



**Metro**

# Daily Brief

**Tuesday July 25, 2006**

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**CEO Roger Snoble**

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### LAO Releases Analyses of Transportation Bond Measures

The state's non-partisan Legislative Analyst's Office (LAO) has released their [analyses](#) of the upcoming November General Election ballot measures. The LAO serves as an independent fiscal and policy advisor to the California State Legislature and also prepares financial summaries for all initiatives. To view the LAO's analyses of the transportation-related infrastructure bonds, Proposition 1A, 1B and 1C, you may visit the agency's website through the link, above.

### Video News Release on Gold Line Tunnel Breakthrough

Media Relations distributed a [news release](#) and video of the tunnel "breakthrough" that occurred last Friday evening at the 1st and Soto Street station on the Metro Gold Line Eastside Extension project in Boyle Heights. The news release noted that the light rail project reached another milestone, as well - one of two massive tunnel boring machines has now burrowed 2,800 feet from Mariachi Plaza to Soto Street. Stories may appear tonight and tomorrow.



### Wilshire/Western Joint Development

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Earlier today, the *Los Angeles Times* inquired about the Metro joint development project at the intersection of Wilshire Boulevard and Western Avenue. The 2.6-acre mixed-use development, to be constructed by KOAR Wilshire Western, LLC, will consist of for-sale condominium units and 40,000 square feet of commercial/retail space. Staff reported that the development is occurring under a lease agreement between Metro and the developer. Wilshire/Western is the latest construction project on the Metro Red Line, but many other development opportunities exist on more than 20 Metro-owned properties around Los Angeles County. Together, these projects could total \$2 billion in future development activity. The story is expected to run tomorrow.

## **Of Note**

On July 25<sup>th</sup>, 1994, MTA Bus Operators went on strike. In an unprecedented move, then-CEO Franklin White ordered hundreds of office workers (who had previously been put through emergency bus operator training and had obtained class B licenses) into service on 30 bus lines weekdays from 6am to 6pm for the duration of the strike. Contracted operators were also brought in and limited service continued throughout the negotiations.

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