| Phil Meyers | Bus Facilities |
| Bob Miller | Cash Counting |
| Al Moore | Print Shop |
| Ernie Munoz | Transit Police |
| Tito Noval | Accounting/Fiscal |
| Bernie Sakmar | Marketing |
| Larry Schlegel | Office of Management and Budget |
| Pete Serdienis | Stops and Zones |
| Russ Wilson | Planning |

ADDITIONAL PLANNING STAFF PERSONNEL

Susan Chapman
Don Dravis
Nisaa Rauf
Patrick Roche

