



Metro

Daily Brief

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Senate Defeats Amendment To Cut Member Earmarks

The U.S. Senate moved today to rebuff an effort by Senator Tom Coburn of Oklahoma to strike a number of earmarks in a transportation appropriations bill being considered on the floor today. Senator Coburn argued that his effort was to find additional federal dollars to fully fund America's national priorities, like the hurricane Katrina relief efforts. Senator Coburn argued that a number of earmarks in the bill, including funds for an art museum in Nebraska and an animal shelter in Rhode Island, should be struck and redirected to efforts to rebuild the Gulf Coast. The Senator's amendment to the Fiscal Year 2006 appropriations bill that funds transportation projects nationwide was defeated by a wide margin of 86-13.

Ramona Opportunity High School/Eastside Project

As a result of today's Construction Committee discussions on the Ramona Opportunity High School, the Los Angeles Times interviewed Rick Thorpe, Chief Capital Management Officer, regarding the situation. The Los Angeles Times also informed us that they interview LAUSD on this matter as well. We anticipate that a story may run tomorrow.

I-710 South Expansion Project

A Copley News Service reporter has interviewed Metro staff about basic aspects of the I-710 South expansion project. The interview covered the project scope, the work of the Community Advisory Committees, project timelines, project goals, etc. The information will fit into a larger story on regional goods movement and is not expected to run in Copley newspapers until sometime in November.

Big Rig Tow Truck Demonstration Update

The Freeway Service Patrol Big Rig Demonstration Project on the I-710 freeway started this month on Monday, October 3rd. In the first two weeks of service, 75 assists were made, averaging about 8 assists per day. About 90% of the assists involve larger tractor-trailer type big rigs. Most of the assists were related to big rig mechanical breakdowns or collisions with about 70% of the assists being made on the right shoulder and about 20% of assists requiring a tow by our big rig tow service provider.

CalTrans is expected to complete a more detailed report on first month of the Big Rig assist data by late November.

Events Scheduled at 5 Stations During Metro Orange Line Opening

Metro is planning community events at five Metro Orange Line stations on Saturday, Oct. 29, to celebrate the public opening of the San Fernando Valley Rapidway.

No events are planned for Sunday, Oct. 30, but the public is invited for free rides on the 60-foot Metro Liners all weekend. Buses will run Saturday from 6 a.m. to 8 p.m. and Sunday from 5 a.m. to midnight.

The community celebrations are scheduled between 9 a.m. and 4 p.m at the five stations.

North Hollywood Station:

Community festivities at the Metro Red Line park & ride lot on Lankershim Boulevard will include live jazz, blues and rock & roll music, comedy, a dance troupe, community booths and food vendors.

Van Nuys Station:

The event, to be held in the park & ride lot at the corner of Van Nuys and Aetna Street, will include a mariachi band, Grant High School bands, bicycle safety checks, drawings and booths.

Balboa Station:

Attendees can learn about exciting summer programs for the whole family, enjoy an elementary school choral performance, giveaways and more. The station's park & ride lot is at the corner of Victory and Balboa in Encino.

De Soto Station:

The event is set for the Pierce College Campus at the corner of De Soto and Victory in Woodland Hills. The college will hold its annual "Halloween Harvest Festival" from 10 a.m. to 11 p.m. Festivities will include a pumpkin patch, corn

mazes, a haunted house and maze.

Warner Center Station:

Set in the Westfield Mall parking lot at the corner of Erwin and Owensmouth (behind Macy's), the festivities will include the El Camino marching band, the Carter Burgess Halloween Costume Parade, a live remote broadcast by KOST-103.5 FM, Chivas USA Soccer Team autographs, demonstrations and live music.

Of Note

On this day in 1943, a fire destroyed Bunker Hill's other incline railway, the Court Flight that had connected Broadway to the top of Bunker Hill at Court Street since 1905. It was never rebuilt. Located mid-block between Temple and First Streets, the line was steeper than Angels Flight, rising 83 feet in just over 170 track feet, making it the shortest and steepest railway in the U.S. The Court Flight also differed from the Angel's Flight in its use of four tracks over its entire length with cars operating separately, they were not cabled together to counterbalance each other.

As with Angels Flight, the City of Los Angeles required a parallel stairway be provided to prevent a monopoly and taxed the railway as an elevator instead of as an electric railway. The Court Flight only charged a 5-cent fare for rides going up and not down. The parallel stairway was 141 steps on a 53% grade to the top of Bunker Hill.

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