



METRO MOVES

Agreement Reached on 336-Mile Santa Fe Right-of-Way Purchase Deal Includes Land for Blue Line Extension to Pasadena

After three years of often grueling negotiations, the five-county Southern California Regional Rail Authority (SCRRA) and the Atchison Topeka & Santa Fe Railway Company have reached an agreement that will make Los Angeles County's Metrolink commuter rail network the nation's sixth largest.

Santa Fe and SCRRA compromised at \$500 Million

Under the terms of the June agreement with Santa Fe, the SCRRA will purchase about 340-miles of right of way, use rights, and adjacent properties. The \$500-million purchase price is a compromise between the SCRRA's \$300-million bid last summer and Santa Fe's \$800-million counteroffer. Funds generated by 1990 state rail bond Propositions 108 and 116 and by county sales taxes will pay for the acquisition.

"For over three years, we have been in negotiations with the Santa Fe to agree to a price that would satisfy the taxpayers of the five-county region. The agreement we've reached today is a compromise on both our

parts for the public good," SCRRA Chairwoman and LACTC Commissioner Jacki Bacharach said. "It's an historic milestone toward creating one of the largest and most effective commuter railroad networks in the country."

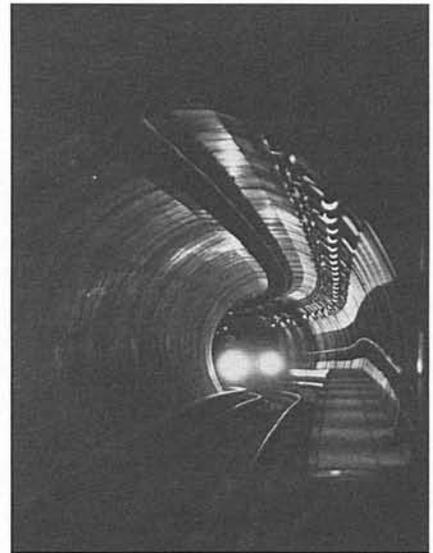
The purchase completes the Metrolink network

While a 1990 purchase of 175-miles of right of way from the Southern Pacific Rail Company allows partial Metrolink service to begin this October, the Santa Fe purchase is crucial for the completion of Los Angeles County's entire planned 200-mile commuter rail system. When fully operational, the Metrolink network

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*Metrolink service begins October 26.
See page 9 for details.*



A Light at the End of the Tunnel

Metro Red Line Segment 1 To Open 3 Months Early

Simply keeping Los Angeles' first subway project on schedule was not good enough. LACTC officials recently announced that Segment 1 of the Metro Red Line will open in March, 1993 — three months earlier than planned — without exceeding the project's budget.

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is expected to remove 40,000 cars per peak period from Southern California freeways.

"This historic new agreement is the key to a comprehensive commuter rail network," LACTC Chairman and Los Angeles County Supervisor Mike Antonovich said. "As a result, we can look forward to efficient and economical commuter transportation that will end gridlock, soothe motorists' frayed nerves and help clean the air."

Pasadena's Blue Line extension can now proceed

In addition to benefiting Metrolink, the agreement also includes land needed to extend Blue Line service from Los Angeles' Union Station to Pasadena, one of the busiest corridors in Los Angeles County. Service on this 13.6-mile line is scheduled to begin in 1997.

Moreover, the agreement allows the SCRRRA to immediately start construction of Metrolink-related facilities and improvements along a portion of the Pasadena Subdivision from Claremont to the San Bernardino depot. This work is needed to prepare Metrolink service from San Bernardino to Los Angeles in advance of finalizing the purchase's contractual details.

Other valuable properties directly adjacent to the rights of way will be included in the overall agreement. This land will be used for station sites, and could also eventually be used to create joint development opportunities that would bring more jobs and services to cities in the Metrolink network. ■

"Light at..." continued from page 1

The surprise announcement was made on a Metro Red Line subway platform during a June gathering of LACTC commissioners and national transit officials.

"The accelerated opening of the Metro Rail comes at a time when demand has increased for such a system," said Los Angeles Mayor and LACTC Commissioner Tom Bradley. "The subway is the spine of the overall Metro Rail system, and will carry the heaviest load of passengers. The ridership will increase as the system grows and as it connects with other lines in the Metro plan."

"We're going to change the false impression that people in L.A. won't use mass transit," added Councilman and LACTC Commissioner Richard Alatorre, "by providing attractive alternatives to driving alone on congested streets and freeways."

The Rail Construction Corporation (RCC) is making sure these alternatives materialize as quickly as possible. After taking over the project from the Southern California Rapid Transit District (SCRTD) in 1989, the RCC placed the 4.4-mile Union Station-to-MacArthur Park line back on schedule last fall for a June, 1993 opening.

"The new break in the schedule came when track-laying in the tunnel was completed earlier than anticipated," RCC President and CEO Ed McSpedon said.

Contractors who were lined up to install various high-tech communications and train control systems were able to work concurrently with track-laying.

"We have promised the taxpayers results from their investment," said LACTC Executive Director Neil Peterson, "and this early opening is evidence of doing just that." ■

Metro Freeway Service Patrol Marks First Birthday With Rodeo and Program Expansion

156,000 disabled motorists assisted to date

The Metro Freeway Service Patrol (FSP) celebrated its first birthday with a party and a big gift to Los Angeles County motorists: a 50-truck, 130-freeway-mile service-area expansion.

After FSP drivers gathered for their first annual Freeway Service Patrol Rodeo late in June, Los Angeles Mayor Tom Bradley and officials from joint FSP sponsors Caltrans, the California Highway Patrol (CHP) and the LACTC announced that the enormously successful patrol service will grow bigger in its second year. The 88-truck, 203-mile service will be expanding to a total of 138 trucks covering 333 miles of freeways.

"Last year the FSP was started to help relieve congestion on our freeways and offer much-needed assistance to stranded motorists throughout the Los Angeles County area," said Mayor Bradley. "During that year, the program assisted 156,000 motorists. Now this successful program, which is paid for with your tax dollars, will be expanded to provide even better assistance to a greater area of the Los Angeles County basin."

Expanded service will benefit thousands more

This summer L.A.'s antidote to freeway traffic jams will serve thousands more commuters throughout new parts of the county. The expanded service area will include completely new freeways as well as new portions of some freeways currently covered: ▶



Jose Aguilar of City Terrace Services receives FSP Driver of the Year award from Keith Miller, Assistant Chief, Southern Division, Calif. Highway Patrol.

- The Santa Ana Freeway (I-5) from Stadium Way to Balboa Boulevard;
- The Hollywood Freeway (101) from Vermont Avenue to Route 170 at Sheldon Street;
- The Ventura Freeway (101) from Mulholland Drive to Reseda Boulevard;
- The Long Beach Freeway (I-710) from Willow/Sepulveda Boulevard to Manchester Avenue/Firestone Boulevard;
- 605 Freeway from Route 210 to Telegraph Road and from South Street to the Orange County line;
- 14 Freeway from Shadow Pines to Sand Canyon Road;
- 210 Freeway from Route 57 to Santa Anita and from Route 30 to Foothill Boulevard;
- Other gap closures along the 118, 134 and Pasadena freeways;
- A 12-mile downtown loop around the central business district that will provide all-day service from

6 a.m. to 7 p.m.

**The expanded Metro
Freeway Service Patrol
now includes
138 tow trucks covering
333 miles of freeways
throughout
Los Angeles County.**

91% of all FSP assists arrive in under 15 minutes

Ninety-two percent of the 156,000 motorists assisted so far rate the FSP as excellent, and the patrol intends to maintain its excellence in every new service area. The patrol gets high approval from commuters for good reason. While only about 5% of incidents received assistance within 5 minutes before the FSP began, the FSP now reaches 52% of all incidents in less than 5 minutes. Ninety-one percent of all FSP assists arrive in less than 15 minutes.

The FSP revved up for its birthday with a rodeo

After working closely together for a year, Caltrans and CHP were just as involved when it came time for FSP drivers to play. Representatives from both agencies joined FSP tow truck drivers to commemorate their program's birthday — Western Style. Drivers from all of the program's 16 contracted tow company operators turned out with friends and family at the end of June for the first annual Freeway Service Patrol Rodeo at Hollywood Bowl's Fairfield Parking Lot.

Private sponsors financed the fete

Following the announcement of Jose Aguilar of City Terrace Services as Metro Freeway Service Patrol Driver of the Year, FSP drivers competed with one another in such events as a repair relay and a towing obstacle course. Winners collected valuable door prizes from principal event sponsors Jiffy Lube, Isuzu Truck of America, Inc. and numerous other local businesses. Jiffy Lube, Isuzu and other private sponsors joined forces to cover all of the event's expenses.

Traffic wranglers may spread throughout California

Los Angeles may not always be the only city kicking up its heels to celebrate the FSP concept's success. "In just one year, the Freeway Service Patrol has proved to be an effective yet low-cost way to help relieve traffic congestion," said Caltrans Deputy District Director Chuck O'Connell. "The FSP is so successful that we are using it as a model for future expansion to other areas of the state." ■



The LACTC Salutes the Sponsors of the Freeway Service Patrol Rodeo

The LACTC, Caltrans and the CHP thank the Freeway Service Patrol's sponsors for their generous support and participation in the first annual Freeway Service Patrol Rodeo.

Primary Sponsor - Jiffy Lube

Supporting Sponsor - Isuzu Truck of America, Inc.

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Hollywood Bowl Operations, Los Angeles County Parks and Recreation

City of Avalon

Gene Autry Western Museum

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L.A. County Cities Receive \$75 Million in Proposition C Local Return Monies

Cities throughout Los Angeles County received a big wind-fall early in July when the Los Angeles County Transportation Commission distributed nearly \$75 million in Proposition C local return monies. Beginning with this disbursement, 20% of Proposition C's approximately \$400 million a year in sales taxes returns directly to the county's 88 cities for local transit-related improvements.

Disbursement follows a 2-year court delay

While county voters approved the 1/2-cent sales tax measure in 1990, a legal challenge delayed disbursement of the funds for two years.

"LACTC commissioners took the prudent approach and made the decision last year to withhold spending of the Proposition C funds until all the legal challenges had been exhausted," LACTC Executive Director Neil Peterson said at a press conference to announce disbursement of the funds. "Los Angeles County cities now have a unique opportunity to implement innovative transportation programs and solutions the taxpayers have been awaiting."

Each city decides how to spend its share

The measure specifies that allocations be determined on a per capita basis. The largest recipient, the City of Los Angeles, received \$30.15 million. Next in line comes the City of Long Beach with \$3.7 million. A combined total of \$8 million went to unincorporated areas throughout Los Angeles County.

"Given today's economic conditions, this money will help to create jobs and make many long-awaited im-

provements," said Los Angeles Mayor Tom Bradley.

Unlike money from Proposition A, a previous transportation funding measure approved by voters in 1980, Proposition C was designed to allow cities greater latitude in deciding how to spend the money.

Cities can fund projects from ridesharing to rail

Local return allocations can be used for ridesharing projects as well as public transit, paratransit and related services. Cities can also use the funds to increase safety and improve road conditions by repairing and maintaining streets subject to heavy public transit usage.

Other city efforts that benefit both buses and automobiles are eligible for Proposition C local return funding. Such programs include Transportation Systems Management (TSM) projects like signal synchronization, intersection improvements and other transit-related traffic control measures.

"One of the reasons so many people supported Proposition C was because it allows cities the freedom to choose where best to spend the money," said Claremont City Council member and League of Cities President Judith Wright. "After all, city managers and those dealing with the day-to-day operation of running a city know best where there is the greatest need."

With Proposition C checks in hand, transportation planners and city managers throughout the county couldn't agree more. ■



WHAT'S NEW IN RAIL CONSTRUCTION

California Firm Gets Contract to Construct Vermont, Hollywood Red Line Tunnels

At the Rail Construction Corporation's (RCC) recommendation, the LACTC awarded a \$172-million contract in June to a three-company joint venture based in California. The contract is for construction of about 12 miles of twin tunnels below Vermont Avenue and Hollywood Boulevard. The new work on Metro Red Line Segment 2 consolidates three tunneling contracts into one, making it the largest award by the RCC yet.

Disadvantaged firms to benefit

The award went to the lowest bidder — Shea, Kiewit, Kenny, a joint venture whose lead firm, J.S. Shea, is headquartered in Walnut, Calif. Shea is also digging the North Outfall replacement tunnel for the Hyperion sewage treatment facility in Westchester, a major tunneling project that runs beneath L.A. International Airport. The joint venture, which has extensive tunneling experience around the world, met the RCC's requirement that 16% of the work be subcontracted to disadvantaged business enterprises, including minority and women-owned businesses.

Construction will soon begin below Barnsdall Park

The tunnels are part of the Metro Red Line Segment 2, already under construction heading west from MacArthur Park along Wilshire Boulevard. This latest contract for Segment 2 construction is scheduled to start soon below Barnsdall Park

near the intersection of Vermont/Hollywood, then head south along Vermont to hook up with the Wilshire tunnels.

The contract award gives the RCC a head start on Red Line Segment 3 to the San Fernando Valley. The Hollywood Boulevard leg will reach Hollywood/Vine, then extend into the Segment 3 project to Hollywood/Highland and north to the rock face of the Santa Monica Mountains.

Combining 3 contracts into 1 eases construction impact

Last fall, the RCC met with tunneling experts from around the nation to review plans for consolidating the three huge construction jobs in order to ease impacts along the route. The single contract eliminates the need for three separate large construction work sites, where dirt would be excavated and trucked away near busy intersections.

Starting in July, the contractor will begin six months of excavation site preparation at the Barnsdall Park parking lot, located at the base of Barnsdall Park near the Hollywood/Vermont intersection. The preparation includes paving the area to alleviate dust and fencing the site for safety.

Protection for a nearby Hollywood school

Earlier this year, the RCC and the LACTC worked with the Los Angeles Unified School District on a program to minimize construction impacts for Los Feliz Elementary School, located 225 feet across the street from the worksite. Measures taken to increase safety and maintain the air quality for the neighborhood include reducing heavy semi-trailer truck traffic, providing additional crossing guards and conducting an ongoing school safety program.

Metro Red Line Segment 1 from Union Station to MacArthur Park is set to open three months early in March, 1993. Segment 2's Wilshire corridor opens in 1996; service to Hollywood/Vine opens in 1998.

First Metro Green Line Tracks Get Golden Clip

It used to be a golden spike. Instead, LACTC Executive Director Neil Peterson fastened the Metro Green Line's first concrete and steel railroad tracks with a golden clip — the modern method of track fabrication that has replaced old-fashioned wood and spikes.

The Green Line's trackbed, built down the middle of the new Glenn Anderson Freeway (I-105), heads south on its own 3.5-mile aerial guideway from the freeway's terminus at Aviation and Imperial boulevards. With 25% of the 20-mile Norwalk-to-El Segundo rail line complete, June's rail-laying ceremony in the City of Hawthorne means the project is on schedule for its 1995 opening.

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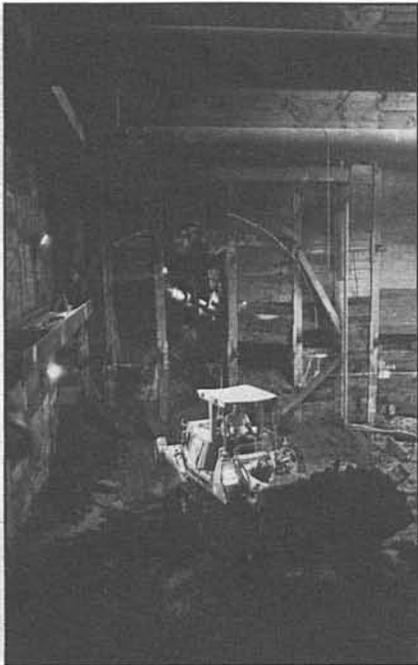


LACTC Executive Director Neil Peterson fastens the Metro Green Line's first rail with a golden clip near the new rail project's Crenshaw station.

"Rail Construction News" continued from page 5

First Metro Red Line Segment 2 Tunnel Boring Complete

A 185-foot, 200-ton tunnel boring machine finished the first of Metro Red Line Segment 2's twin parallel tunnels when it broke through the underground station box at Wilshire Boulevard and Western Avenue late in June — one month ahead of schedule. Traveling an average of 70 feet a day, the giant machine excavated about 126,392 cubic yards of earth from its starting point at MacArthur Park last December. Rail construction workers trucked the machine back to the park, where it has begun the second tunnel.



A giant tunnel boring machine breaks through into the Metro Red Line Segment 2 station construction site beneath the intersection of Wilshire Blvd. and Western Ave., just west of downtown L.A.

Kruse and Hopkinson Get New RCC Posts

Robert Kruse has been named board chairman of the Rail Con-

struction Corporation, the LACTC's rail design and building subsidiary. He succeeds Ernest Camacho, whose term concluded on June 30.

The board elected Judith L. Hopkinson, founder of West Los Angeles-based Berkeley Development Corporation, to fill the vice chair seat.

Both Kruse and Hopkinson were appointed to the RCC board when the LACTC created the RCC in February, 1990. Each will serve a one-year term as chair and vice chair.

Kruse brings decades of heavy construction experience to the RCC chair. He was president of Kruse Construction Company, a nationally recognized contracting firm based in the San Fernando Valley. The firm specializes in heavy construction projects such as flood control, highways, soil stabilization and tunneling.

Hopkinson comes to the vice chair spot from numerous years of public and private sector service. She was formerly head of REA Development Corporation; director of development for the San Francisco Redevelopment Agency; and deputy executive director of the Pasadena Redevelopment Agency. ■

90-Day Metro Blue Line Enforcement Program Increases Safety Awareness

Citations increase five-fold

An intensive program designed to educate drivers and pedestrians on rail safety at Metro Blue Line intersections began operating in June.

Results of the program's first ten days show more than a five-fold increase over the number of citations issued regularly along the Metro Blue Line route. Before the enforcement began on June 8, the Los Angeles County Sheriff's Department was issuing an average of 11.4 cita-

tions a day. Once a special detail of deputies began intensive patrolling at grade crossings, this number increased to 72.1 citations a day.

The violations being cited include pedestrians walking across the tracks against flashing warning lights, illegal left turns and zig-zagging around downed crossing gates.

"The message is clear," said LACTC Commissioner Jacki Bacharach at a press conference to announce the program. "If you are prepared to cross the tracks illegally, be prepared for prosecution."

Special detail part of Blue Line patrol

The 90-day rail safety program includes a detail of 10 sheriff's deputies — on motorcycles and in patrol cars — deployed at Metro Blue Line intersections seven days a week. The special detail is exclusively devoted to citing motorists and pedestrians who violate railroad rules. These deputies are part of the more than 100 who regularly patrol train cars, train stations and the 22-mile corridor through which the Blue Line operates.

Increased patrolling only part of safety plan

The \$365,000 comprehensive safety program funded by the LACTC includes:

- **Surveillance Cameras:** The installation of cameras, activated only during violations, which will photograph the offending driver, license plate and vehicle. The pilot project in Compton, approved by the Compton Municipal Court, will help simplify court proceedings.

- **Higher Fines:** Proposed legislation to increase penalties for rail-crossing violators. Violators currently pay between \$90 and \$250 per ticket.

- **More Education:** Education efforts targeted to violators; ▶



The L.A. County Sheriff's Dept., which has over 100 deputies assigned to the Metro Blue Line, formed a special detail in June to cite people who illegally cross intersections when trains are approaching. Violators face heavy fines.

- Applying Program Results to Other Lines: Data gathered about violators will be applied to rail crossing safety enforcement on future rail lines, such as Metrolink and Blue Line extensions to Pasadena and USC;

- Ticket Tally Signs: Signs to discourage violators will be placed at grade crossings. The signs will indicate the number of tickets issued by sheriff's deputies at each Metro Blue Line intersection, and will be regularly updated.

Transit officials believe that the new safety program will be successful. "During the nearly two years of operations, the Metro Blue Line has excelled in crime suppression. Now we want it to excel in grade-crossing safety," Bacharach said.

**To prevent accidents,
a special detail of
sheriff's deputies is
patrolling points where
Blue Line tracks cross
streets.**

State Accelerates \$106 Million in Metro Rail Funding to Help Rebuild L.A.

Action frees local funds for jobs

The California Transportation Commission (CTC) has agreed to speed up \$106 million in state funding for construction of the Metro Red Line Segment 2, as well as to defer requirements for local rail matching funds.

The state action, made at the request of the LACTC, supports an LACTC economic recovery plan for riot-affected areas. Now local funds that would normally be required to match state funding can be used immediately for transportation-related jobs and economic development.

Funds may start flowing soon

The CTC granted a one-time exemption to its local proportional spending policy, allowing the LACTC to defer its matching rail construction expenditures for two years. The accelerated state funds may be allo-

cated as early as August.

These California transportation monies will enable the Rail Construction Corporation (RCC), the LACTC's rail-building subsidiary, to accelerate construction of the Metro Red Line Segment 2. This segment of subway will run from Wilshire/Alvarado to Wilshire/Western and north on Vermont to Hollywood and Vine, connecting to Red Line Segment 1's downtown L.A. line at Alvarado. When both segments are open in 1998, riders will be able to travel from Hollywood to Long Beach by transferring to the Metro Blue Line.

The LACTC will use its local rail matching funds to assist in the economic revitalization of parcels adjacent to proposed Metro Red Line Segment 2 stations. Riot-damaged properties near existing Metro Blue Line stations will also benefit.

More youth employment and apprenticeship programs

In addition, local matching funds will be invested in the expansion of LACTC-sponsored employment projects for youth. These programs include rail right-of-way maintenance and graffiti removal jobs, as well as enhancement of trade apprenticeship programs in areas of high unemployment throughout the county.

The LACTC's Rebuild L.A. initiative demonstrates how local infrastructure investments can translate directly into local employment and economic development. "The plan proposed by the LACTC has the potential to create 2,300 local jobs in the next two years," LACTC Executive Director Neil Peterson said. ■

Countywide Transportation Demand Management Programs Receive Go-Ahead

Projects include 3 for South Central L.A.

The LACTC has approved the first phase of a list of Transportation Demand Management (TDM) projects that will serve commuters throughout Los Angeles County. Forty-three projects given the go-ahead in June will receive immediate funding as part of the LACTC's TDM program.

Why the sudden deluge of TDM projects? Recent federal and state clean air acts require aggressive congestion-cutting measures to be implemented in this region. The laws require that each TDM project meet federal evaluation standards, as well as agreed-upon schedules for project commencement and completion.

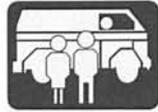
TDM can reduce vehicle trips by 50,000 a day

The county's overall TDM program is designed to maximize effective use of transportation investments by integrating services and demonstrating new strategies for relieving congestion. It is estimated that TDM programs could reduce as many as 50,000 vehicle trips per day, or more than 13 million trips per year in the Los Angeles County region.

Costing a total of about \$30 million, of which the LACTC will provide about half, the 43 pollution-cutting projects recently approved include many innovative ideas for lessening dependency on automobiles. Cities, in collaboration with the county and the private sector, are trying everything from vanpool programs, shuttles and paratransit service

projects to educational efforts and parking management strategies.

Among these projects are six programs for the City of Los Angeles, including three projects to help improve mobility for residents in riot-affected areas.



Vanpools and shuttles for Watts

The Nickerson Gardens vanpool program, sponsored by the City of L.A. and the Nickerson Gardens Resident Management Corporation, will utilize 16 vans to transport Nickerson Gardens residents to and from Southwest College, job training sites and job interviews. A second project for Watts residents will run a fixed-route community shuttle to two Metro Blue Line stations in Watts. The shuttle will be coordinated with Southern California Rapid Transit District (SCRTD) service and existing DASH shuttle services in the area.

Several other projects planned

Other approved projects serve areas ranging from the Burbank Media District and Warner Center in Woodland Hills to Torrance and the congested Lincoln Boulevard corridor.

Burbank received funding for a two-year pilot program aimed at involving its high school students, parents and teachers in ridesharing and Demand Management strategies, as well as providing students with information concerning future career opportunities.

Those who commute from the northwest San Fernando Valley to Warner Center in Woodland Hills will be able to use a flat-fare taxi service between Warner Center and the Chatsworth Metrolink commuter train station.

An innovative Torrance project located in a major employment center will use child care to get people out

of their cars. The project will create a child care facility that gives placement preference to children of ridesharing and transit-using parents.

Commuters in the Westchester area will soon be able to ride a shuttle serving the highly congested Lincoln Boulevard corridor during the morning and evening peak periods. Powered by clean-burning compressed natural gas (CNG), the shuttle will reduce air pollution two ways — by cutting traffic and eliminating emissions.

Alternative transit usage keeps rising

Will people take advantage of these services? And will it make a difference in traffic and pollution? As the number of TDM programs has risen, the percentage of people who rideshare or use alternative transit at least part of the week has increased steadily. Experts estimate that if everyone left their cars at home only once a week, the freeways would flow freely again. Statistics like these suggest the time for more TDM is right. ■

NEWS BRIEFS



City of Lancaster Receives Metro Award for Vanpool Demonstration Project

LACTC's most recent quarterly Metro Award went to the City of Lancaster for its vanpool demonstration project.

Four times a year, the LACTC honors cities in the Southland that demonstrate outstanding initiative and achievement in the area of mobility improvement.

The Antelope Valley vanpool program, jointly funded by the cities of Lancaster, Palmdale, Santa Clarita, ▶



City of Lancaster Traffic Engineer Peter Beaudry (left) receives a Metro Award from LACTC Executive Director Neil Peterson. Lancaster won the award for its congestion-cutting vanpool demonstration program.

and L.A. County, Commuter Transportation Services, Inc., and the LACTC, provides rider rebates, child care bonuses, and guaranteed rides home in order to induce drivers to join or form vanpools or buspools.

San Gabriel Valley Signal Synchronization Project Moves Forward

Computerized signal synchronization may soon help traffic flow more smoothly on several main San Gabriel Valley traffic corridors. The signal synchronization project will link signals to a computer programmed to continuously adjust all of the lights according to traffic volume, keeping traffic moving smoothly at all times. The computer will cut travel time, gas consumption, and air pollution. The project will fuse the Huntington Drive/Foothill Boulevard/Alosta Avenue and the Live Oak/Arrow Highway corridors, as well as selected north-south arterials, into a synchronized network of streets.

For more information about this project, please contact Benkin Jong at (213) 244-6842.

Two Routes Proposed for Pilot Electric Trolley Bus Project

A downtown Los Angeles and a Long Beach route have been proposed as testing grounds for the electric trolley bus being developed by the LACTC and Southern California Rapid Transit District (SCRTD). The 2-route pilot project will enable the public to sample the zero emission trolley bus experience while studies continue on 15 proposed routes throughout the county. The proposed test routes run along a 3-mile segment of Long Beach Transit's Route 40 on Anaheim Street and along Broadway at First Street in downtown L.A.

The LACTC and the SCRTD are collaborating on the study of conversion of up to 30% of existing diesel buses to trolley buses in order to meet the Air Quality Management Plan's requirements for zero emission vehicles.

An Environmental Impact Report is now being conducted on the project, and it is anticipated that routes for initial construction will be determined by early 1993.

To learn more about the Electric Trolley Bus project, call Renee Berlin at (213) 244-6863 or Brynn Kernaghan at (213) 244-6533. ■

METROLINK

3 Metrolink Lines Set for October 26 Opening

With the first three Metrolink commuter rail services scheduled to open on October 26, communities across Ventura, Los Angeles and San Bernardino Counties are gearing up for some long-awaited commuter relief. Rail crews, finished on the San Bernardino line ahead of schedule, are now busily making railbed and street crossing improvements in Ventura County and the San Fernando Valley in preparation for opening day.

Long-distance commuters to benefit

Running 6 to 9 a.m. and 4 to 7 p.m. weekdays, the first three lines will bring urgently needed transportation alternatives to areas with some of the largest long distance commuter populations in Southern California.

The 32-mile Pomona-to-Union Station line, first leg of a planned 56-mile line to San Bernardino, will serve the area whose commuters ▶

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Spacious new air-conditioned bi-level Metrolink passenger cars feature restrooms, bike racks and retractable work tables between some seats. Each car will carry up to 148 commuters.

"90-Day Metro..." continued from page 9

travel the farthest in the Southland. Now drivers will be able to board comfortable, air-conditioned trains, complete with work tables and restrooms, at stations in Pomona, Covina, Baldwin Park and El Monte.

Ventura County commuters will be able to ride the 45-mile Moorpark-to-Union Station line, reaching downtown L.A. via Simi Valley, Chatsworth, Van Nuys, Burbank and Glendale in just 70 minutes.

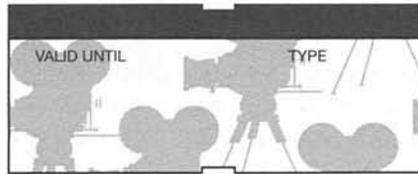
The 35-mile Santa Clarita-to-Union Station line will whisk the workbound into Los Angeles in just 55 minutes, stopping at Sylmar/San Fernando, Burbank and Glendale.

Plans for bus lines in progress

Once arrived at Union Station, commuters will find buses waiting to serve them. Numerous bus operators, including the SCRTD, Foothill Transit Authority, Pomona Valley Transit Authority and various shuttle services, are planning bus lines to serve Union Station as well as Metrolink stations along the three rail routes.

Metrolink Sets Fare Structure

After holding nine public hearings throughout Los Angeles, San Bernardino, Riverside and Ventura Counties, the Southern California Regional Rail Authority has set a fare structure for Metrolink.



The new commuter rail network's fares will be distance-based: each fare will be determined by the number of zones through which commuters travel. The base-fare will be \$2.50, with a \$1 charge for each additional zone traveled. Four ticket types will be available: one-way, round-trip, 10-trip and monthly pass. Discounts will be offered to youth ages 6-18, seniors aged 65 and older, and riders with disabilities. Children under age 6 will ride free when accompanied by an adult.

Commuters will save the most money by purchasing a monthly pass. For example, a Pomona com-

muter traveling to Union Station would cross three zones, and would pay \$144 for a monthly pass (an average of \$3.27 per trip), \$45 for a 10-trip ticket (\$4.50) per trip, \$10 for a round-trip ticket and \$5.50 for a one-way ticket.

Commuters will be able to purchase tickets at automated vending machines located at all Metrolink stations. Ticket agents at Union Station will also be available to assist commuters. By early 1993, ticket vending machines will accept credit and ATM/debit cards as well as cash.

At Union Station in downtown Los Angeles, a dedicated bus fleet will be waiting to transport commuters to the City Hall area, the financial district, Bunker Hill and USC — primary destination points for more than half of all Metrolink riders. Negotiations are under way with bus operators to allow Metrolink riders to transfer free to connecting bus services both to and from all stations. Commuters will also be able to make direct connections to the Metro Red Line starting in March 1993. ▶

Metrolink Ticket Prices

ZONES TRAVELED	BASIC FARE (1 trip on 10-trip ticket)	MONTHLY PASS*	10-TRIP TICKET	ROUND TRIP**	ONE WAY**
One	\$ 2.50	\$ 80.00	\$ 25.00	\$ 6.00	\$ 3.50
Two	3.50	112.00	35.00	8.00	4.50
Three	4.50	144.00	45.00	10.00	5.50
Four	5.50	176.00	55.00	12.00	6.50
Five	6.50	208.00	65.00	14.00	7.50
Six	7.50	240.00	75.00	16.00	8.50

* Equals 32x the basic fare, a 27% discount. Riders get a full month's travel but only pay for four days a week.

** Prices include a \$1.00 surcharge over the basic fare.

All ticket prices include free transfer to connecting transportation to and from Union Station.

Seniors (65 and older) and disabled receive 50% discount off all ticket purchases.

One child under age 6 rides free with each fare-paying adult.

Youth ages 6-18 receive 50% discount off all ticket purchases.

Adult students may purchase discounted tickets.

MetroLink Travel By Zones to Union Station

MetroLink lines scheduled to
open October 26, 1992

Stations # Zones

San Bernardino Line

Claremont (opening 12/92)	3
Pomona	3
Covina	2
Baldwin Park	2
El Monte	2
Cal State L.A. (opening mid 1993)	1

Santa Clarita Line

Santa Clarita	3
Sylmar	2
Burbank	1
Glendale	1

Ventura Line

Moorpark	4
Simi Valley	4
Chatsworth	3
Van Nuys	2
Burbank	1
Glendale	1

Cal State Students Designing Public Art for Campus MetroLink Station

Community involvement in MetroLink is a learning process. Especially since high school and college students are getting a chance to develop public art concepts for the MetroLink station that will serve the California State University, Los Angeles, campus.

It's a way to increase public involve-

ment in the creation of MetroLink — having people who live in the neighborhoods MetroLink serves design station art that reflects the character of their own communities.

Students from CSULA, Los Angeles County High School for the Arts, East Los Angeles College, Los Angeles City College and Pasadena City College are enrolled in the 10-week course on public art design. The class, developed by Art-for-Rail-Transit (A-R-T) Program Director Jessica Cusick and Barbara Goldstein of the city of Los Angeles' Cultural Affairs Commission, is being taught by CSULA instructor John Funakura.

After hearing from artists and architects who collaborated on station designs for the Metro Red, Blue and Green Lines, students will work in teams to create design concepts for a campus station. Once the teams make final presentations to a selection panel, station architects will help integrate the winning scheme into the station design. The CSULA station will be ready to serve the campus in the spring.

In addition to the CSULA station, cities along all three routes opening Oct. 26 are currently planning public art works for stations, aided by the LACTC's A-R-T program. Works include a variety of traditional approaches, such as ceramic tile murals and sculptures, as well as amenities such as benches, railings and light fixtures. ■



Metro Access Expands Service to the Disabled

Metro Access, a paratransit service for individuals with disabilities, is expanding its current pilot program service area to include 12 additional cities in the west San Gabriel Valley. Beginning July 26, Metro Access has been providing paratransit service to eligible riders traveling to destinations throughout the entire San Gabriel Valley.

A specialized transportation service for individuals with disabilities that is required by the 1990 Federal Americans With Disabilities Act (ADA), Metro Access gives eligible riders greater freedom to travel outside the cities in which they live.

The law directs local jurisdictions to provide transportation comparable to fixed-route service to those who cannot use the fixed-route service. Metro Access supplements existing city-run paratransit and dial-a-ride services by going beyond city boundaries to any destination within the Metro Access service area.

"Metro Access is an exciting service for individuals with disabilities because we are no longer trapped within the city boundaries," says Robert Gorski, chairman of the Specialized Transportation Advisory Committee, a citizen group that advises the LACTC on accessibility issues.

For more information about Metro Access, or to receive a copy of the Los Angeles County Coordinated Paratransit Plan, call Dierdre Heitman, CTSA Program Manager, at (213) 244-6744. ■

METRO MOVES

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Managing Editor
Wendy Taylor

Assistant Editor
Carol Wald

Art Director
Anne Roubideaux

Staff Photographer
Kelly Harriger

Deputy Director of Communications
Alice Tolbert-Wiggins

Director of Communications
Stephanie Brady



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LOS ANGELES COUNTY TRANSPORTATION COMMISSION

818 West Seventh Street, Suite 1100

Los Angeles, CA 90017

213/623-1194

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