



**Los Angeles County
Transportation Commission**

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JANUARY 4, 1991

CONTACT: STEPHANIE BRADY/CLARA POTES
TRANSPORTATION NEWS BUREAU

FOR IMMEDIATE RELEASE

JUDY HATHAWAY-FRANCIS BECOMES LACTC COMMISSIONER

Judy Hathaway-Francis, Councilwoman for the City of La Habra Heights, was elected Thursday as a commissioner of the Los Angeles County Transportation Commission (LACTC).

The Los Angeles County City Selection Committee elected Hathaway-Francis to replace former Santa Monica City Councilwoman Christine Reed, who was not re-elected to her council seat in November.

Hathaway-Francis will be one of two Commission members who represents 84 cities in the County, excluding the cities of Los Angeles and Long Beach. She will complete the three remaining years of Reed's term and will then be eligible for two, additional four-year terms.

The new transportation commissioner has served on the City Council of La Habra Heights since 1984 and serves as President of the California Contract Cities Association and member of the Transportation Committee of the League of California Cities. Recently she has been active in the assessment of the LACTC Congestion Management Plan for the San Gabriel Valley.

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JUDY HATHWAY-FRANCIS BECOMES LACTC COMMISSIONER

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Hathaway-Francis holds a Bachelor of Arts Degree, Cum Laude, in Political Science from the University of Southern California.

The LACTC is governed by 11 commissioners, including the five Los Angeles County supervisors; the mayor of Los Angeles; two members appointed by the mayor -- traditionally a city council member and a private citizen; a member of the Long Beach City Council, and two city council members to represent the other 84 cities in the County.

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JANUARY 14, 1991

CONTACT: ROBERTA TINAJERO/STEPHANIE BRADY
TRANSPORTATION NEWS BUREAU

FOR IMMEDIATE RELEASE

METRO BLUE LINE CELEBRATES SIX-MONTH ANNIVERSARY

Today marks the six-month anniversary of the opening of the Metro Blue Line. Since the 22-mile rail transit line opened on July 14, 1990, it has surpassed ridership predictions and conquered early concerns about security. Transit officials commended the Sheriffs Department for providing a high-level, comprehensive security program at a ceremony at the Metro Blue Line's Imperial Station.

County Supervisor Kenneth Hahn, often referred to as the father of the Blue Line, was present at today's ceremony. "Even before the rail line opened, the number one issue was security. Some people thought that no one would want to ride a train that goes through tough neighborhoods. But safety and security of passengers has always been the number one priority of the LACTC," said Hahn.

"This entire corridor has become an island of security," said Richard Alatorre, Los Angeles County Transportation Commissioner and L.A. City Councilman.

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BLUE LINE CELEBRATES SIX-MONTH ANNIVERSARY

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The Sheriff Department's contract to patrol the Metro Blue Line, provides a special transit unit of deputies riding the trains, both uniformed and undercover to prevent serious occurrences. Since service began, no major crimes have occurred on the line.

The Sheriff's 132-member Blue Line force has also established a high profile in the neighborhoods along the 22-mile route. "The presence of the Sheriff's Department on the Blue Line has helped generate a lower crime rate in and around the immediate area all along the corridor," said Alatorre.

Residents along the line can contact the Sheriff Department's Metro Blue Line Bureau directly at (213) 563-5000. "As riders wait on these station platforms, they feel safe and secure," said Nick Patasouras, RTD board president. "As they walk or take a bus to a station, or if they park in a park-and-ride lot, passengers feel safe and comfortable. This is a mode of travel that they can enjoy and ride worry-free," he said.

The most adverse impact of the Blue Line was the three accidents that resulted in four fatalities during the first three months of operation. "Since October, we have experienced fewer accidents in large part due to the public education efforts and the cooperation of the media in getting safety messages out to the community," said Neil Peterson, LACTC executive director. The LACTC and the SCRTD are continuing the education efforts and will soon launch a targeted advertising campaign on Blue Line safety.

The Sheriff's are headquartered at the Central Control Facility, dubbed the "USS Enterprise." The high-tech center, located on Imperial Highway

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BLUE LINE CELEBRATES SIX-MONTH ANNIVERSARY

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in Los Angeles, houses 64 television screens linked to closed-circuit cameras at each of the line's 22 passenger stations; computer operators in constant radio contact with train operators; and a 60" diagonal electronic map screen that keeps track of travelling Blue Line trains.

The final link of the Blue Line will open on February 14 when the 7th Street Metro Station opens underground at 7th and Flower streets.

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JANUARY 15, 1990

**CONTACT: ROBERTA TINAJERO/STEPHANIE BRADY
TRANSPORTATION NEWS BUREAU**

FOR IMMEDIATE RELEASE

FIRST CONTRACTS AWARDED FOR SECOND SEGMENT OF METRO RAIL SUBWAY

The Rail Construction Corporation (RCC) approved recommendations to award the first construction contracts on the second segment of the Metro Rail subway project. Shank-Healy of Los Angeles will be awarded the \$46 million contract to do the tunneling work from the Wilshire and Alvarado station to the Wilshire and Vermont Station. The joint venture of Tutor-Saliba-Perini will be contracted to the \$53 million job of building the underground station at Wilshire Boulevard and Western Avenue.

"The extension of the Metro Red Line to Hollywood and eventually to the San Fernando Valley is an important milestone for transit in Los Angeles County," said RCC Chairman David Anderson. The RCC is the building and engineering subsidiary of the Los Angeles County Transportation Commission.

Workers will use two construction methods to build the one-mile segment under Vermont Avenue. The "cut and cover" method involves excavation of the tunnel from ground level; then construction of a concrete box housing the subway tracks; followed by covering the box with soil and restoring the

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**FIRST CONTRACTS AWARDED FOR
SECOND SEGMENT OF METRO RAIL SUBWAY**

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surface. This work, to be done over a 1,200-foot segment, requires the draining and excavation of MacArthur Park Lake. Underground boring will tunnel a 3,400-foot segment from the west side of the park, under Wilshire Boulevard to the station at Vermont Avenue.

Only a short section of pavement on Alvarado Street will be involved in the cut and cover construction. Wood decking will be installed to allow traffic to continue using the street, while work occurs underground. All tunnelling will be done using precast concrete segments as the primary lining rather than wooden lagging.

Twin tunnels will be built, allowing trains to operate in both direction. Depth of the tunnels will vary from about 60 to 90 feet. Each tunnel will be about 20 feet in diameter.

The contract also calls for the renovation of the lake area and beautification of the park. Workers will install a new lake lining, aeration system and fountain, as well as new sidewalks, planters, benches and storm drains. The City of L.A. is working with the State Game and Fish Department to protect the park's wildlife during construction.

Construction through the lake is scheduled to begin in January, 1991 and will be completed in two years. Construction of the tunnels from the west side of MacArthur Park will take a year longer.

The work for the Wilshire/Western station will begin in February and involve clearing the site before the "cut and cover" construction over a 900-foot area.

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**FIRST CONTRACTS AWARDED FOR
SECOND SEGMENT OF METRO RAIL SUBWAY
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The 3 1/2-year project involves constructing the station frame and crossover tracks 60 feet below ground. Tutor-Saliba-Perini is also building two stations for the first 4.4 miles of Metro Rail at Union Station and at Wilshire/Alvarado.

The two-mile segment from the Wilshire/Alvarado station to the Wilshire/Western station is scheduled to begin serving the public in 1996. The 6.7 mile northern extension from the Wilshire/Alvarado station along Vermont Avenue to Hollywood and Vine is scheduled to open in 1998.

The recommendations must be formally approved by the Los Angeles County Transportation Commission on January 23, 1991.

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JANUARY 17, 1991

CONTACT: MICHAEL BUSTAMANTE/STEPHANIE BRADY
TRANSPORTATION NEWS BUREAU

FOR IMMEDIATE RELEASE

LOS ANGELES COUNTY TRANSPORTATION COMMISSION ANNOUNCES ENERGY CONTINGENCY PLAN

In the wake of the Persian Gulf crisis, the Los Angeles County Transportation Commission (LACTC) announced today its Energy Contingency Plan. The Plan, which would be invoked only in case of an "energy emergency", was adopted at the Commission's November 28, 1990 meeting.

The objective of the energy plan is to review energy needs from a total transportation perspective, to maximize mobility for L.A. County residents especially during commute hours, ensure that fuel delivery to high occupancy vehicles/transit takes precedence over SOV's and identify funds to accomplish objectives.

The adopted plan calls for a four-phase approach. Phase I is Standby Planning, whereby the LACTC will work with federal, state and local

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**LOS ANGELES COUNTY TRANSPORTATION COMMISSION
ANNOUNCES ENERGY CONTINGENCY PLAN**

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officials to ensure transit receives priority fuel allocations, and work with local refineries to make available a sufficient supply of diesel fuel. Additionally, employer needs, commuter telephone information services, expansion of park and ride sites and contingency fleet options would all be addressed under phase I. Moreover, the LACTC will track critical indicators to help identify conditions to determine if an energy emergency exists.

Under Phase II, the LACTC will monitor the fuel allocation process, work with Commuter Transportation Services (CTS) to market energy shortage as a reason to change travel behavior and implement, through the County of Los Angeles, an odd/even fuel purchase system for motorists.

The LACTC will turn to Phase III of the plan should the energy supply interruption continue beyond 60 days and Phase IV if the interruption continues beyond 180 days. These plans call for an acceleration of activities of phase II. The LACTC and CTS will encourage cities to alter work schedules, impose a temporary energy surcharge on peak period service, expand services using school buses and other sources of supplementary equipment, and work with Caltrans and cities to implement emergency park and ride facilities.

Throughout all four phases of the "energy emergency", the LACTC will continue to monitor fuel allocation to ensure transit obtains sufficient fuel supply.

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JANUARY 22, 1991

**CONTACT: CLARA POTES/STEPHANIE BRADY
TRANSPORTATION NEWS BUREAU**

FOR IMMEDIATE RELEASE

**ELEMENTARY SCHOOL STUDENTS PAINT MURAL FOR THE 7TH
STREET/METRO CENTER STATION OF THE METRO BLUE LINE**

San Pedro Street Elementary School students are painting a mural for the 7th Street/Metro Center Station, the downtown Los Angeles terminus of the Metro Blue Line, to be opened Feb. 14.

Featuring transportation scenes, the mural will be unveiled as part of the station's grand opening ceremony to be hosted by the Los Angeles County Transportation Commission.

To complete the mural by the Jan. 25 deadline, six 5th and 6th graders have been working for a week and a half on the school grounds under the direction of artist Susan Friel, a teacher at San Pedro Street School.

The art work, consisting of 12 plywood panels 8 feet high by 4 feet wide, will be mounted on a temporary wall in the station mezzanine area.

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**ELEMENTARY SCHOOL STUDENTS PAINT MURAL
FOR THE 7TH STREET/METRO CENTER STATION
OF THE METRO BLUE LINE
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The 7th Street/Metro Center station is the connecting point of the Metro Blue Line to the Metro Red Line. The west mezzanine will be used by passengers boarding the Blue Line trains, while construction of a Metro Red Line station continues in the east mezzanine.

With the completion of construction of the Blue Line terminus at the 7th Street/Metro Center Station, the Metro Blue Line will consist of 22 miles and 22 stations between Los Angeles and Long Beach.

"The students involvement in the Art for Rail Transit Program helps them understand how the Los Angeles rail transit network will serve their needs and those of their families," said Neil Peterson LACTC's executive director.

LACTC's public art policy allocates one-half of one percent of the station's construction cost for public art. Stations along the 22-mile Metro Blue Line, as well as future lines, will feature original works of art.

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JANUARY 23, 1991

**CONTACT: CLARA POTES/STEPHANIE BRADY
TRANSPORTATION NEWS BUREAU**

FOR IMMEDIATE RELEASE

**CONGESTED CORRIDOR ACTION PLAN
PROVIDES LIST OF RECOMMENDED SOLUTIONS**

Los Angeles County Supervisor Ed Edelman completed his one-year term today as Chairman of the Los Angeles County Transportation Commission, at the same time that the LACTC staff presented its Congested Corridor Action Plan to the full commission.

One of Chairman Edelman's goals was to develop long and short-term strategies to relieve county-wide congestion. Specifically, he asked the LACTC staff to rank the county's most congested corridors and develop congestion-relief programs specific to each corridor.

Today, the report was released identifying a catalogue of potential solutions at a press conference hosted by Supervisor Edelman at a park-and-ride lot in Universal City. Among the list is a proposal to provide security guards at all park-and-ride lots as part of a county-wide effort to promote the use of public transit to reduce congestion.

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**CONGESTED CORRIDOR ACTION PLAN
PROVIDES LIST OF RECOMMENDED SOLUTIONS
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"If more motorists feel comfortable leaving their cars at these lots they will be more inclined to van-pool or use public transit, relieving the freeways of some congestion," Edelman said.

The Universal City park-and-ride lot services the Hollywood and Ventura freeways.

The congested corridors addressed in the action plan have freeways experiencing operations of 30 miles per hour or less, for five hours a day or longer; arterial intersections experiencing at least one hour of congestion during both daily peak periods; and SCRTD bus lines with more than 20,000 boardings a day.

The congested corridors falling within this definition are the following:

- 1A Santa Monica Freeway (Route 10)
- 1B San Bernardino/Pomona Freeway Corridor
- 2 San Fernando Valley-Cross Valley to downtown Los Angeles
- 3 Downtown Los Angeles-San Pedro
- 4 San Fernando Valley/Orange County Corridor
- 5A 134/210 Freeway Corridor
- 5B West San Gabriel Valley Corridor
- 6 Downtown Los Angeles-Orange County Line (including Route 5)
- 7 605 Freeway Corridor
- 8 Manhattan Beach/Artesia Corridor
- 9 North County Access (Routes 126, 14 and 138)

(MORE)

**CONGESTED CORRIDOR ACTION PLAN
PROVIDES LIST OF RECOMMENDED SOLUTIONS
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Some congestion relief programs that illustrate the variety of solutions and incorporate all modes of transportation include:

- **Re-designing the bus grid system for San Fernando Valley. This would deploy buses more efficiently to meet current demand and reduce the need for transfers.**
- **Establishing 25-cent shuttle bus service along Ventura Boulevard and expanding existing system in downtown Los Angeles. This project should reduce the number of short-distance auto trips on Ventura Boulevard, and increase the usage of peripheral parking.**
- **Creating a reversible lane to match traffic flow on Sepulveda Boulevard, south of the tunnel, in San Fernando Valley.**
- **Finalizing the scope and budget study for the extension of the Metro Blue Line into Pasadena, based upon acquisition of Santa Fe rights-of-way. Once resolved, the project is ready for engineering design and construction.**
- **Seeking funding to extend El Monte Busway along the San Bernardino Freeway and HOV lanes along the Pomona Freeway, perhaps from Prop. C sales tax. The project extends the El Monte Busway from its current terminus in El Monte to the San Bernardino county line. The Route 60 (Pomona Freeway) project adds HOV lanes from Route 57 to the San Bernardino county line.**

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**CONGESTED CORRIDOR ACTION PLAN
PROVIDES LIST OF RECOMMENDED SOLUTIONS**

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- Initiating light duty service patrols along Pasadena/Harbor Freeway Corridor to immediately remove stalled vehicles from traffic flow.
- Add westbound HOV lane on Route 91 between 605 Freeway and the Orange County Line.

"These recommendations are beginning steps toward making mass transit friendlier for the user," Edelman said.

The LACTC will next take this laundry list of suggestions to communities for public comment and that input will help determine which congestion relief measures will be implemented.

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JANUARY 24, 1991

CONTACT: STEPHANIE BRADY/ROBERTA TINAJERO
TRANSPORTATION NEWS BUREAU

FOR IMMEDIATE RELEASE

LACTC GETS \$43 MILLION IN STATE FUNDS FOR RAIL RIGHTS-OF-WAY

The Los Angeles County Transportation Commission (LACTC) was granted \$43.8 million today by the California Transportation Commission (CTC) to be used toward the purchase of 175 miles of rights-of-way from the Southern Pacific Transportation Company. The funds are the first to be allocated by the state from Proposition 108, the rail bond measure approved by California voters in June, 1990.

The funds are earmarked for properties which closed escrow in December, 1990. "We are very pleased with the strong support from the state for this allocation. Their action will help the LACTC fulfill its promise of bringing commuter rail to the citizens of the Southland within two years, and supports our belief that tax dollars from Propositions 108 and 116 be applied toward the purchase of rights-of-way," said Neil Peterson, LACTC executive director.

"This is an historic action that shows there is a strong commitment to offer rail transit as an alternative to California citizens. We are now in the first phase of using bond

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**LACTC GETS \$43 MILLION IN STATE FUNDS
FOR RAIL RIGHTS-OF-WAY
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revenues for transportation purposes," said Bruce Nestande, CTC Chairman. This action is a beginning point."

Before the CTC took its allocation action, it requested that independent rail consultants review LACTC's rights-of-way purchase. "We were delighted with the results. The consultants commended the reasonableness of the negotiation process for the rights of way purchase for \$450 million," said Peterson.

The independent team was made up of Gerard Drake and Willard Keeney of Wilbur Smith Associates, and Angus McDonald of Angus McDonald & Associates.

The LACTC has requested that the state contribute 48% (\$220 million) toward the \$450 million total cost of the rights-of-way. The CTC will make its remaining allocation of Proposition 108 funds and its allocation of Proposition 116 funds at a future CTC meeting. "We are confident that we will get the full state support that we need," said Peterson.

The \$450 million funding proposal for the rights-of-way acquisition includes \$77 million (17.1%) from Proposition 116; the \$140.5 (31.2%) from Proposition 108; \$92 million (20.5%) from other local funds; and \$140.5 million (31.2%) in locally matched dollars.

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JANUARY 24, 1991

CONTACT: STEPHANIE BRADY/WENDY TAYLOR
TRANSPORTATION NEWS BUREAU

FOR IMMEDIATE RELEASE

LONG BEACH COUNCILMAN GRABINSKI BECOMES NEW LACTC CHAIRMAN

Long Beach City Councilman Ray Grabinski is the 1991 chair of the Los Angeles County Transportation Commission (LACTC), replacing Los Angeles County Supervisor Edmund D. Edelman, who will remain as a Commission member. Grabinski served as vice-chair during 1990, and automatically assumed the role of chair at the January 23 Commission meeting.

In a Commission election, Los Angeles County Supervisor Michael D. Antonovich became vice-chair.

Grabinski steps into the lead at a time when the LACTC is one of the most active agencies in the county. With the passage of Proposition C last November, as well as the passage of state measures 108, 111, and 116 last June, the Commission has the substantial funding necessary to implement its 30-year program for an integrated transportation network -- called the METRO system -- throughout the county and the surrounding Southern California area. Further, the purchase of 175 miles of Southern Pacific Railroad rights-of-way, to be used for inter-county commuter rail lines, provides another major link in the system.

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**LONG BEACH COUNCILMAN GRABINSKI BECOMES
NEW LACTC CHAIRMAN**

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"We have lots of work ahead, and our sights are high," said Grabinski. "However, it's obvious, by the success of the Blue Line, that we're on the right track." Opening last July, the Metro Blue Line -- the first completed link in the planned 300-mile METRO system -- immediately began carrying up to 18,000 passengers daily between Long Beach and downtown Los Angeles; this is nearly triple the original ridership projection.

Grabinski has outlined some of his 1991 goals for the Commission:

"Our most immediate goal is to make sure our constituency -- the potential user of public transportation -- is included in the decision-making process for selecting what modes of transportation are to be implemented, and where they're needed the most. To do that," he said, "the public needs to be better informed of our plans."

The LACTC has high ambitions, and the message that Grabinski wants conveyed is that "we are, in fact, building an integrated METRO system that will service the Southern California area in a user-friendly manner."

"And, of course, we will be working hard to determine the best use of the money from Prop. C, the one-half cent sales tax that was passed by the voters in November. This local tax is expected to bring \$400 million dollars per year to be spent on transportation to relieve congestion," he added.

The LACTC is governed by an 11-member board that includes the five Los Angeles County supervisors, the mayor of Los Angeles, two members appointed by the mayor (a member of the Los Angeles City Council, and traditionally, a private citizen), a member of the Long Beach City Council, two city council members appointed by the Los Angeles County City Selection Committee to represent the other 84 cities in the county (in addition to Long Beach and Los Angeles).

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JANUARY 28, 1991

CONTACT: ROBERTA TINAJERO/STEPHANIE BRADY
TRANSPORTATION NEWS BUREAU

FOR IMMEDIATE RELEASE

LACTC BREAKS GROUND FOR METRO GREEN LINE

A ground-breaking ceremony for the Metro Green Line was held today at the site of a future passenger station at Imperial Highway and Aviation Boulevard near El Segundo. It is the third rail transit line of a 300-mile planned system now under construction. The Los Angeles County Transportation Commission's (LACTC) subsidiary, the Rail Construction Corporation (RCC) is working on the aerial structure that will run through the El Segundo and Westchester area.

The 23-mile Metro Green Line begins in Norwalk and runs down the center of the I-105 (Glenn Anderson Freeway), and then branches in two directions at Aviation Boulevard and Imperial Highway on its own aerial structure. The south extension runs 3.5-miles into El Segundo. The north coast extension, a three-mile segment, will provide transportation links with Los Angeles International Airport, the Westchester community, and eventually Marina Del Rey.

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**LACTC BREAKS GROUND FOR NORWALK/EL SEGUNDO
METRO GREEN LINE**
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The new freeway and rail line will open together in 1994. The cost of the Metro Green Line is \$886 million.

It will be the first fully automated rapid transit line in the United States. Only three other transit rail operations in the world have computer-operated, driverless systems: Vancouver, Canada; London, England; and Lille, France.

"The Metro Green Line will become a vital part of Los Angeles County's 300-mile passenger network. It builds upon the proven successes of the Metro Blue Line," said Kenneth Hahn, county supervisor and LACTC commissioner. The rail line intersects with the Metro Blue Line at a shared station at Imperial Highway and Wilmington Avenue.

The Green Line will serve the communities of Norwalk, Downey, Lynwood, Wilmington, Los Angeles, Hawthorne, Inglewood, El Segundo, Westchester, and portions of Manhattan Beach and Redondo Beach. "Commuters will have the option of riding rail transit, traveling along one of the carpool lanes that will run on either side of the rail line, or driving on the freeway," said Hahn.

"The Metro Green Line is an exciting and vitally-needed link in the county's rail plan. We know that the county is going to thrive and grow, and that we must be prepared for that growth so that we can be certain that it enriches, and not enmeshes us," said Congressman Glenn Anderson. "We know that in return for our investment, we are both accommodating and facilitating our future prosperity," he said.

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**LACTC BREAKS GROUND FOR NORWALK/EL SEGUNDO
METRO GREEN LINE**

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"The rail line will bring riders to the Los Angeles airport area and employment area of El Segundo. The 25,000 airport-related workers will have a new and modern alternative to driving their cars when this line opens," said Ray Grabinski, LACTC chairman.

Ridership is expected to be about 25,000 passengers a day in its opening year, growing to 40,000 when other interlinking Metro lines open by the year 2000.

The LACTC/RCC will soon open bidding for 41 rail vehicles with a standing and seating capacity of 132 passengers.

"A unique feature of this rail line is the community involvement in the development of the stations," said Neil Peterson, LACTC executive director. "For each group of stations on the rail line, Community Advisory Groups contribute suggestions to artists and architects working on station designs."

The ground-breaking ceremony was co-sponsored by Caltrans, the cities of El Segundo and Norwalk, the El Segundo Employers Association, the El Segundo Chamber of Commerce, the Westchester/LAX Chamber of Commerce, and the Westchester/LAX Transportation Management Association, and County Supervisors Deane Dana and Hahn.

For further information on the Metro Green Line or the ground-breaking ceremony, call 213/620-RAIL.

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JANUARY 29, 1991

CONTACT: CLARA POTES/STEPHANIE BRADY
TRANSPORTATION NEWS BUREAU

FOR IMMEDIATE RELEASE

BLUE LINE SAFETY EDUCATION CAMPAIGN CONTINUES

As part of a safety education campaign to prevent accidents along the Metro Blue Line, the Los Angeles County Transportation Commission has placed a twisted wreckage at Blue Line intersections where vehicles are disregarding traffic signs.

The twisted wreckage has been displayed to remind the community about hazards that will result from driving around the crossing gates. Since the Metro Blue Line began operations in July, three accidents have resulted in four fatalities. All of them occurred when drivers or pedestrians disregarded the safety signs or drove around closed gates.

"Safety along the Blue Line and all other rail projects has always been first and foremost in the construction and operation of L.A. County's rail projects," said LACTC Commissioner Jacki Bacharach. "We will continue implementing our aggressive safety policy in all the phases of construction and during train operations."

The safety education campaign is part of an overall effort by the LACTC/RCC and the Southern California Rapid Transit District to prevent Blue Line related accidents.

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**BLUE LINE SAFETY EDUCATION CAMPAIGN CONTINUES
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"Since October, when the public education campaign was launched and other safety measures were implemented, there have been fewer accidents," Bacharach said.

The twisted wreckage display began on Jan. 14 and has made its way along six of the busiest intersections designated as high risk areas because of the high number of tickets issued there by the Los Angeles County Sheriff's Department.

The designated intersections are Florence/Graham, Imperial/Willowbrook, Rosecrans/Willowbrook, Gage/Converse, Flower/Washington and Long Beach Avenue/41st Street. The wrecked vehicle has been placed for two days at each one of these intersections.

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FEBRUARY 14, 1991

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TRANSPORTATION NEWS BUREAU

FOR IMMEDIATE RELEASE

**FIRST UNDERGROUND METRO RAIL STATION
OPENS IN DOWNTOWN LOS ANGELES**

The first underground station of the Los Angeles Metro Rail system opened today--four and a half months ahead of schedule--in downtown Los Angeles, completing the final link of the 22-mile Long Beach-Los Angeles Metro Blue Line.

Mayor Tom Bradley announced the opening of the subway station as a "major milestone that brings Los Angeles into the ranks with other great metropolitan cities in the world which have subway systems."

The station, named 7th Street Metro Center, "will provide greater accessibility to the heart of the Los Angeles business district and will reduce the traveling time of Blue Line passengers who have been disembarking at the Pico Station," said Ray Grabinski, Chairman of the Los Angeles County Transportation Commission.

The 7th Street Metro Center will be the connecting point of the Metro Blue Line and the Metro Red Line subway, scheduled to open in late 1993. The station is the northern terminus of the Metro Blue Line which now features 22 stations spread along the communities of Long Beach, Carson, Compton, Watts, Lynwood, South Gate, Huntington Park, Vernon and downtown Los Angeles.

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**FIRST UNDERGROUND METRO RAIL STATION
OPENS IN DOWNTOWN LOS ANGELES**

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"Blue Line riders will have several new travel opportunities at the 7th Street Metro Center station," said Nick Patsaouras, President of the SCRTD and LACTC commissioner. "They can catch any of about 20 bus lines that stop at or within a block of the station's ground-level entrance at 7th and Flower streets and travel throughout Los Angeles County," he said.

Public access to the station is at Figueroa Street and Seventh Street through the Home Savings of America Building lobby and at the northeast corner of Seventh Street and Flower Street through the Roosevelt Building. Escalators and stair cases are in operation at each of the entrances. An elevator providing access for the handicapped is located at the Seventh and Flower entrance.

Fair vending machines are located at the mezzanine level near the Figueroa Street entrance and above the mezzanine level near the Flower Street entrance. Five fare vending machines will be in operation at each location.

"The Sheriffs Department will continue providing a safe and secure environment for passengers, both on the trains and in the station," said Neil Peterson Executive Director of the Los Angeles County Transportation Commission. "The Transit Unit of the Sheriff's Department has most effectively patrolled the Metro Blue Line, ensuring public confidence in the entire system."

While the Blue Line operates on the west mezzanine level, construction of the Red Line will continue at the lower level and in the east mezzanine. Passengers will be able to observe the on-going construction through windows installed at the mezzanine level.

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**FIRST UNDERGROUND METRO RAIL STATION
OPENS IN DOWNTOWN LOS ANGELES**

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A mural painted by San Pedro Street Elementary School students enhances a temporary wall built to separate the construction from the public areas. The mural was unveiled as part of the station's grand opening ceremony.

Permanent art work pieces will be installed in the station in the upcoming months. The east and west mezzanines will be dressed with hand painted 110-foot porcelain tile murals depicting the history of film by artist Joyce Kozloff, and above the 7th and Flower (Roosevelt Building) entrance there will be three 4 X 15-foot mosaic murals by artist Roberto Gil de Montes.

The ceiling above the 7th and Figueroa entrance features Terry Schoonhoven's painting City Above, which depicts the Los Angeles skyline, commissioned by Home Savings of America.

The completion of the 7th Street Metro Center station marks the beginning of an integrated Metro system that will eventually reach North Hollywood and the San Fernando Valley. The Los Angeles County Transportation Commission's rail program consists of more than 300 miles of rail to be built over the next 10 years. This integrated network called the METRO System will improve mobility and air quality as well as reduce dependence on foreign oil.

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News

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CONTACT: MICHAEL BUSTAMANTE/
STEPHANIE BRADY
TRANSPORTATION NEWS BUREAU

FOR IMMEDIATE RELEASE

**LACTC RELEASES FEASIBILITY STUDY FOR
SAN FERNANDO VALLEY EAST-WEST RAIL ALTERNATIVES**

The Los Angeles County Transportation Commission (LACTC) released a feasibility study today of possible alternative plans for the East-West Rail Transit Project for the San Fernando Valley. ~~While the full report, prepared by Gruen Associates, will not be released until March,~~ the Executive Summary presented to the LACTC's Planning and Mobility Improvement Committee (PMIC) compares cost, constructability and usage of the three proposed alignment alternatives: a Metro Rail extension utilizing the Southern Pacific Burbank route; a Metro Rail extension under Ventura Boulevard; and an aerial guideway along the Ventura Freeway.

On March 28, 1990, the LACTC adopted a Final Environmental Impact Report (EIR) for the Valley East-West Rail project. At that time the Commission adopted the Burbank Branch as its preferred alternative with funding available only to the Sepulveda basin.

Later, the decision was made to look at alternative alignments and advanced technologies which would prove more cost effective and better suited to meet the transportation needs of the area. Based on the findings of this new report, the LACTC staff determined the aerial guideway deserves further study and, as such, recommends the Commission proceed with a Supplemental Environmental Impact Report (SEIR) for an aerial guideway over the Ventura Freeway. It should take about one year to complete this process.

(MORE)

**LACTC RELEASES FEASIBILITY STUDY FOR
SAN FERNANDO VALLEY EAST-WEST RAIL ALTERNATIVES**

February 19, 1991

Page 2

The study estimates the cost of building the 16.2 mile aerial guideway project at \$2.25 billion compared to \$2.65 billion for the 14.0 mile SP Burbank Metro Rail Extension. The 15.7 mile long Ventura Boulevard Metro Rail Extension was estimated to cost \$3.88 billion.

Among the items that decreased costs for the construction of the aerial guideway was the decision by CalTrans to provide the rights-of-way on which to build the guideways and air rights for construction of aerial stations above the freeway median. Additionally, the use of steel columns in the freeway center median will avoid property condemnation, loss of freeway lanes, freeway widening or daytime lane closures due to construction. Moreover, use of new technology may also allow construction to proceed faster than originally projected.

The original plans approved by the Commission last March, enable the rail line to be built from North Hollywood to the Sepulveda basin and that is what has been funded. The Gruen report studied routes that would extend the entire length of the Valley, all the way to Canoga Park.

"This study, which reviews the entire Valley alignment, provides new information which warrants further study before the Commission makes a final decision on which technology to build in the Valley," said Neil Peterson, Executive Director of the Los Angeles County Transportation Commission. "Fortunately, there is time to conduct the environmental study without delaying the building of the east-west rail line. This is not due to start construction until 1994."

At this time it appears that this Valley extension can be paid for solely with local and state funding and it will not be necessary to seek federal dollars.

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FEBRUARY 28, 1991

CONTACT: STEPHANIE BRADY/ROBERTA TINAJERO

FOR IMMEDIATE RELEASE

METRO RAIL PROJECT TO INCLUDE RESTORATION OF MACARTHUR PARK

MacArthur Park, a place once frequented by joggers, families, and lunchtime workers has suffered troubled times. Vandalism and crime have kept people from enjoying the park's lake, palm trees and artworks. Even the paddle boat operation has closed. But Metro Rail construction plans call for a \$6 million restoration and beautification of the lake and its surrounding area. Officials from the Los Angeles County Transportation Commission (LACTC) and Department of Recreation and Parks see the rail project as a rejuvenation opportunity for the entire park and its neighborhood.

One of the first construction projects for the second phase of the Metro Red Line is to complete one mile of tunneling work from Wilshire and Alvarado to Wilshire and Vermont. Workers will construct tunnels and track below the lake, requiring that it be drained and excavated during a two-year period.

Workers will eventually install a new lake lining and aeration system, as well as replace the lake's fountain. The entire walkway around the lake will be redesigned and replaced as well as the planters, benches and storm drains. A modern lighting system is also planned. It will take a little less than three years to complete all the improvements.

(MORE)

**METRO RAIL PROJECT TO INCLUDE
RESTORATION OF MAC ARTHUR PARK**

February 28, 1991

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"The park itself will remain open to the public. Only the construction site will be fenced and closed off to ensure additional safety for park visitors," said Barry Simon of the Department of Recreation and Parks. "People will have better access to the park with the Westlake/MacArthur Park Station at Wilshire Boulevard and Alvarado. That station opens in 1993 as part of the first 4.4 miles of the Metro red Line," said Ed McSpedon, President/CEO of the LACTC's Rail Construction Corporation. The park project is part of the construction work for the second leg of the Red Line.

Adolfo V. Nodal, general manager of the Department of Cultural Affairs has been involved in a long-time effort to bring life back into the park through the MacArthur Park Community Council and Public Art Program. "We are pleased the construction project is providing an opportunity for young artists. They will be painting murals to decorate the construction site, enhancing the aesthetics in the park during the construction period," said Nodal.

Installation of construction fencing commenced February 25, 1991. Construction work around the lake begins in April. The lake will first be drained. It was last drained six years ago for maintenance work. A high salt and bacteria content eliminate the possibility of reusing the lake water for either domestic or agricultural purposes. "In researching several ideas on the possible re-use of the water, we concluded that while salt content is not toxic, the lake is too salty to allow it to re-enter the ground water system," said McSpedon. "Additionally, the bacterial content due to bird dropping and public use makes it unsuitable for agricultural purposes." The lake's built-in drainage system will be used to send the water to the storm sewer, and eventually out to the ocean.

(MORE)

**METRO RAIL PROJECT TO INCLUDE
RESTORATION OF MAC ARTHUR PARK**

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The 6.7-mile second segment of the Metro Red Line will open in two parts. A leg from Wilshire/Alvarado to Wilshire/Western is scheduled to begin serving the public in 1996. The northern extension from the Wilshire/Alvarado station along Vermont Avenue to Hollywood and Vine is scheduled to open in 1998.

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MARCH 8, 1991

CONTACT: ROBERTA TINAJERO/STEPHANIE BRADY

FOR IMMEDIATE RELEASE

**ARCHAEOLOGISTS UNCOVER PARTS OF OLD CHINATOWN
IN METRO RAIL DIG;
HUNDREDS OF ARTIFACTS GO ON DISPLAY**

A team of 12 archaeologists excavating at a Metro Rail construction site are uncovering brick structural remains of buildings from the original Chinatown of the 1880's. The building foundations are part of ongoing discoveries that are providing experts with a detailed look at the life of early Chinese residents of Los Angeles' first Chinatown.

Construction workers were excavating 18 feet down at the site of the future station's west entrance when the old foundations were discovered. Hundreds of small artifacts were found last year during excavation work on the Metro station's east entrance. "The Metro Rail project has allowed us to find these valuable clues to our city's history," said Ed McSpedon, CEO/president of the Los Angeles County Transportation Commission's subsidiary, the Rail Construction Corporation. "The items are contributing to the studies of archaeology, history, urban development, and ethnic studies."

"We are being very careful to preserve all the historical pieces being found at the construction site," said McSpedon. "Any time we plan to do heavy digging work, we have a member of the archeological team monitor the site for signs of additional findings," said McSpedon.

(MORE)

**ARCHAEOLOGISTS UNCOVER PARTS
OF OLD CHINATOWN IN METRO RAIL DIG;
HUNDREDS OF ARTIFACTS GO ON DISPLAY**

March 8, 1991

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"Many houses and buildings were demolished to clear the land for Union Station in 1934," said John Foster, project manager of the archeological team. "Little remains of the structures except for the foundations made of crude bricks." The team is documenting their current findings with film and maps. "Some bricks are removed to become part of an artifact display, but because the foundations are so fragile, it would be impossible to remove them from the ground," said Foster.

Three display cases containing the Chinese artifacts have been placed at locations along the route of the first segment of the Metro Red Line, beginning at Union Station (near the snack bar); in the window of the Metro field office at 713 W. 7th Street; and at the Fine Arts Building lobby at 811 W. 7th Street. The pieces include hand-painted porcelain dishes, cooking tools, medicine bottles, door knobs, jewelry, shoes, toys and figurines.

The first 4.4 miles of the Metro Red Line from Union Station to Wilshire Boulevard and Alvarado Street is scheduled to open in fall, 1993. Red Line passengers will be able to transfer to commuter rail and AMTRAK trains at the Union Station subway stop.

#



11 MARCH 1991

**CONTACT: MICHAEL BUSTAMANTE/STEPHANIE BRADY
TRANSPORTATION NEWS BUREAU**

FOR IMMEDIATE RELEASE

**LACTC COMMISSIONED ARTIST ROBERT MILLAR TO
SPEND TIME AT BRAILLE INSTITUTE**

The Los Angeles County Transportation Commission (LACTC), as part of its Art for Rail Transit (A-R-T) project, has commissioned Southern California artist Robert Millar to design the Beverly Station, one of several stations located underground along Vermont Avenue and part of the Metro Red Line.

The station, located in close proximity to both Los Angeles City College and The Braille Institute, offers a unique opportunity for Millar to explore the participation and engagement of individuals who are visually impaired to use public space. "As part of my research, I want to spend time learning what it is like to be blind," said Millar. "While no sighted person can really understand what it is like to be blind, I wanted to understand how a blind or visually impaired person utilizes space in order to incorporate these elements into the design of the station."

(MORE)



"The A-R-T project goal is to create an opportunity for the communities to make as statement about who they are and how they relate to the rest of the county," said LACTC Executive Director Neil Peterson. "By interacting with The Braille Institute, we are fulfilling our commitment to share community experiences with all Los Angeles residents."

The most innovative feature of LACTC's A-R-T project is its provision for community involvement. For each group of stations on the rail system, community Advisory Groups have been or are being formed to develop community background to be considered by the artist in creating their works. "We appreciate the sensitivity being demonstrated by the artist Robert Millar and designers of Metro Rail in considering blind and visually impaired individuals living in Los Angeles," said Jacqueline B'Shahzadi, PhD., Braille Institute Director of Student Training.

Southern California is home to more than 40,000 individuals considered legally blind and nearly 129,000 persons who are visually impaired.

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For more information, please contact:

Michael Bustamante	(213) 236-9591
Stephanie Brady	(213) 236-4792



MARCH 13, 1991

CONTACT: STEPHANIE BRADY
TRANSPORTATION NEWS BUREAU

FOR IMMEDIATE RELEASE

**LOS ANGELES TRANSIT LEADERS TAKE MESSAGE TO WASHINGTON:
ADDITIONAL TRANSPORTATION FUNDING NEEDED**

Washington D.C. -- Officials of the Los Angeles County Transportation Commission (LACTC) and the Southern California Rapid Transit District (SCRTD) are among local transit leaders in Washington seeking support for additional federal funding in the Surface Transportation Act that will soon come before Congress. Other leaders attending the meetings with 23 congressional offices include representatives from the City of Los Angeles, Long Beach Transportation Corporation, Montebello Bus Line, Culver City Municipal Bus Lines, Commuter Transportation Services, and the Greater Los Angeles Transportation Coalition.

On Wednesday, March 13, Senators Alan Cranston and Alphonse D'Amato convened a symposium bringing together several big city mayors, transit leaders, environmentalists and academicians to consider the future federal role in mass transit. Neil Peterson, LACTC's Executive Director, addressed the question of the moment in public transportation: in light of scarce resources, how should federal mass transit policy best address congestion, pollution, energy conservation and economic development?

(MORE)

**LOS ANGELES TRANSIT LEADERS TAKE MESSAGE TO WASHINGTON:
ADDITIONAL TRANSPORTATION FUNDING NEEDED**

March 13, 1991

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"Los Angeles has a major stake in this legislation," said Peterson. "The Metro Red Line is the major new start rail system receiving federal funds nationwide, and we are now the recognized leader in terms of building an innovative, multi-modal transit system with strong local financial commitment," he added.

Peterson said that federal officials in Congress and the Administration have cited Los Angeles as an excellent example of an area which has demonstrated strong local commitment to transit, as evidenced by state passage of Props 108, 111 and 116 and then the adoption in November of Proposition C, a second, half-cent sales tax for transit and highway improvements.

"Now we need the federal government to kick in their share of funding support for solving transportation problems," said Peterson. According to LACTC Commissioner and Rancho Palos Verdes Councilwoman Jacki Bacharach, "the message we are bringing to Congress is that new laws passed in Washington last year mandating stringent clean air goals and accessibility to transit for the disabled are clearly increasing our cost to provide transit services."

"Many members of Congress agree that this must now trigger more federal support for transportation," said Bacharach. "We believe this renewed commitment is reasonable when you realize that federal funding currently amounts to less than ten percent of transit funding in Los Angeles," she added.

Congressman Norman Mineta (D-San Jose), Chairman of the House panel that will write the new surface transportation legislation, pointed out that, "during the 60's and 70's the U.S. invested 2.4% of its GNP in highway and transit infrastructure. In the 80's and 90's we have spent 0.4 percent. Congress now has the opportunity to reverse this trend."

(MORE)

**LOS ANGELES TRANSIT LEADERS TAKE MESSAGE TO WASHINGTON:
ADDITIONAL TRANSPORTATION FUNDING NEEDED**

March 13, 1991

Page 3

LACTC is working on a full-range of solutions to meet multi-modal transportation needs of all population segments. In developing a METRO System for Los Angeles County, funding support is needed for: commuter rail services; rail transit; carpool and bus lanes on freeways; clean-air buses; extensive bus and dial-a-ride services; increased employer-based programs to reduce commuter trips; an improved highway, street and High Occupancy Vehicle (HOV) network; tow-truck patrols; and state-of-the-art traffic demand management projects.

Federal funds amount to only 21 percent of total rail construction dollars that will be spent in Los Angeles County through the year 2001 for completion of over 300 miles of light, heavy and commuter rail.

Congress is expected to begin action on the Highway and Transit bill in the next couple months, since the law is currently set to expire on October 1. Los Angeles Transit officials pledged to continue their visits to Washington to ensure that a bill is enacted which will meet the region's future transit needs.

Currently, of \$3.2 billion provided for transit programs in 1991, \$1.8 billion come from the general funds of the federal government, while \$1.4 billion come from gas tax trust funds. In recent years, in order to minimize the overall federal deficit, unspent balances in the gas tax highway and transit trust funds have been allowed to accumulate. "The public is expecting these gas tax dollars to be spent to build better roads and transit systems," said Neil Peterson. "We are urging Congress to release this money for the purpose it was intended, and not as a replacement for general funds."

#



March 15, 1991

**CONTACT: WENDY TAYLOR,
STEPHANIE BRADY
TRANSPORTATION NEWS BUREAU**

FOR IMMEDIATE RELEASE

LACTC HONORED AS "EMPLOYER OF THE YEAR"

LOS ANGELES, CA -- The Los Angeles County Transportation Commission (LACTC) will be honored tonight as "Employer of the Year" by the Women's Transportation Seminar (WTS), a national organization of transportation professionals.

At its Fourth Annual Scholarship and Awards Dinner at the Hyatt Regency tonight in Long Beach, California, WTS will recognize LACTC for its "outstanding support and enhancement of the transportation industry."

Also being honored as "Woman of the Year" will be Christine Reed, a former LACTC Commissioner and Santa Monica City Councilwoman.

The featured speaker and honored guest of the evening will be Mr. Bruce Nestande, Chairman of the California Transportation Commission.

"LACTC plays a pivotal role in the transportation network throughout Southern California and coordinates activities between various transportation operations and agencies in the County and the State," said Lena Velasquez-Carreras, President of the Los Angeles Area Chapter of WTS.

(more)

LACTC Honored As "Employer of the Year"
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The following 1990 LACTC accomplishments were cited by WTS as criteria for the award:

- The opening on July 14 of the first rail line in Los Angeles County in over 30 years -- The Metro Blue Line -- a 22-mile light rail line from downtown Long Beach to downtown Los Angeles.
- The purchase of more than 150 miles of Southern Pacific Railroad Company rights of way, and establishing an inter-county commuter rail team, to help implement seven commuter rail lines that will soon connect Los Angeles, San Bernardino, Ventura, Riverside, Orange and San Diego Counties.
- Establishing six internal area teams, based on the geographic areas of Los Angeles County, to develop overall countywide multi-modal solutions to congestion and to improve the region's mobility.
- Setting direction and establishing overall policies on funding and technology to determine community transportation needs.

Established in 1977, the Women's Transportation Seminar is a national organization of transportation professionals -- both men and women -- with nearly 3,000 members in 22 chapters throughout the U.S. The organization offers both individuals and corporations an effective way of communicating with key participants in the transportation industry.

The organization offers special programs on current issues, career development, a job bank, on-site tours of local facilities, annual scholarships and professional recognition, and an annual national conference every spring.

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News

MARCH 22, 1991

Contact: WENDY TAYLOR/STEPHANIE BRADY
TRANSPORTATION NEWS BUREAU

FOR IMMEDIATE RELEASE

**PUBLIC IS INVITED TO PREMIER SHOWING OF
METRO GREEN LINE STATION ART**

EL SEGUNDO, CA -- The Los Angeles County Transportation Commission (LACTC) joins with the City of El Segundo for a premier showing of the art designs for five of the sixteen future **METRO** Green Line Stations. These five stations will be located within the El Segundo area.

The public is invited to attend the event, which will be held on March 27, 1991 at 7:00 pm in the El Segundo City Council Chambers.

When the **METRO** Green Line opens in 1994 it will not only be the first fully automated rail rapid transit line in the United States, it will also be the nation's first light rail line showcasing its stations as works of public art.

The 23-mile line, a vital part of Los Angeles County's planned 300-mile passenger network, will run between Norwalk and El Segundo along the new Glenn Anderson Freeway (I-105) and will branch off in two directions along the coast at Aviation Boulevard and Imperial Highway.

(MORE)

**PUBLIC IS INVITED TO PREMIER ART SHOWING
OF METRO GREEN LINE STATION ART**

March 22, 1991

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"So far, the mesh of public meetings, community involvement, artists, and architects, have resulted in the selection of five artists, one for each of five transit stations on the westernmost El Segundo Extension, explains Jessica Cusick, director of LACTC's Art-For-Rail Transit (A-R-T) program.

All five artists will be present at the showing. Each artist represents his own unique approach for creating more than austere entry points for the METRO system's daily commuters.

The artists include Richard Turner, whose Aviation Station design evokes images of a 1950's living room; Charles Dickson, whose Mariposa Station design compares butterflies to space flight, drawing a parallel between nature and the area's aerospace industry; Daniel Martinez, whose 26-foot metal hand will greet passengers at the El Segundo Station entrance; Renee Petropoulos, who integrated the locale's primary elements into an array of specific patterns and shapes at the Douglas Street Station; and Carl Cheng, who designed the Marine Avenue Station in metaphors combining the past and future of Redondo Beach -- submerged coastal strip to aerospace employment center.

In 1989, the LACTC created an art policy for its new 300-mile rail network, allocating one-half of one percent of rail construction costs to its A-R-T program.

"The El Segundo Planning Department invites all residents to attend this showing," said Kendra Morris, the city's director of planning, "and we look forward to hearing the artists discuss their station designs."

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MARCH 22, 1991

CONTACT: ROBERTA TINAJERO/STEPHANIE BRADY
213/236-9565 / 213/236-4792

FOR IMMEDIATE RELEASE

PUBLIC HEARING SET ON AVALON'S UNMET TRANSIT NEEDS

Avalon residents can speak out for transportation improvements at the Los Angeles County Transportation Commission (LACTC) hearing on unmet transit needs on Tuesday, April 2 at 7 p.m. at City Hall, 209 Metropole.

The California Transportation Development Act (TDA) requires that one-quarter cent of each 6.5 cents of sales tax be spent on transportation development and construction.

Most of the county's available TDA funds are used for transit service inside the Southern California Rapid Transit District (SCRTD) boundaries. The funds available under Article 8 of the TDA are for Los Angeles County areas not served by SCRTD. Other types of TDA funds support bikeways, pedestrian and handicapped facilities, bus operations, dial-a-ride and shuttle bus services.

If the public comments suggest that there is no public transit need which can reasonably be met with the Article 8 funds available, the funds could be allocated to other projects, such as local streets and roads.

For more information on the public hearing, contact Ellen Blackman at LACTC (213) 236-9548.

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9:AVALON.RLS
RJT:pls:03.11.91



News

MARCH 25, 1991

CONTACT: ROBERTA TINAJERO/STEPHANIE BRADY
TRANSPORTATION NEWS BUREAU

FOR IMMEDIATE RELEASE

WORKER SAFETY RECORD EARNS \$10.1 MILLION INSURANCE RETURN FOR L.A. COUNTY RAIL PROJECTS

Neil Peterson, Executive Director of the Los Angeles County Transportation Commission (LACTC), announced that the Commission is receiving a \$10.1 million return of insurance premiums from Argonaut Insurance Company as a result of superior safety on rail construction projects. The LACTC's rail subsidiary is designing and building Los Angeles County's rail transit system. Peterson characterized the record dividend as "a milestone in safety achievement which reflects our commitment to an effective safety program."

A four-foot check, dramatizing the unprecedented amount, is being formally presented to the Rail Construction Corporation (RCC) Board members by the Argonaut Insurance Co., of Menlo Park, CA, and Metro Transit Insurance Administrators (MTIA), a Joint Venture of Sedgwick James of California, Inc.; Rideau and Associates; and Akasaka, Ortiz and Varela.

The dividend is being paid in connection with Worker's Compensation insurance provided by the RCC for the employees of contractors and subcontractors engaged in Metro Red Line and Metro Blue Line construction activities. Worker's Compensation Insurance protects workers from loss of income as a result of job-related injuries or disabilities.

"These savings mean lower costs for Los Angeles County taxpayers when it comes to providing mass transit," said Ed McSpedon, President and CEO of the RCC. McSpedon attributes the good record to the aggressive safety program the RCC has in place. "Our safety program is the most important part of this project," said McSpedon. "Human lives are at stake - not just of our workers, but also pedestrians, motorists and other citizens near our construction sites."

(MORE)

**WORKER SAFETY RECORD EARNS \$10.1 MILLION
INSURANCE RETURN FOR L.A. COUNTY RAIL PROJECTS**

March 25, 1991

Page 2

The RCC purchases the insurance through a special Owner Controlled Insurance Program (OCIP). The OCIP requires contractors to exclude the cost of insurance from their bids. Instead, RCC arranges coverage for all contractors through a single combined OCIP, often called a Wrap-Up. While designed as a loss control and cost reduction strategy, a Wrap-Up is also beneficial to small and minority bidders who may have difficulty securing separate insurance coverage.

"This record dividend is both a result of outstanding safety achievement and the RCC's long-range management decision to create a special Owner Controlled Insurance Program, which provides a premium return when losses fall below original projections," said Wally Ryland, President of Sedgwick James Construction Services Division and of the MTIA Joint Venture. Last December, the Board of the RCC consolidated its other rail construction projects - the second segment of the Metro Red Line and the entire Metro Green Line - under an OCIP extension. "This decision alone resulted in approximate savings of one million dollars, which was subsequently in this \$10.1 million dividend," added Ryland.

Ted Braucht, Senior Vice President, Construction Insurance for Argonaut, described the unprecedented return as one of the largest in the 43-year old, Menlo Park, California company's history. Argonaut currently has over sixty (60) OCIP's in force. The Los Angeles County dividend represents a 45% return of paid premium, which Braucht characterized as an "outstanding rate of return for the construction industry and the result of excellent loss experience."

The LACTC's OCIP was designed by Metro Transit Insurance Administrators, which also administers the program for RCC. Sedgwick James, the sponsoring partner of the Metro venture, is one of the largest OCIP administrators in the United States and has served 14 rail construction projects nationwide, including all of the mass transit OCIP's in the State of California.

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News

March 28, 1991

CONTACT: MICHAEL BUSTAMANTE/STEPHANIE BRADY
TRANSPORTATION NEWS BUREAU, (213) 623-1194

FOR IMMEDIATE RELEASE

**CULVER CITY PARATRANSIT PROGRAM HONORED
AS FIRST RECIPIENT OF LACTC METRO AWARD**

The City of Culver City was honored as the first recipient of the Los Angeles County Transportation Commission's *Metro Award*. Culver City was honored for paratransit service the city provides for its physically challenged residents.

The paratransit service, operated by the City of Culver City, is considered one of the most effective, efficient and cost effective programs in Los Angeles County. During 1989-90, the service provided transportation to over 33,000 riders. "We provide service to riders who cannot normally ride the bus system: the elderly and residents who are wheelchair bound," said Don Rogers, Manager of Community and Social Services.

Also on hand to receive the award was Culver City's former Mayor and current Councilmember Jozelle Smith who thanked the Commission for the award. "We are quite honored to be recognized by the LACTC for our paratransit operation, and doubly honored to be the first program to receive the *Metro Award*," said Smith. "We are proud to be able to facilitate a service that provides mobility to an important segment of our community that would otherwise find it impossible to go to the doctor or even shop."

The Los Angeles County Transportation Commission's *Metro Award* will be a monthly award for twelve different categories, aimed at recognizing local cities, transit operators

(MORE)

**CULVER CITY PARATRANSIT PROGRAM HONORED
AS FIRST RECIPIENT OF LACTC "METRO" AWARD**

March 28, 1991

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and their employees who have made a significant contribution to improving transportation in Los Angeles County. The March *Metro Award* category - Disadvantaged Access -- was aimed at honoring the transportation agency which has done the most to improve or provide transit access to physically challenged and/or senior residents of Los Angeles County.

April's *Metro Award* category will honor the transit agency, operator, group or individual who has done the most to further environmental concerns as it related to transportation. Future *Metro Award* categories include Improved Efficiency for Rail, Transit, and Streets & Highways; a Directors Award; Community Outreach; and the Hard "C" Award - presented to the agency which provides clean, quiet and courteous transportation to commuters.

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APRIL 4, 1991

**CONTACT: ROBERTA TINAJERO/STEPHANIE BRADY
TRANSPORTATION NEWS BUREAU**

FOR IMMEDIATE RELEASE

**STATE APPEALS COURT UPHOLDS LACTC
CREATION OF FOOTHILL TRANSIT ZONE**

The State Court of Appeal unanimously upheld a decision made by the L.A. County Superior Court ruling that the Los Angeles County Transportation Commission's (LACTC) creation of a Foothill Transit Zone was consistent with state law.

The County of L.A. and 20 cities in the San Gabriel Valley received LACTC approval to operate 14 Rapid Transit District (RTD) lines in 1988. Two unions, which represent the RTD's drivers and mechanics, requested a court injunction to stop Foothill Transit from operating. In 1989, after a six-week court trial, a Superior Court judge refused to issue a court injunction and found that Foothill Transit was created in accordance with state law.

That decision was appealed to the appellate court, and Foothill Transit was permitted to run seven lines, while the other seven were prevented from being operated pending the decision by the Court of Appeal. Yesterday's decision clears the way for Foothill Transit to operate all 14 lines.

The State Court of Appeal cited several factors in its decision to deny an injunction, including the public interest in receiving improved transit service. Cost savings of allowing operators who have competitively bid to provide service come in great part from more

(MORE)

**STATE APPEALS COURT UPHOLDS LACTC
CREATION OF FOOTHILL TRANSIT ZONE**

April 4, 1991

Page 2

efficient use of manpower and lower overhead. Savings can be used for additional service and maintaining fares.

The court also noted that the Foothill Transit, a three-year project, is a novel experiment in transportation planning that should be allowed to be completed. At the end of its three-year period, the LACTC will determine if Foothill Transit has met the success tests specified by the LACTC.

"We are very pleased with the court's decision," said Ray Grabinski, LACTC chairman. "It makes sense to allow cities and the private sector to play a greater role in providing public service. The transportation zone concept can help maximize scarce public funds by providing greater efficiency of service through competitive bidding," he said.

#

FOOTHILL TRANSIT ZONE

Chronology

Clara 2/1/93

FYI - They're
in court today -
Final decision
pending
Julie
x6455

DATEACTIVITY

- 06/84-11/84 LACTC prepares and circulates Transportation Zone Issue Paper to committees.
- 12/18/84 Supervisor Schabarum motion is approved by Board of Supervisors to examine feasibility of creating a transportation zone.
- 02/02/85 County staff reports back on feasibility of zone, noting that LACTC has developed a zone position paper.
- 06/85-07/85 Preliminary Draft of Zone Guidelines is reviewed by LACTC advisory committees.
- 07/85-08/85 LACTC advisory committees review recommendations regarding Issues in proposed guidelines.
- 08/21/85 LACTC Workshop on Transit Zone Guidelines.
9/10/85
- 10/02/85 LACTC action on Issues.
- 11/01/85 LACTC/SCRTD Board Workshop on Guidelines. SCRTD Board requests delay until cost, eligible service, and legal issues are resolved.
- 11/85-01/86 LACTC/SCRTD Board committees discuss issues.
- 12/16/85 UMTA approves \$246,750 grant to County for preparation of transportation zone application.
2/21/86
2/25/86
- 02/26/86 LACTC approves final Transportation Zone Guidelines.
- 03/07/86 Zone Guidelines are distributed to cities and Los Angeles County.
6/18/86
7/25/86
9/15/86
- 09/12/86 LACTC receives preapplication from County for San Gabriel Valley Transportation Zone. Preapplication is transmitted to SCRTD.
- 09/29/86 LACTC approves zone preapplication and authorizes County to proceed on preparation of transportation zone application.
11/9/87
11/11/87
- 12/02/87 LACTC approves final San Gabriel Valley Transportation Zone application.

Foothill Transit Zone
Chronology
Page 2.

- 04/88 Foothill Transit Zone forms Joint Powers Authority to administer zone operations.
- 05/88 ATU and UTU sue the SCRTD, Foothill and LACTC to prevent implementation of the zone.
- 06/22/88 Superior Court Issues injunction to delay zone operations pending SCRTD consent to Foothill taking over the bus lines.
- 07/11/88 Original date for scheduled service implementation.
- 12/08/88 SCRTD consents to formation of Foothill Transit Zone with adoption of Eight-Point Agreement between SCRTD and LACTC. Zone deploys two buses on Lines 498 and 495 to establish presence and provide driver training.
- 12/19/88 Zone implements express service on Line 498.
- 12/26/88 Zone implements express service on Line 495.
- 08/19/89 Superior Court ruling in favor of zone allows implementation of five local lines.
- 08/21/89 Zone implements local service on Line 178.
- 08/28/89 Zone implements local service on Line 185.
- 09/06/89 Zone implements local service on Line 274/276.
- 09/19/89 Zone implements local service on Line 280.
- 08/90<sup>2/19/90
2/27/90</sup> UTU submits contractual arbitration grievance against SCRTD to a labor arbitrator, alleging that SCRTD's consent to the zone violated Article 51 of its collective bargaining agreements.
- 11/02/90 Arbitrator rejects SCRTD's argument that Article 51 was illegal and the UTU had waived its right to arbitration. Relief to unions purported to "void" the Eight-Point Plan.
- 04/04/91<sup>1/28/91
2/11/91
3/15/91</sup> Court of Appeal unanimously affirms trial court decision in favor of the zone.

**Foothill Transit Zone
Chronology
Page 3.**

04/22/91 Superior Court confirms union arbitration award.

05/08/91 SCRTD appeals arbitration award.

→ 06/22/91 California Supreme Court denies union petition for hearing, allowing zone to become fully operational.

06/26/91 Zone deploys two buses on Lines 187 and 480/481 to establish presence and train drivers.

07/03/91 SCRTD General Manager Alan Pegg sends letter to Neil Peterson, LACTC Executive Director, requesting a special meeting of LACTC to request the zone to cease service on current District lines and to continue SCRTD's funding for Lines 287 and 480 until final resolution of District's appeal to the arbitration ruling.

07/10/91 Neil Peterson responds to 07/03 letter from Alan Pegg, agreeing to discuss the matter at 07/24 LACTC meeting.

07/09/91 Foothill Transit Executive Board letter to LACTC Chairman Grabinski, giving notice of revised zone implementation schedule and request to approve the modified schedule and instruct SCRTD to cease operating those lines to provide an orderly transition.

→ 07/24/91 LACTC unanimously approves the following actions:

1. Authorize transfer of SCRTD lines according to the following schedule: 187 on July 28, 1991; 480/81 on August 18, 1991; 482 on December 29, 1991; 486 and 488 on June 28, 1992.
2. Authorize transfer of subsidies for each line to be transferred based on date service is transferred from SCRTD to FTZ (prorated amount calculated up to \$6,759,700 for FY 92).
3. New transit zones may be implemented prior to June 30, 1994, which do not require a reduction of the service and related funding of the SCRTD.

4. During this three-year period, a comprehensive evaluation of the FTZ experiment will be completed.
5. The FTZ shall be guaranteed its existence as a local transit entity after the 3-year demonstration period.

08/12/91

UTU files a complaint for injunctive relief, declaratory relief, and damages against the LACTC, FTZ, and SCRTD with the Los Angeles Superior Court. A request for a temporary restraining order prohibiting Foothill from implementing any additional bus routes was denied. A preliminary injunction hearing was set for August 30, 1991. The basis of the lawsuit is that the arbitrator's decision invalidated that portion of the 8-Point Agreement in which the SCRTD consented to the Zone. Therefore, the UTU alleges that the RTD has not validly consented to the implementation of the zone, and the lines should revert back to the SCRTD.

05/92

California Court of Appeals upholds Superior Court decision in UTU vs. RTD arbitration, ruling that SCRTD's consent to the zone is invalid.

06/11/92

Marv Holen, SCRTD President, transmits letter to Mike Antonovich, LACTC Chairman, requesting that FTZ be asked to delay implementation of its planned service on lines 486 and 488, planned for transfer from SCRTD to Foothill on June 21, 1992. Letter supports continuation of service by SCRTD on these lines until courts provide a definitive solution of the legal issues. (Court date scheduled October 5 for UTU vs. SCRTD, LACTC, and Foothill).

06/24/92

LACTC directs Executive Director Neil Peterson to transmit a letter requesting SCRTD to immediately terminate its operation of lines 486 and 488, consistent with the action taken by the Commission in December 1987, and on July 24, 1992, and in accordance with Public Utilities Code section 130262. Continued funding for FTZ operations of these lines is approved, and all parties are directed to continue negotiations to reach final, amicable resolution of outstanding issues.

06/25/92

SCRTD Board considers letter from Neil Peterson

requesting discontinuation of SCRTD operations of lines 486 and 488. SCRTD chose to ignore the letter and District should continue operation of these lines and negotiate with all parties.

- 06/26/92 Mike Antonovich faxes letter to Marv Holen requiring immediate discontinuation of operations on lines 486 and 488 by SCRTD.
- 07/09/92 SCRTD Board receives status report on negotiations. Mr. Holen stated that Foothill and UTU should be the only parties involved in negotiations unless it was necessary for SCRTD to get involved. He suggests Foothill use the \$2.8 million allocated for other, expansion, services outlined in the FTZ SRTP.
- 07/13/92 Foothill Transit Zone JPA votes unanimously not to accept provisions of UTU contract, as suggested by Earl Clark, President of UTU. JPA also votes to follow the intent of the LACTC motion approved July 24, and to involve LACTC, SCRTD, Foothill and the UTU in negotiations.
- 07/22/92 SCRTD files cross-complaint (SCRTD vs. UTU and FTZ) for declaratory relief. Cross complaint coincides with October 5 trial date.



APRIL 5, 1991

CONTACT: ROBERTA TINAJERO/STEPHANIE BRADY
213/236-9565 / 213/236-4792

FOR IMMEDIATE RELEASE

PUBLIC HEARING SET ON ANTELOPE VALLEY'S UNMET TRANSIT NEEDS

Antelope Valley residents can speak out for transportation improvements at the Los Angeles County Transportation Commission (LACTC) hearing on unmet transit needs on Monday, April 15 at the Lancaster Senior Center at 777 W. Jackman in Lancaster. The hearing will be conducted in two sessions from 3 to 5 p.m. and from 7 to 9 p.m.

The California Transportation Development Act (TDA) requires that one-quarter cent of each 6.5 cents of sales tax be spent on transportation development and construction.

Most of the county's available TDA funds are used for transit service inside the Southern California Rapid Transit District (SCRTD) boundaries. The funds available under Article 8 of the TDA are for Los Angeles County areas not served by SCRTD. Other types of TDA funds support bikeways, pedestrian and handicapped facilities, bus operations, dial-a-ride and shuttle bus services.

If the public comments suggest that there is no public transit need which can reasonably be met with the Article 8 funds available, the funds could be allocated to other projects, such as local streets and roads.

For more information on the public hearing, contact Ellen Blackman at LACTC (213) 236-9548.

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News

RTD-084

Contact: Greg Davy/Jim Smart
(213) 972-4400

April 6, 1991

FOR IMMEDIATE RELEASE

RTD CREATES STANDARDIZED DISADVANTAGED
BUSINESS CERTIFICATION FORM, SUBMITS
TO FEDERAL GOVERNMENT FOR APPROVAL

RTD has created and submitted to the federal government for its approval a prototype standardized certification form designed for use by any agency that contracts with disadvantaged or minority-owned businesses.

"The District recognizes the need for more coordination of effort among all agencies in the certifying of small disadvantaged businesses," said RTD General Manager Alan F. Pegg. "We implemented the new guidelines set out in this application two months ago.

"We hope that this certification application will become standard operating procedure at agencies throughout Los Angeles County and the state of California."

Pegg noted that a number of local government agencies already have expressed an interest in implementing RTD's suggested procedure, including the Los Angeles County Transportation Commission (LACTC), the Los Angeles City Board of Public Works and UCLA.

more ...



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"We are gratified by this positive response to our suggestions," Pegg said. "We will gladly work with any agency to help them streamline their DBE certification process."

Last December, RTD called for a revamping of the often conflicting rules governing the certification of disadvantaged for minority-owned businesses.

Citing the excellent results of its own disadvantaged business enterprise (DBE) program, RTD has stepped forward to take the lead in standardizing the procedure.

The Los Angeles County Grand Jury recommended last July that because of RTD's thoroughness in certifying DBEs, the District should handle other agencies' DBE certifications as well.

In addition, the American Public Transit Association (APTA), a Washington, D.C.-based national transit organization, presented RTD its annual minority and women advancement award for excellence.

RTD's newly-formed Committee to Standardize DBE/M-WBE Certification Applications met with DBE officers from agencies throughout Los Angeles County. The prototype application form is a compendium of ideas and suggestions drawn from the meetings.

"Our goal in creating the standardized application form was to simplify," said Pegg. "DBE certification rules and procedures often differ from agency to agency, causing needless confusion and sometimes resulting in hardship for small businesses trying to wade through red tape.

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Add 2

"We hope the document we have submitted to the Urban Mass Transportation Administration (UMTA) for its approval will eliminate these conflicts."

RTD's prototype certification application is divided into three sections designed to facilitate the certification process for any agency.

After an introduction and instructions based on the guidelines of the certifying agency, part two is a common form and questionnaire that is identical for any agency. The last section provides for any additional special information the agency believes is pertinent to its certification procedure.

Pegg said the structure of the document also is meant to help guard against fraud and the practice of "fronting," or falsely claiming minority status.



News



L.A.C.T.C. RTD-086

APR Contact: Greg Davy/Jim Smart

(213) 972-4400

April 9, 1991

FOR IMMEDIATE RELEASE

RTD USING STRONGER MONITORING PROCEDURE TO ENSURE PROPER DISADVANTAGED BUSINESS PRACTICES

RTD's Contract Compliance Department has begun a new monitoring system on its disadvantaged business enterprise (DBE) process designed to guard against fraud, the practice of "fronting" and other abuses.

"RTD's award-winning DBE program exists to give truly disadvantaged businesses a fair chance in a competitive marketplace," said RTD General Manager Alan F. Pegg. "When the system is abused, the people for whom it is intended suffer.

"Our new monitoring program has been set up in an effort to eliminate abuse, so that those who deserve the help get it."

The District began the new program two months ago and continues to refine elements of it. Central to the program is a summary data collection procedure devised by the District's Contract Compliance Department that brings critical information together on a single form for each DBE applicant.

Among the form's specific requirements:

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- Identification of the firm's Standard Industrial Classification (SIC) codes;

- The size of the firm as derived from information contained in the firm's federal tax returns;

- Verification by staff of all professional and construction licenses;

- Proof of ownership or lease of all equipment operated by the firm;

- Previous denials of certification and outstanding loans must be documented, as well as any further issues needing investigation or discussion.

"The District already requires this information on its standard DBE application," noted Pegg. "But this streamlined form provides a standardized way to put crucial information at our staff's fingertips for reference. Many of these issues help staff determine whether to grant DBE status."

Once the contract has been awarded, the new system also calls for unannounced on-site visits to ensure that the DBE is actually performing the work.

Visits are conducted by District staff approximately every 30 days to interview personnel and verify that employees are performing work for a DBE firm. This guards against "fronting," or falsely claiming to be a DBE.

"We are sharing our new procedure with a number of other local agencies," Pegg said. "We believe that adoption of these

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measures would strengthen the integrity of any agency's DBE program, helping it to quickly detect fraud through regular monitoring procedures."





APRIL 10, 1991

CONTACT: MICHAEL BUSTAMANTE/STEPHANIE BRADY
TRANSPORTATION NEWS BUREAU
(213) 236-9591

FOR IMMEDIATE RELEASE

APPROVED

**COMMISSION ~~TO CONSIDER~~ STRATEGY FOR METRO RAIL ACCELERATION
TO BOTH EASTSIDE AND WESTSIDE COMMUNITIES**

The Los Angeles County Transportation Commission (LACTC) approved today implementation of a strategy to accelerate Metro Rail to communities on the Westside and in East Los Angeles.

In order to accelerate rail plans, Commissioners took the following steps: authorized staff to pursue federal funding through the re-authorization of the Surface Transportation Act; agreed to seek federal approval to extend the western terminus of the Metro Red Line to Pico and San Vicente Boulevards rather than at Wilshire Boulevard and Western Avenue; and will pursue federal approval to conduct Alternative Analyses and environmental impact work for eastside and westside extensions.

Richard Alatorre, Los Angeles City Councilman and LACTC Commissioner, who represents sections of East Los Angeles, applauded today's action noting, "the eastern extension of the Metro Red Line will serve the mass transit needs of those riders who so depend on such

(MORE)

**COMMISSION TO CONSIDER STRATEGY FOR
METRO RAIL ACCELERATION TO BOTH EASTSIDE
AND WESTSIDE COMMUNITIES**

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systems. This is a very appropriate use of our tax dollars." Neil Peterson, LACTC Executive Director added, "the Commissioners actions today will essentially allow us to deliver rail to the Eastside by the year 2000 -- about eight to ten years ahead of schedule." "Since voters demonstrated a strong commitment to transportation when they passed Proposition C, they sent the message that they were willing to give their fair share to better transportation. Now we can take that message back to lawmakers in Washington D.C. which will give them more confidence in supporting our requests for additional federal funding."

As planned, the East route would link Union Station to the intersecting point at about Atlantic Boulevard and the Santa Ana Freeway (I-5). The line would be built in two phases: Union Station to about Indiana and Lorena Streets (Phase I) and Indiana/Lorena to Atlantic Boulevard/I-5 (Phase II). Since detailed studies have not begun, the routes, stations and phasing could change. Initially, Phase I could include up to two stations.

In addition to accelerating rail to the Eastside, the Commissioners action today will pave the way for extending the western terminus of the Metro Red Line to Pico and San Vicente Boulevards. The line would extend an additional 2.3 miles and bring the line closer to the Westside. "This will create a major transit center at a location where heavily utilized bus lines feed into the rail connection, building the greatest ridership potential of the various components of the integrated Metro system," said Peterson.

(MORE)

**COMMISSION TO CONSIDER STRATEGY FOR
METRO RAIL ACCELERATION TO BOTH EASTSIDE
AND WESTSIDE COMMUNITIES**

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Studies indicate the 2.3 mile west extension would cost, based on 1996 dollars, an additional \$590 million. Station sites are being considered for Crenshaw/Olympic and Pico/San Vicente.

Commissioners, at the recommendation of Supervisor Ed Edelman, also voted to spend \$2.5 million to add a knock-out panel and tail tracks to the Hollywood/Highland station. This action will leave the option open to consider a rail line from the Hollywood/Highland station to run west, down Santa Monica Boulevard, thus providing rail services to the cities of West Hollywood and Beverly Hills.

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**COMMISSION TO CONSIDER STRATEGY FOR
METRO RAIL ACCELERATION TO BOTH EASTSIDE
AND WESTSIDE COMMUNITIES**

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APRIL 12, 1991

**CONTACT: STEPHANIE BRADY/ROBERTA TINAJERO
LACTC NEWS BUREAU
(213) 236-9565**

FOR IMMEDIATE RELEASE

**U.S. SECRETARY OF TRANSPORTATION COMMENDS LOS ANGELES
FOR "MULTIMODAL" METRO GREEN LINE**

U.S. Secretary of Transportation Samuel K. Skinner today called the Metro Green Line/ I-105 Freeway/Harbor Transitway the "nation's best example of what the Bush Administration wants to encourage with our proposed Surface Transportation Act."

Standing on the east span of the I-105 (Glenn Anderson) Freeway, where the Metro Green Line will operate in the median, Skinner spoke about the strong local funding for transit development and the significance of this project in terms of bringing together different transportation modes, such as freeways, rail transit, HOV (High Occupancy Vehicle) lanes, park and ride lots, and access to airports.

"There is no better example in this country of what we want to encourage through this legislation," Skinner said. "This project brings together so many essential elements in transportation which reflect the intermodal approach that President Bush believes our nation's transportation system needs."

(MORE)

**U.S. SECRETARY OF TRANSPORTATION
COMMENDS "MULTIMODAL" METRO GREEN LINE**

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Skinner also commended Los Angeles County for its approval last November of Proposition C, adding half-cent to the county sales tax for transit and roadway improvements. "You have set an example for this nation in terms of local commitment to creating solutions to congestion," he said.

Skinner also cited Los Angeles as a region where transit and ridesharing projects are critical because of environmental sensitivity to air pollution and the effects of congestion.

At the same time, Secretary Skinner indicated that there remains an important federal role to encourage the joint efforts reflected in the Metro Green Line/ Harbor Transitway/I-105 Freeway multimodal project.

Los Angeles County Transportation Commission (LACTC) Executive Director Neil Peterson said, "We are tremendously pleased that Secretary Skinner views Los Angeles as a national example in terms of effectively meeting our region's transportation needs."

Peterson added that Los Angeles is working with Congressional leaders to build upon the Secretary's proposed legislation to provide the increased investment needed for Los Angeles and other cities nationwide.

"This past November, Los Angeles County increased its own financial commitment with Proposition C, and we feel that Congress and the President must re-up the federal commitment if we are to make Los Angeles' Metro System our nation's finest," said Peterson.

(MORE)

**U.S. SECRETARY OF TRANSPORTATION
COMMENDS 'MULTIMODAL' METRO GREEN LINE**

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Joining Secretary Skinner for the event were California Secretary of Business, Transportation and Housing Carl D. Covitz; Caltrans District Director Jerry Baxter; County Supervisor and LACTC Commissioner Kenneth Hahn; and LACTC Commissioners Judy Hathaway-Francis and Don Knabe.

#



APRIL 19, 1991

**CONTACT: CLARA POTES/STEPHANIE BRADY
TRANSPORTATION NEWS BUREAU**

FOR IMMEDIATE RELEASE

**SCHOOL CHILDREN PRESENT BLUE LINE WITH ART WORK AS PART OF
EARTH DAY CELEBRATION**

A group of 135 Long Beach school children will celebrate Earth Day by presenting the Metro Blue Line with a series of concrete paving tiles made by hand, to be installed at the Willow Street Station.

LACTC Chairman and Long Beach City Councilman Ray Grabinski will acknowledge the Earth Day present in a ceremony at the **Willow Street Station in Long Beach on Monday, April 22 at 9 A.M.**

The students, from Los Cerritos Elementary School, grades two through five, created their art as part of the Fine Arts Magnet Program taught by art specialist Joyce King. Artists Tamara MacFarlane and Kenny Gunn directly supervised the project.

Funding for the art project was provided by LACTC's Art for Rail Transit Program (A-R-T) as part of an outreach effort aimed at introducing youngsters to art and to the county's new rail transit system.

"Community education on the use of public transit has to start at an early age," Chairman Grabinski said. "By giving young students the chance to participate in real projects like this, we are building community pride in rail transit and a sentiment of Blue Line ownership."

(MORE)

**SCHOOL CHILDREN PRESENT BLUE LINE WITH ART
WORK AS PART OF EARTH DAY CELEBRATION**

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Jessica Cusick, administrator of the A-R-T program, said the project was able to introduce the children not just to art, but to the actual problems and materials that are encountered in outdoor public art situations. "Artists who engage in public art, have to go beyond paint, paper and canvas, making art that can live in the real world," Cusick said.

The tiles, created over a two-week period, will be installed in a landscaped area at the Willow Station entrance.

Other Earth Day related activities along the Metro Blue Line, include the planting of 150 trees, donated by LACTC employees, in Veteran Memorial Park and Los Cerritos Park in Long Beach.

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News

APRIL 19, 1991

CONTACT: CLARA POTES/STEPHANIE BRADY
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(213) 236-9566

FOR IMMEDIATE RELEASE

TREE PLANTING ALONG THE METRO BLUE LINE TO COMMEMORATE EARTH DAY

Volunteers will be planting 150 trees along two Metro Blue Line locations in North Long Beach, in recognition of Earth Day.

The planting will take place in Veteran's Memorial Park and Los Cerritos Park on **Sunday, April 21, from 10 a.m. to 1 p.m.**

The event will include watering and weeding existing vegetation and planting endangered species and drought tolerant trees.

"Earth Day is not only about planting trees but also about taking care of existing ones," said LACTC staff member Steve Brye, leader of Earth Day activities.

"Among the trees we planted last year, there is a champion which is almost 6 feet tall," Brye said. "It is a Toyon which was only 18 inches when we planted it. Others have died and we'll replace them.

"Among the trees to be planted this year is the Torrey Pine, an endangered specie of which there are only 10,000 trees in the world."

Volunteers also will be planting drought tolerant California Natives such as Yucca, Toyon, Tan Oak and Bishop Pine.

(MORE)

**TREE PLANTING ALONG THE METRO BLUE LINE
TO COMMEMORATE EARTH DAY**

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"These are the trees that grew along the El Camino Real--the main highway connecting the missions--when California was a Spanish colony," Brye said.

The advantage of the California natives is that they take only two years of watering. Then, their roots reach the water table and no more irrigation is needed.

The trees were donated by LACTC employees. Volunteers include members of LACTC staff and their families, Honda North America, Boys Scouts of America, Long Beach neighborhood groups, the Tree People, and other environmental groups.

The LACTC is the principal transportation authority in Los Angeles County and its mission is to improve mobility and air quality. The Commission is building an integrated transportation network called the METRO System, which includes rail, bus and highways.

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APRIL 23, 1991

**CONTACT: ROBERTA TINAJERO/STEPHANIE BRADY
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FOR IMMEDIATE RELEASE

**COMMUNITY ADVISORY GROUP HELPS TO DEVELOP
RAIL STATION'S ARTWORK**

NORWALK -- A bit of history on the city of Norwalk reveals that it was once known as Suka, the "Place of the Bees" by the Sejat Indians. That little known fact has helped to inspire a future work of art for the Metro Green Line Station planned for Norwalk.

The bee story resurfaced when several residents and business leaders participated on an advisory committee that produced a "community profile" on the city's past, current and future trends. The bumble bee concept is inspiring artist Meg Cranston's overall approach for the station that will be at Studebaker Road and the 605 Freeway.

"A unique feature of the Metro Green Line is the community involvement in the development of the station," said Jessica Cusick, director of the Los Angeles County Transportation Commission's (LACTC) Art-For-Rail Transit program. "All along the route of the future rail transit line, community advisory groups are developing profiles of their area to help artists design public art for the stations that will be relevant to the area's history, culture and current population," she said.

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COMMUNITY ADVISORY GROUP HELPS TO DEVELOP RAIL STATION'S ARTWORK

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The community profile is made available to three artists selected to do a proposal for the station. The artists are selected by a panel of two arts professionals, an artist, and two members of the local advisory committee. The panel then chooses one artist's concept, and that artist works closely with the architect in the design of the station over the next 12 months.

"The local advisory group members didn't necessarily have to have an arts background. We were a mix of people and it was our job to provide the artists with a feeling of the neighborhood," said Virginia Cooke of the Norwalk-La Mirada Council of PTA, who also served on the selection panel.

Advisory Group members are recruited through a series of LACTC public meetings on the A-R-T program. Members of Norwalk's advisory group included Malvina McLaughlin and Catherine Craig of the Norwalk Cultural Arts Commission; Steve Granilo, Director of Recreation Services; Virginia Cooke of the Norwalk-La Mirada Council of PTA; Bernie and Pat Gallie, Members of Citizens Under Freeway Fallout; Louie Marin, President of the Norwalk Lions Club; Toni Rodriguez of the Norwalk Historical Heritage Commission; and Sandy Sigal of the West Venture Development Company.

The 23-mile Metro Green Line will begin in Norwalk and run 16.5 miles west in the center of the I-105 freeway (Glenn Anderson Freeway) and then branch in two directions at Aviation Boulevard and Imperial Highway. The entire route of the Metro Green Line, including the branches to El Segundo and the North Coast will open together in the fall of 1994. The freeway opens in 1993.

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News

APRIL 24, 1991

**CONTACT: CLARA POTES\STEPHANIE BRADY
TRANSPORTATION NEWS BUREAU
(213) 236-9566**

FOR IMMEDIATE RELEASE

L.A. COUNTY CALLBOXES ENTER INTO CELLULAR TECHNOLOGY

The Los Angeles County Transportation Commission awarded a \$15.3-million contract to GTE Mobile Communications for the replacement and expansion of the county's freeway callbox system.

The 30-year old hardwire system will be updated with the latest solar-powered cellular technology. The contract calls for the replacement of 3,500 existing callboxes and addition of approximately 400 new ones to the system.

Features of the new system include:

- Automatic number identification which allows the dispatcher to identify the phone location of the caller.
- Volume control to facilitate call box use by the hearing impaired and noise cancellation to minimize freeway background noise.
- Larger pedestrian standing area and relocation of callbox sites as necessary to improve access and user safety.

(MORE)

L.A. COUNTY CALLBOXES ENTER INTO CELLULAR TECHNOLOGY

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- Self-diagnostic capabilities that report breakdowns to a central control facility and automatic theft and vandalism alarms.

"The new system will help expedite the processing of the more than one million calls a year made in Los Angeles County by motorists seeking help for stalled vehicles or reporting freeway accidents," said Neil Peterson, LACTC's executive director.

Installation of the new callbox system will begin in July with an average of 50 installed a week and will take about one-and-a-half years to complete.

Upgrading of the system is funded by a \$1 surcharge on motor vehicle registrations created by the State Legislature to operate and maintain call boxes.

The system was initiated first in 1962 by L.A. County Supervisor Kenneth Hahn to allow motorists to report road hazards, accidents, mechanical breakdowns or flat tires. Call boxes minimize the risk of stranded motorists walking along freeways or waiting for a long period of time on the freeway for help. Each box is located about one-quarter of a mile apart along the 500-mile freeway system.

Callbox calls are answered by operators at the California Highway Patrol Los Angeles Communications Center. CHP operators receive an average of 2,000 calls a day, and the number reaches 3,000 on rainy days.

Response time to routine vehicle breakdowns will be reduced even further with the implementation of a new Freeway Tow Service Patrol which will be launched by the LACTC in July.

#



APRIL 26, 1991

CONTACT: STEPHANIE BRADY/MICHAEL BUSTAMANTE
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FOR IMMEDIATE RELEASE

**NEGOTIATIONS CRITICAL BETWEEN SANTA FE RAILROAD AND
SO.CALIF. COUNTIES TO PURCHASE RIGHTS-OF-WAY FOR COMMUTER RAIL**

Officials from four Southern California counties, standing above the railroad tracks that would carry commuter rail trains from throughout the Southern California region into Union Station in downtown Los Angeles, urged negotiators for the Atchison Topeka & Santa Fe Railroad Company to bargain reasonably in the sale of rights-of-way. They expressed their concern, as public officials, to report the status of the talks with Santa Fe and assured the public that they would only negotiate a fair and reasonable deal. They reinforced their commitment to building an efficient commuter rail system from Orange, San Bernardino and Riverside into Los Angeles.

Despite good faith efforts on the part of these counties, talks are at an impasse since Santa Fe is asking more than \$1.3 billion for the 173-miles of urban rights-of-way and 69 miles of rural track. The counties, acting in concert, have offered \$300 million. They are asking Santa Fe to come to the table with a more realistic offer in keeping with the public interest which is a key element of these talks.

(MORE)

**NEGOTIATIONS STALLED BETWEEN SANTA FE RAILROAD AND
SO.CALIF. COUNTIES TO PURCHASE
RIGHTS-OF-WAY FOR COMMUTER RAIL**

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The total asking price of \$1.3 billion dollars is higher than the stock market value of Santa Fe's entire company, yet the properties under negotiation represent only two percent (2%) of their route miles.

In October of 1990 the LACTC concluded a similar deal with the Southern Pacific Transportation Company for the purchase of 180 miles of rights-of-way. To offer a comparison of property of similar value in each of these deals:

SOUTHERN PACIFIC

State Street/Baldwin Park Branch
\$490,000 per mile
(Parallel to I-10 Freeway)

SANTA FE

Pasadena Branch
\$5.2 million per mile
(Parallel to 210 Freeway)

The Santa Fe offering does not include other rights such as freight, mineral, air and communication which are normally associated in such a package.

The four counties are determined to close a deal but at a fair and reasonable price. They are empowered with the public trust to spend taxpayer dollars most efficiently to build transportation systems to relieve congestion and improve mobility. The voters have supported this effort and are expecting results. One of the quickest and most attractive means to provide alternatives to commuters from freeway gridlock is to offer commuter rail service across the greater Southland.

LACTC Chairman Ray Grabinski said, "We have every intention of concluding a deal to purchase these rights-of-way, but we can't break the public treasury in order to satisfy the

(MORE)

**NEGOTIATIONS STALLED BETWEEN SANTA FE RAILROAD AND
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RIGHTS-OF-WAY FOR COMMUTER RAIL**

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railroad's need for profit." He added, "We can provide a means to get the commuter to work and back home without the stress of sitting through hours of gridlock and, at the same time, clean up the air, if we get the cooperation from the Santa Fe to negotiate a deal that is agreeable to both sides. There is no reason this can't be accomplished."

Judy Hathaway-Francis, La Habra Heights City Councilwoman and LACTC Commissioner pointed out, "these Santa Fe lines, coupled with the recent acquisition from Southern Pacific, are also an integral part of the design to extend light rail from Union Station up into Pasadena, where it could be running by 1996. We are asking Santa Fe to understand the public importance of these negotiations and return to good faith bargaining."

Dana Reed, Chairman of the Orange County Transportation Commission, emphasized its significance to his region saying, "the purchase of these rights-of-way would add eight daily trips from San Juan Capistrano to Los Angeles. This would greatly reduce the already overcrowded freeway conditions on the I-5 Freeway while it is under construction. Our motorists are entitled to this relief."

Larry Walker, Chairman, San Bernardino County Board of Supervisors and the County's Commuter Rail Committee, pointed out, "while the Santa Fe line would have given the region an ideal commuter rail network, we still can have a good system on Southern Pacific tracks. We must review the schedule and adjust for necessary maintenance along the Southern Pacific route and be more realistic about the opening of commuter rail operations."

(MORE)



**NEGOTIATIONS STALLED BETWEEN SANTA FE RAILROAD AND
SO.CALIF. COUNTIES TO PURCHASE
RIGHTS-OF-WAY FOR COMMUTER RAIL**

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Riverside County is also anxious to close a deal for the tracks that would enable commuter rail service to their area. In fact, Susan Cornelison, Member of the Riverside County Transportation Commission revealed that, "We offered Santa Fe an opportunity to increase the amount of freight traffic on the 60-mile stretch from Riverside, through San Bernardino and into Los Angeles. We would add a third track to this section, in effect, creating a super railroad." This would mean that Santa Fe could run more freight across this route increasing their business.

Neil Peterson, Executive Director of the LACTC urged Santa Fe to return to the bargaining table with more realistic demands.

RTD Board President & LACTC Commissioner Nick Patsouras pointed out, "we have other alternatives that we could opt to use to complete our plans to bring commuter rail into the region by late next year, but the purchase of these rights-of-way at a fair and reasonable price is by far the best of the choices facing us."

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APRIL 26, 1991

**CONTACT: MICHAEL BUSTAMANTE/STEPHANIE BRADY
LACTC TRANSPORTATION NEWS BUREAU
(213) 236-9591**

FOR IMMEDIATE RELEASE

**PROPOSITION C GUIDELINES APPROVED BY
TRANSPORTATION COMMISSION OFFICIALS**

On Wednesday, April 24, the Los Angeles County Transportation Commission set guidelines on how to spend the approximately \$400 million that will be collected annually from Proposition C, the half-cent sales tax measure which was approved by voters in November 1990. By statute, the LACTC must adopt policy guidelines for the use of Proposition C dollars by May 6, 1991.

The guidelines are separated into five categories: a Forty-percent discretionary fund, Rail and Bus Security, Commuter Rail and Transit Centers, Transit-Related Improvements to Freeways and State Highways, and Local Return.

The forty-percent discretionary fund revenue will be used to improve and expand rail and bus transit county-wide, provide fare subsidies, increase graffiti prevention and increase low polluting public transit service. "Because voters approved Prop C in November, it now allows us to speed up delivery of programs we have planned for the entire L.A. County," said Jacki Bacharach, LACTC Commissioner. "Funds are now available for rail projects, bus expansion, graffiti removal and an investment in technologies which will provide cleaner operating vehicles.

(MORE)

**PROPOSITION C GUIDELINES TO BE APPROVED BY
TRANSPORTATION COMMISSION OFFICIALS**

April 26, 1991

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\$20 million will be used to improve and expand bus and rail security. "The main reason the Blue Line is such a success is because of security and the wonderful job the LA Sheriff's Department has done in keeping a high profile," said Nick Patsouras, LACTC Commissioner and RTD President. "However, we now need to do the same kind of job for the bus riders in Los Angeles. Prop C will provide money to increase security."

\$40 million (ten-percent) will be used to increase funds for Commuter Rail and the construction of Transit Centers, Park-and-Ride Lots, and Freeway Bus Stops.

"Proposition C allows us to provide commuter rail services to residents who travel great distances to and from work sooner than anticipated," said LACTC executive director Neil Peterson. "We can now provide commuter rail service to outlying areas by 1992, which translates to people spending less time on the freeways, more time at home with their families and better air quality for us all."

\$100 million (25 percent) will be used to reduce congestion by enacting such means as signal synchronization; coordinated "Smart Street" corridors; HOV/Transitway programs; Transportation Demand Management programs; and Park-and Ride facilities.

Perhaps the most sought after portion of the Proposition C dollars is the \$80 million or twenty percent portion which will be used by the 87 cities and Los Angeles County for public transit, paratransit, and related services including improved and expanded supplemental services.

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MAY 10, 1991

**CONTACT: ROBERTA TINAJERO/STEPHANIE BRADY
TRANSPORTATION NEWS BUREAU
(213) 244-9565**

FOR IMMEDIATE RELEASE

**RAIL TRACK LAYING COMPLETE IN FIRST SEGMENT
OF METRO RED LINE TUNNEL**

The final pieces of track for the first segment of the Metro Red Line were laid today 70 feet below ground at the future site of the Westlake station at Wilshire Boulevard and Alvarado Street. The 780-foot steel rail lengths, weighing 15 tons each, are now installed and welded together along the 4.4 mile route of the Metro Red Line's twin tunnels.

"Today's tracklaying puts this construction project at 77% complete and on schedule to open in September, 1993," said Ed McSpedon, CEO/president of the Rail Construction Corporation (RCC), a subsidiary of the Los Angeles County Transportation Commission (LACTC). "Getting this track in place has allowed us to operate rail trucks throughout the tunnel to deliver supplies and equipment for the remaining work in the tunnel, including the cable, traction power and train control systems," said McSpedon.

"With the tunnel and trackwork done in all five stations, emphasis is now on finishing work which involves completing the station interiors and street level entrances, including the installation of ventilation fans, escalators and elevators, tile and lighting," he said.

The first segment runs from Union Station through downtown Los Angeles to the Wilshire/Alvarado "Westlake Station." It connects to the Metro Blue Line at a 7th and Flower streets underground station.

(MORE)

**RAIL TRACK LAYING COMPLETE IN FIRST SEGMENT
OF METRO RED LINE TUNNEL**

May 10, 1991

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"This segment of the subway is the next link of a planned 300-mile Metro Rail system for Los Angeles County," said Ernest Camacho, RCC vice chair. "This Metro Red Line will eventually reach North Hollywood and the San Fernando Valley," said Camacho.

Several yards away from the station site, MacArthur Park lake has been drained in preparation for more tunnel excavation -- the beginnings of the second leg of the Metro Red Line north to Hollywood/Vine and west to Wilshire/Western.

The first set of subway trains will be delivered from Italy to test tracks in Pueblo, Colorado this summer and arrive in Los Angeles in early 1992 to begin testing in the Metro Red Line tunnels. The vehicles will be electrically powered by a third rail running parallel to the track.

The \$26 million trackwork was done by California Engineering Contractors, Inc. of Mountain View, CA.

Modern construction methods call for clips to secure the rails rather than spikes. Thick rubber-like pads placed beneath the station's track will reduce noise and vibration as Metro Red Line trains approach passengers on the platform.

Cost of the project is \$1.4 billion. The first segment of the Metro Red Line will serve five stations: Union Station, the Civic Center at 1st and Spring; Pershing Square at 5th and Hill; 7th Street/Metro at 7th and Flower; and Westlake/MacArthur Park at Wilshire and Alvarado.

#



News

MAY 21, 1991

CONTACT: CLARA POTES-FELLOW/STEPHANIE BRADY
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FOR IMMEDIATE RELEASE

LEADERSHIP RECOGNITION TO ERNEST M. CAMACHO NEW HEAD OF RAIL CONSTRUCTION IN LOS ANGELES

The Society of Hispanic Professional Engineers (SHPE) and the Latin Business Association (LBA) will be honoring Ernest M. Camacho for his election as chairman of the Rail Construction Corporation, a subsidiary of the Los Angeles County Transportation Commission in charge of Metro Rail design and construction.

The reception to be held at Lawry's California Center on June 21, recognizes Camacho's role in the construction of the Los Angeles County's 300-mile Metro Rail System--the largest public works project being built in the nation.

The theme of the event, "Leadership Recognition," highlights Camacho's efforts in helping Hispanics, women and other minority owned businesses, contracting and employment opportunities.

"He has been a moving force in encouraging the expansion of minority businesses to enable them to increase their participation within the mainstream of our economy," said Robert Guzman, president of SHPE Los Angeles.

(MORE)

**LEADERSHIP RECOGNITION TO ERNEST M. CAMACHO
NEW HEAD OF RAIL CONSTRUCTION IN LOS ANGELES**

May 20, 1991

Page 2

Camacho became a member of the RCC Board of Directors in February 1990 and soon after was elected Vice-Chairman. At the RCC Board meeting Monday, May 20, 1991 he was unanimously elected Chairman for 1991-1992.

He is President and CEO of Pacifica Services, an engineering firm in Pasadena which holds major contracts with the U.S. Air Force, Navy, Coast Guard and other Department of Defense agencies.

Camacho was the 1990 recipient of the "Outstanding Business of the Year" award from the Latin Business Association and in 1970 he was a Presidential appointee to the White House Conference on Small Business.

Camacho will receive resolutions in his honor from Congressman Ed Roybal, Congressman Esteban Torres, Councilman Richard Alatorre, Assemblyman Richard Katz, Robert Guzman, SHPE President and Harold Martinez, LBA President.

Other invited guests to the reception include: the governing board members of the LACTC, RCC, RTD and other elected and governmental officials; representatives from major engineering and construction corporations as well as members of minority and business associations including the Asian Business Association, Black Business Association, Asian American Architects and Engineers, Women Construction Owners and Executives and the Hispanic Public Relations Association.

#



MAY 22, 1991

CONTACT: CLARA POTES-FELLOW/STEPHANIE BRADY
LACTC TRANSPORTATION NEWS BUREAU
(213) 244-6566

FOR IMMEDIATE RELEASE

**ERNEST CAMACHO BECOMES CHAIRMAN OF
THE RAIL CONSTRUCTION CORPORATION**

LACTC's Rail Construction Corporation board member Ernest M. Camacho has been named as the 1991-1992 RCC chairman, replacing David E. Anderson who will continue as a member of the board of directors.

RCC Board member Robert E. Kruse, a construction contractor headquartered in the San Fernando Valley, was elected to fill the vice-chair seat.

As chairman, Camacho will be leading the RCC board in making major decisions regarding the design and construction of the Los Angeles County 300-mile Metro Rail System.

Camacho was appointed to the RCC board in February 1990 when the RCC was officially created as the construction subsidiary of the Los Angeles County Transportation Commission.

"Over \$1 billion is proposed for rail construction this year for continued work on the Metro Green and Red Lines. The 300-mile Metro Rail system, which the RCC is designing and building, is the fastest growing piece of the fully-integrated transportation network that the Los Angeles County Transportation Commission is planning for improved mobility and air quality," said Camacho.

(MORE)

**ERNEST CAMACHO BECOMES CHAIRMAN OF
THE RAIL CONSTRUCTION CORPORATION**

May 20, 1991

Page 2

"The RCC is building the County's rail system economically and as fast as we can. This year we're working to incorporate the joint development process into the design of the Metro Red Line stations," said the new vice chair, Kruse.

"During the rail program's initial years, we've established a tradition of keeping major rail projects on schedule, including the Metro Blue Line. The first segment of the Metro Red Line is 78% complete and on schedule to open in 1993. Preparation for the second segment has begun; earlier this year, the RCC broke ground for the Metro Green Line, which is set to open in 1994," said RCC past chair Anderson.

In recognition of Camacho's role on the RCC board and of his efforts to help Hispanics and other minority businesses, the Society of Hispanic Professional Engineers (SHPE) and the Latin Business Association (LBA) will honor him at a reception to be held at Lawry's California Center on June 21.

Camacho is the president and CEO of Pacifica Services, a civil engineering firm headquartered in Pasadena. In 1970 he was a Presidential appointee to the White House Conference on Small Business where he directed several task forces on federal procurement and minority business development.

Camacho was born and raised in East Los Angeles.

The other RCC Board members are Dr. Herbert Carter, Judith Hopkinson, Donald McIntyre, and James Pott.

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FACT SHEET



LOS ANGELES COUNTY TRANSPORTATION COMMISSION 818 West 7th. St, Suite 1100, Los Angeles, CA. 90017

30-YEAR INTEGRATED TRANSPORTATION PLAN

The 30-Year Integrated Transportation Plan, was released to the Planning and Mobility Improvement Committee of the Los Angeles County Transportation Commission (LACTC) on May 15, 1991 aimed at reducing gridlock and improving air quality by the year 2020. The plan was presented by the LACTC staff following months of study with input from communities throughout Los Angeles County.

Working from traffic projections, the LACTC staff determined that the equivalent of **95 freeway lanes** in one direction would have to be built on new or existing freeways in the next 30 years to keep traffic moving at the current speed of 29 miles per hour in peak commute times.

The Integrated Transportation Plan addresses the solution in a more economically and environmentally sound approach utilizing a variety of transportation forms -- commonly referred to as multi-modal -- which work in concert to attack congestion and relieve gridlock. Components of the plan include 300 miles of planned heavy, light and commuter rail; approximately 4,200 buses, including those in operation and planned for future use; a highway program which includes 260 miles of High Occupancy Vehicle (HOV) lanes covering the 511 miles of existing freeways; park and ride lots; bikeways; freeway service patrol tow trucks; and call boxes; and a program aimed at transportation demand management and ridesharing.

In all, the 30-Year-Plan will cost a total of **\$139.2 billion** to implement. Broken down into two categories -- capital, and operations and maintenance -- the funding for all these programs is as follows:

Leading the Way to Greater Mobility



30-YEAR "METRO" PLAN

Fact Sheet

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- 300 miles of light, heavy and commuter rail - \$45.9 billion
- 4,200 current and additional buses - \$70.7 billion
- Highway improvements which include HOV, tow trucks, park-and-ride lots, bikeways, and call boxes -- \$17.3 billion
- Transportation demand management and rideshare - \$5.3 billion

Primarily funded from local revenues and supplemented from state, federal and private resources, these are tax dollars supported by voters in local measures such as Propositions A and C; and by Propositions 108, 111, and 116, the state bonding and gas tax measures passed last year.

This plan employs a sophisticated mix of transportation modes to both work toward achieving the air quality mandates set forth in the South Coast Air Quality Plan and relieve our most congested corridors. For example, by the year 2010, it will eliminate 136 tons from the air of a key air pollutant, reactive organic gases; this is just three percent short of the very stringent AQMP goal of 141 tons.

The Integrated Transportation Plan will significantly impact average rush hour commuting speeds. Without the plan in place, rush hour commuting speeds would dip to 17 mph, a 41% decline in performance. With all the components of the Integrated Transportation Plan, average commuting speeds would only drop one mile per hour, to 28 mph, for those people who still must use the freeway system. For those who take advantage of other modes in the Plan, their travel time increases considerably.

This 30-Year-Plan will now be reviewed again at community meetings in the next month to be brought back to the full Commission for consideration of any revisions and possible adoption in June. ■



MAY, 23, 1991

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TRANSPORTATION NEWS BUREAU
(213) 244-6566

FOR IMMEDIATE RELEASE

LACTC UNVEILS FIRST ART-FOR-RAIL-TRANSIT PROJECT

President Bush might have 1,000 points of light, but today the Los Angeles County Transportation Commission unveiled 5,000 on a light sculpture in the Metro Blue Line tunnel in downtown Los Angeles.

The piece, called Unity, marks the entrance of the Blue Line into the heart of downtown Los Angeles and is the world's first light sculpture to enhance a rail tunnel.

As the Metro Blue Line passengers travel through the Flower Street tunnel, they can see sequential compositions of color and light that will appear to change as the train carries the viewer through the art work.

Created by Thomas Eatherton, a Santa Monica artist, Unity employs nearly 5,000 points of light and 110 fiber-optic tubes arranged in concentric circles which change colors from bright blue to white.

The 3,000-foot art piece, which consists of a series of 82 light-panels displayed on the tunnel's wall, is visible only while riding the train.

(MORE)

LACTC UNVEILS FIRST ART-FOR-RAIL-TRANSIT PROJECT

May 23, 1991

Page 2

"I tried to create an art piece that people wouldn't tire of," Eatherton said. "Unity will bring about different associations in the same person at different times."

Eatherton was selected by a panel of five art professionals and members of the downtown community who reviewed statements and qualifications from more than one hundred artists.

"This is a project of grand magnitude which presented many industrial challenges," said Ray Grabinski, LACTC chairman. "I want to commend the LACTC staff, RCC construction crews, the fabricator, engineers and the artist who as a team helped in the creation and installation of the art work."

The piece was commissioned by the LACTC's Art-For-Rail-Transit Program which funds art projects for Los Angeles' rail system with one half of 1% of rail construction cost. Pacific Enterprises, a Los Angeles-based company, made a \$40,000 contribution that helped pay part of the cost of Eatherton's art piece. Pacific Enterprises is the major share holder of Thrifty Corporation, Southern California Gas Co, and Pacific Enterprises Oil Company.

"When the LACTC initiated the Art-For-Rail-Transit Program a year and a half ago, we envisioned the creation of a linear museum, one that people would be able to visit informally, in their daily travels throughout the county," said Neil Peterson, LACTC executive director. "Today's unveiling marks the first step toward the realization of that dream."

Each one of the stations of Los Angeles County's 300-mile Metro Rail System will have permanent works of art. As of today, 29 artists have been commissioned to work on art projects for the Metro Blue Line, Metro Red Line and Metro Green Line.

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LACTC UNVEILS FIRST ART-FOR-RAIL-TRANSIT PROJECT

May 23, 1991

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MAY 29, 1991

CONTACT: ROBERTA TINAJERO/STEPHANIE BRADY
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FOR IMMEDIATE RELEASE

**NEW CONGESTION MANAGEMENT PROGRAM TIES TOGETHER LAND USE,
AIR QUALITY, & TRANSPORTATION**

For the first time in California, land use, air quality and transportation planning are being tied together. Today, transportation officials reviewed a draft plan that would require cities to look at ways new developments would effect traffic congestion and air quality in an entire region -- rather than just in a city itself -- before receiving their share of gas tax money.

"The primary goal of the new effort is to encourage planners to work together in developing a coordinated approach for reducing congestion and improving air quality," said Neil Peterson, executive director of the Los Angeles County Transportation Commission (LACTC).

In its role as the Congestion Management Agency, the LACTC has drafted the Congestion Management Program (CMP). The plan is a requirement that was enacted as part of an increase in the state gas tax by nine cents per gallon over a five-year period.

(MORE)

**NEW CONGESTION MANAGEMENT PROGRAM TIES TOGETHER LAND USE,
AIR QUALITY, & TRANSPORTATION**

May 29, 1991

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Los Angeles County stands to gain about \$5 billion of the \$18.5 billion the state will raise for a variety of transportation projects in California during the 1990's.

The CMP is developed and updated annually as a seven-year program and must contain five elements:

- Standards for traffic levels of service on a network of streets and highways.
- Standards for frequency, routing, and coordination of public transit provided by the 14 bus operators in the county.
- Local agencies must analyze the impact of development on the regional transportation system, including the costs of mitigating the impacts. LACTC will provide guidelines for local agencies to use in assessing the impact of new development on the CMP's network of streets and highways.
- A seven-year Capital Improvement Program. This local Capital Improvement Program will now be the first step in selecting projects eligible for funding through the state's Flexible Congestion Relief and Traffic System Management program.

The CMP's highway system is defined as all existing State freeways and arterials that either complete gaps, connect with the CMP systems of adjacent counties, and routes that are high volume or service multi-modal traffic. Each year additional routes can be added to the CMP's defined network.

(MORE)

**NEW CONGESTION MANAGEMENT PROGRAM TIES TOGETHER LAND USE,
AIR QUALITY, & TRANSPORTATION**

May 29, 1991

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"As the CMP agency, we are not taking local land use authority away. It remains the authority of the cities. While the cities would monitor their own projects for traffic impacts, the LACTC would annually review them to see if they are in CMP compliance," said Peterson.

"Cities can use the new state gas tax money for improvements in existing projects or planned projects, ranging from routine street maintenance and computerized traffic signals to state highway improvements or rail lines," he said.

Thirty-one urbanized areas in the state are required to develop and implement an annual CMP.

The draft plan will be submitted to the Southern California Association of Governments to ensure its conformity with the Regional Mobility Plan; the plan will then return to the LACTC for final approval in the fall.

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MAY 30, 1991

**CONTACT: ROBERTA TINAJERO/STEPHANIE BRADY
LACTC TRANSPORTATION NEWS BUREAU
(213) 244-6565**

FOR IMMEDIATE RELEASE

LACTC APPOINTS DIRECTOR OF REAL ESTATE/JOINT DEVELOPMENT

The Los Angeles County Transportation Commission has appointed Michael Francis as the director of the Real Estate and Joint Development Department as of June 3, 1991.

Francis brings to the LACTC 20 years of experience in the redevelopment field. Previous to his appointment, Francis served as Manager of the Redevelopment Bureau for the City of Long Beach's Redevelopment Agency. Prior to that, he was with the City of Los Angeles Community Redevelopment Agency for 20 years, serving as Deputy Administrator from 1978 to 1988.

He will be involved in negotiation, acquisitions and management of all real estate property along transportation corridors, as well as working closely with agencies in order to promote development and redevelopment activities along rail transit lines.

"LACTC's joint development efforts will work to stretch limited capital funds by integrating private funding sources whenever possible," said Neil Peterson, LACTC executive director. "Public transit facilities, like Metro stations and park-and-ride lots, generate trips at a focused location and can increase property value on and adjacent to the stations. Joint

(MORE)



LACTC APPOINTS DIRECTOR OF REAL ESTATE/JOINT DEVELOPMENT

May 30, 1991

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development efforts allow this increased value to be captured to help offset the original system cost and operations costs," he said.

Francis is a graduate of the University of Arizona where he received his Bachelor of Science degree.

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May 30, 1991

**CONTACT: WENDY TAYLOR,
STEPHANIE BRADY
TRANSPORTATION NEWS BUREAU**

FOR IMMEDIATE RELEASE

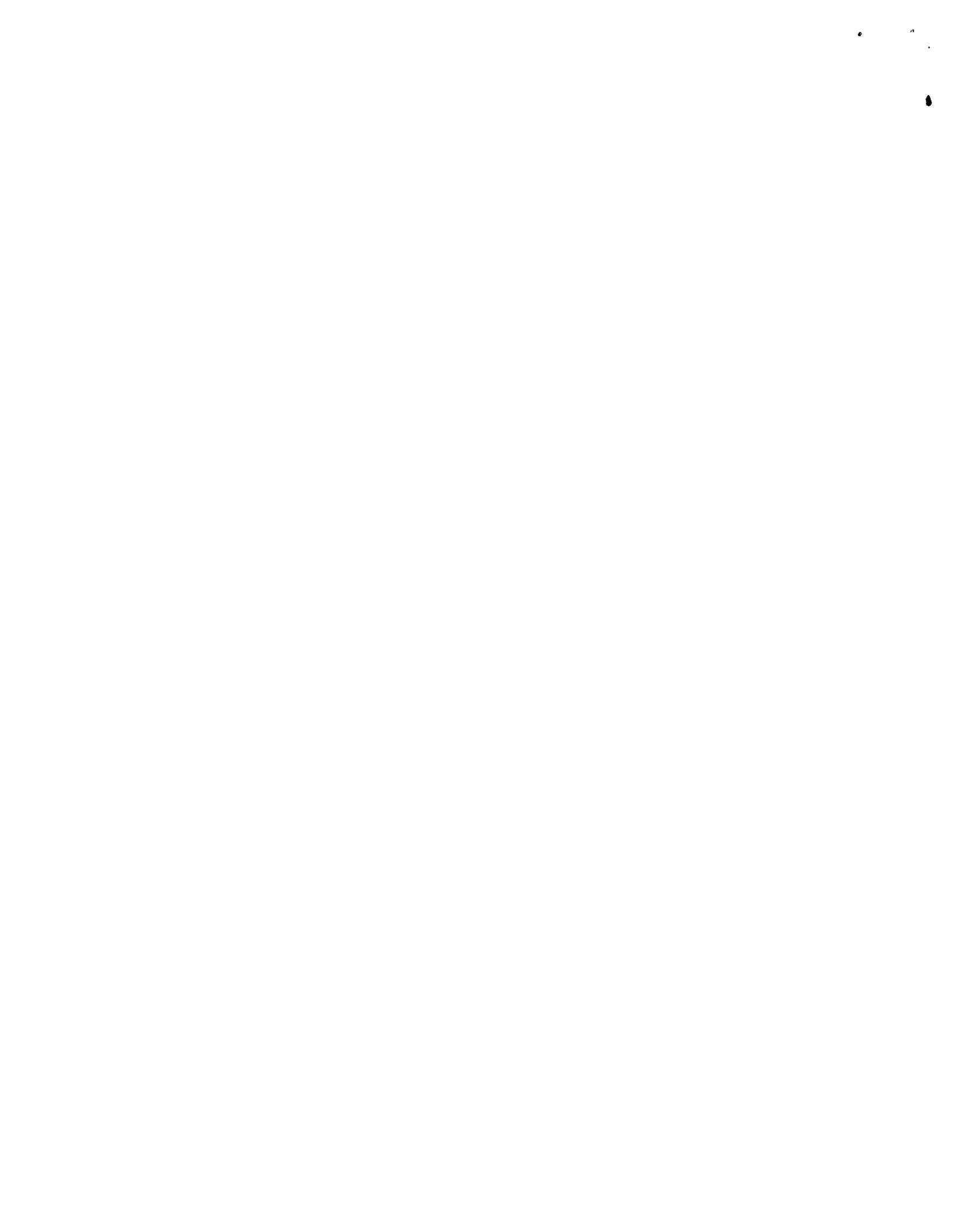
**METRO BLUE LINE WINS 1991 "TRANNY" AWARD
FOR ITS HIGH LEVEL SECURITY**

LOS ANGELES, CA -- The Los Angeles County Transportation Commission (LACTC), the Los Angeles County Sheriff's Department and the Southern California Rapid Transit District (SCRTD) were honored collectively as the transit service project of the year by the California Transportation Foundation (CTF).

CTF is a non-profit, public benefit organization formed to promote and recognize excellence in California transportation. The award, one among several presented in various transportation categories, was announced at CTF's Third Annual "Tranny" Awards Banquet held on May 16 at the Pasadena Hilton Hotel.

"The high level of security on the Blue Line has done much to improve the image of transit and encourage ridership," said CTF's executive officer, Heinz Heckerth.

(more)



Accepting the award on behalf of the LACTC, Chairman Ray Grabinski commented on the rail line's security. "Because of the fine security provided by the Los Angeles County Sheriff's Department, the Metro Blue Line has a virtually nonexistent crime rate, even though the line traverses some of the highest crime areas in our county."

The LACTC also received a special award as the organization of the year. CTF honored LACTC for "a year of major transportation milestones which will affect the county and Southern California for the next century."

In addition to the successful opening of the the Metro Blue Line light rail system, the Commission was commended for laying the ground work, including increased local funding through a voter-approved sales tax increase, for the rapid implementation of what will soon be the largest rail system in the United States (outside of New York City).

"The Commission has aggressively addressed the congestion and mobility needs of the county and is implementing a wide range of programs." said Gerald W. Seelman, Vice President of Daniel, Mann, Johnson and Mendenhall, the construction consulting firm that nominated LACTC for this award.

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Interim Joint Powers Authority Southern California Commuter Rail Coordinating Council

Los Angeles County
Transportation Commission
Orange County
Transportation Commission
Riverside County
Transportation Commission
San Bernardino
Associated Governments
Ventura County
Transportation Commission

JUNE 14, 1991

CONTACT: CLARA POTES-FELLOW/STEPHANIE BRADY
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(213) 244-6566

FOR IMMEDIATE RELEASE

SEN. ROBERT PRESELY RECEIVES COMMUTER RAIL PLAN

A 412-mile commuter rail plan was submitted to the California Legislature today by five Southern California transportation agencies.

The **Southern California Commuter Rail 1991 Regional System Plan**, to be updated every two years, was prepared in response to Senate Bill 1402 introduced by Sen. Robert Presley (D-Riverside) and enacted by the Legislature in June 1990.

Under the bill, the plan would serve as the base to submit an application for funds to be allocated by the California Transportation Commission.

The commuter rail plan identifies seven routes and 27 daily round trips to begin operations between 1992 and 1995 as follows:

SERVICE	PROPOSED START-UP DATE
1. Ventura to Los Angeles	1992
2. Santa Clarita to Los Angeles	1992
3. San Bernardino to Los Angeles	1992
4. Oceanside to Los Angeles	1993

(MORE)



SEN. ROBERT PRESELY RECEIVES COMMUTER RAIL PLAN

June 13, 1991

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- | | |
|---------------------------------------|----------------|
| 5. Riverside to Los Angeles | 1995 or before |
| 6. San Bernardino/Riverside to Irvine | 1995 |
| 7. Hemet to Riverside | 1995 |
| 8. Redlands to San Bernardino | Post 1995 |

The analysis estimates operating costs of \$28 million for the start-up level of service.

The plan recommends the following structure for the five county commuter rail network:

- o A single management structure;
- o Common use of equipment and facilities;
- o Service provided by a single operator;
- o Passengers purchasing a single ticket which allows transfer to other routes within the system and to connecting transit services;
- o Unified fare structure;
- o Coordination of the commuter rail network with local transit agencies and inter-city rail and bus services schedules to facilitate transfers between systems;

The plan proposes a joint powers authority to govern and staff the regional rail system. This JPA will be known as the Southern California Regional Rail Authority and will be integrated by the county transportation commissions of Los Angeles, Ventura, Riverside, Orange and the San Bernardino Associated Governments.

"Completion of the plan represents a milestone in a cooperative effort begun eight months ago by the five counties involved in the commuter rail project," said Dana Reed, chairman of the Southern California Commuter Rail Coordinating Council.

"Within sixteen months, the fruits of this cooperative effort will culminate in a

(MORE)

SEN. ROBERT PRESELY RECEIVES COMMUTER RAIL PLAN

June 13, 1991

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reliable, efficient and environmentally sound commuter rail system operating between the counties of our region," said Jacki Bacharach, an LACTC commissioner who chairs the Commuter Rail Interim Joint Powers Authority.

The plan was developed by the county transportation commissions of Los Angeles, Orange, San Bernardino and Riverside in consultation with the Southern California Association of Governments, the California Transportation Commission, Los Angeles-San Diego Rail Corridor Agency and the South Coast Air Quality Management District.

A draft of the plan was released in December 1990 for public hearings held by the transportation commissions in each county.

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JUNE 19, 1991

CONTACT: ROBERTA TINAJERO/STEPHANIE BRADY
LACTC TRANSPORTATION NEWS BUREAU
(213) 244-6565

FOR IMMEDIATE RELEASE

COMMITTEE MEETS TO MONITOR METRO STATION JOINT DEVELOPMENTS

Plans for joint development, real estate ventures tied into Metro Rail stations were discussed today at the first meeting of an ad hoc committee of the Los Angeles County Transportation Commission (LACTC) and its subsidiary, the Rail Construction Corporation (RCC).

Feasibility studies are underway on developing commercial high-density residential and mixed-use projects including shopping centers, restaurants, hotels, office complexes, theaters and auditoriums at or near Metro rail stations. The studies will be monitored by the six-member Joint Development Ad Hoc Committee.

Public transit facilities, like Metro stations and park-and-ride lots, generate commercial activity at a focused location and can increase property value on, and adjacent to, the stations.

"Joint development will provide revenue to help offset the original system cost and operations costs," said Neil Peterson, LACTC executive director.

(MORE)

COMMITTEE MEETS TO MONITOR METRO STATION JOINT DEVELOPMENTS

June 19, 1991

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"Over the next 30 years, there's going to be a \$139 billion public investment in the transportation systems of Los Angeles County -- an investment that's unparalleled in this country," said Peterson. "That's obviously going to have tremendous spin-off benefits in the private development community.

"We're master-planning every station now for the future, and we plan to come back with a proposal to do more with those stations later," said Peterson.

The committee is coordinating its efforts with other interested agencies including the Community Redevelopment Agency, the RTD, and the L.A. City Planning Department.

Sites under consideration for development projects include the Metro Blue Line's Artesia, Del Amo and Willow stations; Metro Red Line stations at Wilshire/Vermont, Wilshire/Western, Vermont/Beverly, Vermont/Santa Monica, Vermont/Sunset, Hollywood/Western, Hollywood/Vine, and Hollywood/Highland. Future rail transit stations along the Metro Green Line, Pasadena light rail line, and San Fernando Valley lines are also under study.

Joint Development Ad Hoc Committee members are LACTC Commissioners Don Knabe; Committee Chair, Jacki Bacharach; Nick Patsaouras; Ray Remy; and RCC Board Members Don McIntyre and Judith Hopkinson.

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JUNE 20, 1991

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FOR IMMEDIATE RELEASE

FUNDING APPROVED FOR A NEW LANE ALONG THE 405 FREEWAY

An easier drive is on the way for South Bay commuters travelling on the 405 freeway. The California Transportation Commission approved today \$9.6 million for the construction of a new lane along the center of the 405 Freeway to be dedicated to carpool vehicles.

This High Occupancy Vehicle (HOV) project, a key component of the Los Angeles County Transportation Commission's proposed 30-Year Integrated Transportation Plan and included in the 1990 State Transportation Program, calls for the expansion of the 405 Freeway to allow for a 7-mile carpool lane in each direction.

The new lane will be built by CalTrans in the median of the freeway along the communities of Hawthorne, Lennox, Lawndale, Redondo Beach, Torrance and southern portions of Los Angeles.

"This is a long overdue project," said Supervisor Deane Dana, a commissioner of the LACTC. "The new lane will help relieve traffic on one of the most congested corridors of the freeway system. That segment of the 405 Freeway experiences 8 hours of congestion a day with traffic traveling under 30 miles per hour."

(MORE)

FUNDING APPROVED FOR A NEW LANE ALONG THE 405 FREEWAY

June 20, 1991

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"The lane, which will connect with another carpool lane being built on the Century Freeway, will help expedite the traffic generated by the Los Angeles Airport and the El Segundo Employment Center," said Neil Peterson, LACTC executive director.

The LACTC proposed 30-Year Transportation Plan, calls for future expansions of the 405 to ultimately complete a carpool lane from the Orange County line to Route 5 in the northern San Fernando Valley.

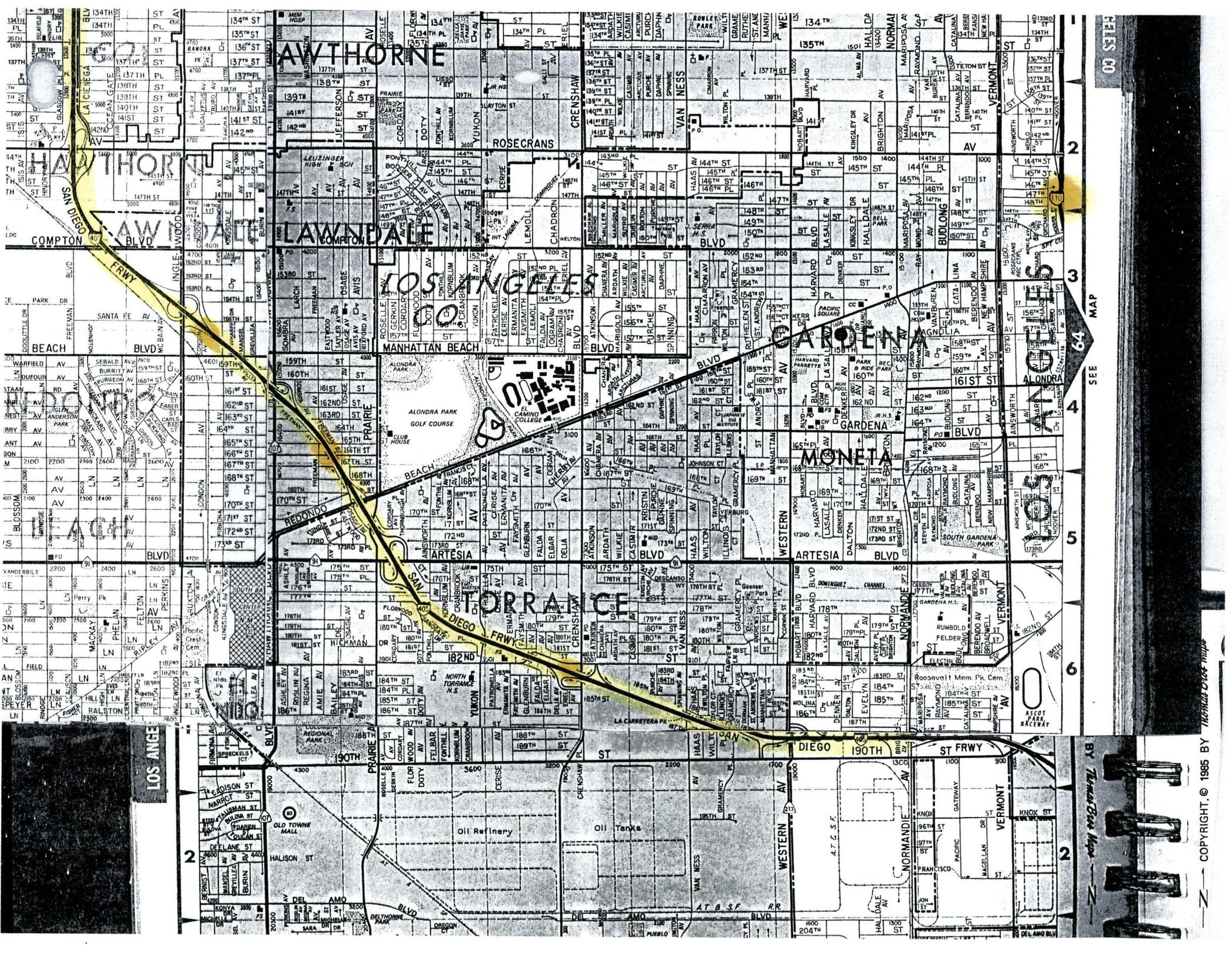
"This is just a step ahead on the implementation of a plan that will provide optimum congestion relief along the entire corridor," Peterson said.

#

South Bay Curve.

HOV lane will extend from Normandie to 120th Street.

Construction start Jan '92
finish late 1993



ANTHORNE

ROSECRANS

LAWDALE

LOS ANGELES

MANHATTAN BEACH

REDDONDO

ARTESIA

SAN DIEGO

TORRANCE

190TH

CELES CO
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SEE

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LOS ANGE

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JUNE 21, 1991

CONTACT: CLARA POTES-FELLOW/STEPHANIE BRADY
LACTC TRANSPORTATION NEWS BUREAU
(213)244-6566

FOR IMMEDIATE RELEASE

**RCC's NEW CHAIRMAN PLEDGES TO REVAMP METRO RAIL MINORITY
CONTRACTING PROCESS**

Ernest Camacho, the 1991-1992 chairman of the Rail Construction Corporation (RCC), called today for the initiation of a new era of cooperation between prime contractors and minority businesses to ensure fair participation of Disadvantaged Business Enterprises in the multi-billion dollar Metro Rail projects.

"The development and implementation of teaming relationships between the large prime contractors and the minority business community will create a synergism mutually benefitting all participants, creating a main-line procurement process and at the same time reflecting both the minority and ethnic diversity of Los Angeles County." said Camacho, who will assume the chairmanship of the RCC in July 1991.

Specifically, Camacho said that during his tenure as chairman of the Rail Construction Corporation, he would like to see improvements in the following areas:

- Clear and definitive guidelines for the implementation of DBE/WBE programs; as an example, a certification program which is universally accepted by all agencies within the County of Los Angeles.

(MORE)

RCC's NEW CHAIRMAN PLEDGES TO REVAMP METRO RAIL MINORITY CONTRACTING PROCESS

June 21, 1991

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- Creation of financing mechanisms to facilitate access to capital and to fulfill bonding requirements for the minority business community.
- Enhancing opportunities for the minority community to participate as prime contractors by breaking large contracts into smaller requirements wherever possible.

Camacho announced these goals during a reception offered by the Society of Hispanic Professional Engineers and the Latin Business Association to celebrate Camacho's appointment as chairman of the RCC Board, which oversees the multi-billion Metro Rail project.

"We welcome Ernie Camacho's energy and leadership in achieving better coordination of efforts between small companies owned by minorities and large contractors, especially now that the LACTC/RCC is moving forward to improve DBE certification procedures," LACTC Commissioner Jacki Bacharach said.

The Rail Construction Corporation is a subsidiary of the Los Angeles County Transportation Commission, created in February 1990 to design and build the 300-mile Metro Rail System planned for Los Angeles County.

Three of the seven directors of the RCC Board were appointed by the LACTC, three were appointed by the RTD and the seventh director was appointed by a majority of the six members.

(MORE)

RCC's NEW CHAIRMAN PLEDGES TO REVAMP METRO RAIL MINORITY CONTRACTING PROCESS

June 21, 1991

Page 3

The RCC is building the Metro Red Line, which begins at Union Station and extends west to MacArthur Park and North to Hollywood and Vine. Also under construction is the Metro Green Line, the nation's first fully automated rail rapid transit line linking Norwalk to the El Segundo employment center and to Westchester.

Future extensions include a Metro Red Line extension to the San Fernando Valley, the Metro Orange line linking East Los Angeles and West Los Angeles to downtown and a Metro Blue Line extension to Pasadena.

"I look forward to the day when my community can take the subway in East Los Angeles and connect to the bus, rail and park-and-ride network envisioned in the LACTC's Integrated Metro Transportation Plan," Camacho said.

#



News

SUNDAY, JUNE 23, 1991

CONTACT: ROBERTA TINAJERO/STEPHANIE BRADY
LACTC TRANSPORTATION NEWS BUREAU
213/244-6565

FOR IMMEDIATE RELEASE

MAC ARTHUR PARK ENHANCED BY ART DURING METRO RAIL CONSTRUCTION

The MacArthur Park neighborhood was treated today to a festive celebration of art, music and Metro Rail construction in a dedication ceremony for 29 temporary murals being installed in the park. The murals border the fences along the MacArthur Park lake, which was drained earlier this year in preparation for the second segment of Metro Red Line underground tunneling.

Several hundred people showed up for what was billed as a "Fiesta in the Park," attracted by the musical performances of Inca, the Peruvian Ensemble and by Bobby Matos & the Heritage Ensemble.

The park will remain open during the two-and-half year construction project. The eight-by-four foot murals are intended to attract park visitors by enhancing the area near the construction site.

The mural panels represent collective visions of Los Angeles, painted by art students from the Otis Art Institute of Parsons School of Design and by local artists.

(MORE)

**MAC ARTHUR PARK ENHANCED BY ART
DURING METRO RAIL CONSTRUCTION**

June 23, 1991

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The art project was sponsored by Art-for-Rail Transit (A-R-T), the public art program of the Los Angeles County Transportation Commission (LACTC) in cooperation with the Cultural Affairs Department and Otis Parsons.

"This community art project allows local and student artists to do an art work that will be on display for two years," said Ray Grabinski, LACTC chair. It also is a first-time opportunity for most of the art students to show their work publicly," he said.

The 16 student murals were a result of a course in public and installation art, taught by local artist Renee Petropoulos, who was commissioned by A-R-T to design art for a Metro Green Line station.

The 14 other artists were chosen through a selection panel of three arts professionals. Local artists who participated in the project with lead artist Roberto Delgado were Alfredo de Batic, Juan Francisco Burgueno, Anthony Cox, Danny David, Electra, Rafael River Escamilla, Frits W. Godin, Elizabeth Garrison, Mary-Austin Klein, Merry-Beth Noble, Elliot Pinkney, Joyce Santiago-Maloy, and Shinobu Tobita.

Student artists were Lisa Barash, June Choi, Sheri Clark, Laurie Fink, Michael Fuller, Camille Garcia, Corrie Gregory, Craig M. Hawley, Emmeric Konrad, Lynn Mapeso, Jason McKechnie, Marsha Olson, Aimee Perez, Barbara Romain, Ollie Warden, and Linda Zimmerman.

(MORE)



JUNE 24, 1991

**CONTACT: ROBERTA TINAJERO/STEPHANIE BRADY
LACTC TRANSPORTATION NEWS BUREAU
(213) 244-6565**

FOR IMMEDIATE RELEASE

**STATE SUPREME COURT UPHOLDS LACTC
CREATION OF FOOTHILL TRANSIT ZONE**

The State Supreme Court today let stand a ruling made by the Court of Appeal in April which permitted the creation of the Foothill Transit Zone by the Los Angeles County Transportation Commission (LACTC). This action, now validated by the California Supreme Court, supports the LACTC's contention that the transit zone was formed in accordance with state law.

The County of Los Angeles and 20 cities in the San Gabriel Valley received LACTC approval to operate 14 Rapid Transit District (RTD) lines in 1988. Two unions, which represent the RTD's drivers and mechanics, requested a court injunction to stop Foothill Transit from operating. In 1989, after a six-week court trial, a Superior Court judge refused to issue a court injunction and found that Foothill Transit was created in accordance with state law.

While that decision was appealed to the Court of Appeal and then to the State Supreme Court, Foothill Transit was permitted to run seven lines, while the other seven were prevented from start-up. Today's Supreme Court decision to not consider the case clears the way for Foothill Transit to operate all 14 lines immediately.

(MORE)

**STATE SUPREME COURT UPHOLDS LACTC
CREATION OF FOOTHILL TRANSIT ZONE**

June 24, 1991

Page 2

The State Court of Appeal cited several factors in its decision to deny an injunction, including the public interest in receiving improved, cost-effective transit service. The cost savings that a zone realizes through competitive bidding among bus operators result in large part from more efficient use of staff and lower overhead. These savings can be used for additional service and maintaining fares.

The appellate court also noted that the Foothill Transit Zone is a novel experiment in transportation planning that should be allowed to be completed. At the end of its three-year operation period, the LACTC will determine if Foothill Transit has met the success tests specified by the LACTC.

"We are very pleased with the Supreme Court's decision and hopefully this puts an end to resolving these matters in court," said Ray Grabinski, LACTC chairman. "It makes sense to allow cities and the private sector to play a greater role in providing public service. The transportation zone concept can help maximize scarce public funds by providing greater efficiency of service through competitive bidding," he said.

"Today's Supreme Court ruling validates the Commission's authority to provide other transit service options to residents in suburban areas," said Sharon Neely, Director of Policy at the LACTC. She added, "it supports the Commission's goal of providing the most cost-effective transit to riders and frugal spending of taxpayer dollars." Foothill Transit has been in operation in the San Gabriel Valley since 1988 and preliminary results from an independent audit show a 43% cost savings and a 20% increase in ridership.

The ruling will make it possible for Foothill Transit to add three new lines as early as the Fall of this year. They will be lines 480 and 481 from Pomona to downtown Los Angeles and line 482 from Pomona and Diamond Bar to El Monte.

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JUNE 27, 1991

**CONTACT: ROBERTA TINAJERO/STEPHANIE BRADY
LACTC TRANSPORTATION NEWS BUREAU
213/244-6565**

FOR IMMEDIATE RELEASE

LACTC ALLOCATES \$824 MILLION TO SUBSIDIZE BUS FARES, OPERATIONS

The Los Angeles County Transportation Commission (LACTC) has approved \$824 million to keep buses rolling in the county in fiscal year 1991-1992. The funds provide the county's 14 bus operators with \$706 million in operating assistance that includes \$422 million in passenger subsidies; and \$118 million for the purchase of 252 new clean-air buses and many other transit-related projects.

About 82% of the funds allocated by the LACTC will go to the RTD, the county's largest transit operator.

A new stipulation in the annual funding program calls for all buses purchased in 1992 to be clean-air equipped. New buses will either be methanol-fueled or feature "particulate traps" that improve exhaust output. "This new strategy is one of the ways we can reduce smog stemming from mobile sources and help transit operators to meet air quality requirements," said Ray Grabinski, LACTC Chair.

The LACTC annually programs the local, state and federal transit funds through the Short Range Transit Plan and Transportation Improvement Plan (SRTP/TIP).

(MORE)

LACTC ALLOCATES \$824 MILLION TO SUBSIDIZE BUS FARES, OPERATIONS

June 26, 1991

Page 2

New money available through the SRTP will fund three new maintenance facilities and approximately 60 other projects throughout the county. The new facilities include a combined maintenance and operating facility for Culver City Municipal Bus Lines and the city of Los Angeles Department of Transportation, and new buildings for the cities of Montebello, and Long Beach.

The new money is generated through a unique bonding plan that releases federal funds available for transit that had not been tapped into before. This bonding strategy increases the LACTC's financing capability in FY 1992 from \$52.3 million to \$113.8 million. The LACTC is financing the new money through the Urban Mass Transit Administration's Section 9 capital funds.

"Transit operators have requested more equipment than ever before. This new financing plan allows the county to purchase everything we need to deliver more transit service and maintain mobility now," said Grabinski.

All bus operators in the county will receive a share of the \$824 million. They are Arcadia Dial-A-Ride, Claremont Dial-A-Ride, Commerce Municipal Bus Lines, Culver City Municipal Bus Lines, Gardena Municipal Bus Lines, La Mirada Transit, Long Beach Transit, Montebello Municipal Bus Lines, Norwalk Transit, Redondo Beach Dial-A-Ride, Santa Monica Municipal Bus Lines, Torrance Transit, Southern California Rapid Transit District, and Foothill Transit.

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News

JULY 2, 1991

CONTACT: ROBERTA TINAJERO/STEPHANIE BRADY
LACTC TRANSPORTATION NEWS BUREAU
(213) 244-6565

L.A.'S 1ST METRO LINE CELEBRATES FIRST BIRTHDAY; CONSTRUCTION CONTINUES ON 300-MILE METRO SYSTEM

The Metro Blue Line, L.A.'s first rail transit service in almost 30 years, will celebrate its first year of successful operation with a two-day birthday celebration on Sunday and Monday, July 14 and 15. The line's designers and builders, the Los Angeles County Transportation commission (LACTC), and its operator, the RTD, have planned events in the line's two terminal cities, as well as in several stations along the 22-mile route.

Sunday's festivities celebrate the "Commuters of the Future" and are geared toward making children aware of public transit use. "Community education on the use of public transit has to start at an early age," said Ray Grabinski, LACTC chair. "By giving children the chance to be the focal point of this celebration, we are building community pride in rail transit and a sentiment of Blue Line ownership."

Family-style entertainment begins at noon in the Long Beach Promenade, between 1st and Pine streets close to the Metro Blue Line's Transit Mall station. Festivities include marionettes, dancers, singers, clowns, jugglers, and carnival rides. Information on L.A.'s planned 300-mile Metro system and Metro Blue Line give-aways will be available.

(MORE)

**L.A.'S 1ST METRO LINE CELEBRATES FIRST BIRTHDAY;
CONSTRUCTION CONTINUES ON 300-MILE METRO SYSTEM**

July 3, 1991

Page 2

A brief ceremony and jumbo cake cutting with the "Father of the Metro Blue Line" County Supervisor Kenneth Hahn and other transportation officials begins at 1 pm. in the amphitheater area just north of the Promenade.

Families planning to enjoy the celebration can begin by taking a ride on the Metro Blue Line from the Long Beach Willow Station's park-and-ride lot where parking is free.

Monday morning commuters on July 15 will be greeted by live music and RTD employees distributing small gifts and birthday cake at the five most-travelled Metro Blue Line stations. Festivities are from 6 a.m. to 11 a.m. at the 7th Metro, Pico/Flower, Florence, Imperial, and Compton stations.

In the afternoon, the "Downtown Commuters Salute" will be hosted by the LACTC at the Citicorp Plaza at 7th and Figueroa streets from 11:30 a.m. to 2 p.m. Downtown workers and shoppers will be treated to live music, performers, and special discounts for Metro Blue Line ticket holders at the 7th Market Place shopping center.

"The future of L.A.'s system relies on the public's acceptance of the Metro Blue Line. This line has built the public's confidence in rail transit by being reliable, safe, quiet and clean," said Grabinski.

Approximately 29,100 passengers ride the line on an average weekday, serving the county's southeast corridor between downtown Los Angeles and Long Beach.

(MORE)

**L.A.'S 1ST METRO LINE CELEBRATES FIRST BIRTHDAY;
CONSTRUCTION CONTINUES ON 300-MILE METRO SYSTEM**

July 3, 1991

Page 3

The Metro Blue Line will eventually intersect with the Metro Red and Green Lines being built by the LACTC's subsidiary, the Rail Construction Corporation. The first 4.4 miles of the Metro Red Line tunnels through downtown L.A. are 80% built and scheduled to open in September, 1993. The second 6.7 miles to Hollywood began construction this year. The 23-mile Metro Green Line, being built along the center of the I-105 (Glenn Anderson) Freeway from Norwalk to the LAX area will open in late 1994.

Construction begins early next year on a 13.6-mile Metro Blue Line extension to Pasadena.

For information on the birthday celebration or rail construction projects, call (213) 620-RAIL.

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DETAIL

LOS ANGELES CO





News

JULY 9, 1991

CONTACT: MICHAEL BUSTAMANTE/STEPHANIE BRADY
LACTC TRANSPORTATION NEWS BUREAU
(213) 244-6591, (213) 244-6792

FREEWAY SERVICE PATROL ASSISTS MORE THAN 750 MOTORISTS DURING FIRST FOUR DAYS OF OPERATION

The Freeway Service Patrol, a joint effort by the Los Angeles County Transportation Commission, Caltrans, and the California Highway Patrol, have assisted over 762 motorists during the program's first four days of operation.

"We've provided assistance to the owners of more than 700 vehicles during these first four days," said LACTC Executive Director Neil Peterson. "That represents more than two-and-a-half times the rate of assistance we originally projected." The thirty-six Freeway Service Patrol tow trucks, patrolling 71 freeway miles, have averaged 95 assists per shift, or 2.6 assists per truck.

The most impressive aspect of the program has been the amount of time it takes a driver to respond to an incident. Thus far, 69% of the motorists were assisted in under 5 minutes, with 74% of the incidents first observed by Freeway Service Patrol drivers.

"The quicker we can respond to incidents will mean less time for motorists to be caught in congestion. That translates to improved traffic flow," said Caltrans District 7 Director Jerry B. Baxter.

(MORE)



**FREEWAY SERVICE PATROL ASSISTS MORE THAN 750 MOTORISTS
DURING FIRST FOUR DAYS OF OPERATION**

July 9, 1991

Page 2

The Freeway Service Patrol is funded in part through Proposition C, the half-cent sales tax measure approved by local voters in November 1990. The program operates Monday through Friday during the morning and evening commute hours, from 6-10 AM and from 3-7 PM and does not operate on holidays. When fully implemented by September, the Freeway Service Patrol program will include over 88 trucks covering 203 freeway miles.

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JULY 18, 1991

CONTACT: MICHAEL BUSTAMANTE/STEPHANIE BRADY
LACTC TRANSPORTATION NEWS BUREAU
(213) 244-6591

FOR IMMEDIATE RELEASE

**MERRILL LYNCH TO INVEST IN CHILDREN'S FUTURE;
HOSTS PUBLIC FINANCE EDUCATION WORKSHOP
FOR LACTC'S "TOP" STUDENTS**

To celebrate the Los Angeles County Transportation Commission's recent issuance of \$500 million in Sales Tax Revenue Bonds, Merrill Lynch is hosting a public financial education lunch workshop for student participants in the LACTC's Transportation Occupation Program (TOP). The program is aimed at providing specialized training and technical instruction associated with the design and construction of major transportation projects in Los Angeles. Merrill Lynch has pledged \$5,000 towards the TOP program. Deputy Executive Director, Leslie V. Porter was on hand at the lunch workshop hosted by Merrill Lynch today to receive the donation.

"Merrill Lynch is pleased to host this seminar and luncheon for the TOP students," said H. Cody Press, Vice President of Merrill Lynch. "We feel it is an important program for residents who live along the rail lines. The seminar is commensurate with Merrill Lynch's goal to support all facets of community life."

Indeed, the 5-year old TOP program, a joint educational effort of the LACTC, the Los Angeles, Compton and Long Beach Unified School Districts, has steadily grown to include 60 new participating students each year.

The goals of the lunch workshop are for TOP students to focus on the importance of public finance for the transportation program and to contribute to the future of transportation projects by investing in the next generation.

(MORE)

**MERRILL LYNCH TO INVEST IN CHILDREN'S FUTURE;
HOSTS PUBLIC FINANCE EDUCATION WORKSHOP
FOR LACTC'S "TOP" STUDENTS**

July 17, 1991

Page 2

"It is important to introduce young people to alternative career options in fields such as finance, law and engineering at an early age. Merrill Lynch's contribution to the TOP scholarship program is greatly appreciated. Their contribution will help to satisfy some of the demand for more resources, which in turn will allow for a greater number of students to participate in our program," concluded Porter.

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JULY 19, 1991

CONTACT: ROBERTA TINAJERO/MICHAEL BUSTAMANTE
LACTC TRANSPORTATION NEWS BUREAU
213/244-6565 OR 213/244-6591

FOR IMMEDIATE RELEASE

**CONVERSION OF VAN NUYS GENERAL MOTORS PLANT TO
RESEARCH & DEVELOPMENT TRANSPORTATION CENTER CALLED FOR**

In light of General Motors' (GM) announcement today about plans to close their Van Nuys plant, transportation officials urge that GM consider using the plant for a major transit production and transportation research and development center.

Such a center would be an appropriate carryover of the work force from the declining aerospace and automobile industries, and could be used to provide information on new mobility concepts such as magnetic-levitation trains.

"It is important for all of us to understand that the losses sustained in these major industries affect everyone. For each dollar spent in these electronic industries, jobs are created in Southern California in manufacturing, technology development, computers, accounting and legal firms, retail outlets, housing, banking and more," said Ray Grabinski, LACTC Chair.

"The automobile, aerospace and defense industries have available engineers, administrators, managers, scientists, skilled labor and manufacturing capacity. Put them to work, here in Southern California, designing and building transit systems bought with our local tax dollars," said Nick Patsouras, a commissioner with the Los Angeles County Transportation Commission (LACTC) and Southern California Rapid Transit District (RTD) Board Member.

(MORE)

**CONVERSION OF VAN NUYS GENERAL MOTORS PLANT TO
RESEARCH & DEVELOPMENT TRANSPORTATION CENTER CALLED FOR**

July 19, 1991

Page 2

The LACTC and the RTD's "Jobs Creation Initiative" calls on private industry to work with government agencies on a joint effort to re-allocate resources for building transit systems in Southern California.

Over the next 30 years, nearly \$140 billion will be spent improving bus services, building rail lines, adding to freeway capacity, and developing new technology to help ease congestion and clean up the air.

"We need to initiate the momentum to keep those local tax dollars here in Southern California and provide much needed jobs to those who have been left out as a result of closures. Our long-term program would include local workers and materials," said Neil Peterson, LACTC Executive Director.

The "Jobs Creation Initiative" program would:

1. Establish a local, state, and federal partnership to rationalize the export policies and investment credits that allow foreign companies to bid work away from the United States and help Southern California and American firms to be more competitive.
2. Call on the federal government to establish a "reutilization tax credit" specifically directed to companies that convert manufacturing plants to produce new and needed projects for the public good, and which pledge to involve local labor pools.
3. Require rail car and bus manufacturers to commit to locating their assembly plants in Southern California.

(MORE)

**CONVERSION OF VAN NUYS GENERAL MOTORS PLANT TO
RESEARCH & DEVELOPMENT TRANSPORTATION CENTER CALLED FOR**

July 19, 1991

Page 3

4. Ask the State, County and cities to donate or lease land to locate manufacturing plants of buses, rail cars and other equipment, thus creating jobs and boosting the local economy.
5. Establish manufacturing plants in abandoned military facilities.
6. The state could provide "swing loans" with favorable terms to manufactures who gain contracts in other countries or other states.
7. Investigate the possibility of giving preference to materials produced within the state. For example, agencies looking to buy buses and rail cars should be able to specify that bidders use material produced within the state, or other specified states.

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JULY 24, 1991



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FOR IMMEDIATE RELEASE

**OFFICIALS ANNOUNCE INTERAGENCY STEERING COMMITTEE
TO COORDINATE AIRPORT TRANSPORTATION PLAN**

Officials from the Los Angeles County Transportation Commission (LACTC) and the Department of Airports (DOA) have agreed to create an ad-hoc LAX Interagency Transportation Steering Committee to speed ground traffic in and out of LAX. The Committee will jointly undertake an intensive three-month study of regional access to the LAX area and assess the benefits of the proposed LAX-Palmdale, People Mover, and Green Line Extension projects.

The announcement came today from Mayor Tom Bradley, who is also an LACTC Commissioner. Joining Mayor Bradley in the announcement were Supervisor Deane Dana, Los Angeles City Councilwoman Ruth Galanter, LACTC Chairman and Long Beach City Councilman Ray Grabinski, LACTC Commissioner and Rancho Palos Verdes Mayor Pro-Tem Jacki Bacharach, Department of Airports Executive Director Clifton A. Moore, representatives from the City of Los Angeles' Department of Planning (DOP) and Transportation (DOT), and the Southern California Rapid Transit District (SCRTD).



**Los Angeles County
Transportation
Commission**

818 West Seventh Street
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Leading the Way to Greater Mobility

**OFFICIALS ANNOUNCE INTERAGENCY STEERING COMMITTEE
TO COORDINATE AIRPORT TRANSPORTATION PLAN**

July 24, 1991

Page 2

"I am very pleased to announce that these two agencies will be working together over the course of the next three months to create a plan of action for the airport region," said Mayor Bradley. "By forming this ad-hoc committee and committing to work together to form a consensus on transportation alternatives for the LAX region, we can plan for the future and tackle the problem of increased congestion."

The projects to be reviewed include a 3-mile North Coast extension to the LACTC's Metro Green Line currently under construction; two proposed transit systems - the Department of Airport's People Mover and the LACTC's LAX-Palmdale high-speed rail system; and planned LAX ground access strategies.

"Access to and from the airport is of considerable concern to us," said Clifton A. Moore, Executive Director for the DOA. "We are very pleased to be able to work closely with the LACTC and other affected parties to design a sound working plan to significantly impact traffic and make travel in and out of the airport easier."

The steering committee will also work to define a set of criteria or parameters for evaluating the proposed options, including cost, schedule, environmental impacts, system performance and expandability.

(MORE)

**OFFICIALS ANNOUNCE INTERAGENCY STEERING COMMITTEE
TO COORDINATE AIRPORT TRANSPORTATION PLAN**

July 24, 1991

Page 3

This joint effort will help to assure that transportation systems will be built to serve the interests of the community and LAX in the most efficient, economical, and environmentally sensitive manner possible," said Councilwoman Galanter.

The LACTC's fully automated Metro Green Line begins in Norwalk and travels west along the center of the I-105 (Glenn Anderson Freeway). The steering committee will review the planned northern extension to that line, which would travel on its own aerial guideway from Aviation/Imperial to Westchester Parkway and Sepulveda Westway.

When the project was environmentally cleared and approved in 1989, the DOA had not yet proposed the People Mover plan nor had the LACTC considered a high-speed line from LAX to Palmdale. The committee will look at how the three plans will interface with one another.

"As the agency charged with the responsibility for improving congestion in the Los Angeles County region, it makes a whole lot of sense to coordinate those efforts with DOA and other groups who have the best understanding for what needs to happen at the airport," said LACTC Chairman Grabinski. "We know the Metro Green Line and the LAX-Palmdale project can have a significant affect on traffic. Now what we need is a strategy to coordinate our efforts with those of the DOA."

(MORE)



**OFFICIALS ANNOUNCE INTERAGENCY STEERING COMMITTEE
TO COORDINATE AIRPORT TRANSPORTATION PLAN**

July 24, 1991

Page 4

Added Supervisor Dana: "This effort with the DOA and Councilwoman Galanter will prove to be a win-win situation for all of us - the DOA, LACTC, the traveling public and, most importantly, to the communities surrounding the airport region."

The committee is scheduled to begin work immediately and expects to have the project completed before the end of the year.

"Los Angeles International Airport is a facility that provides service to all of Southern California. To improve access helps everyone who uses the airport. We're doing the right thing in working together," concluded LACTC Commissioner and City of Rancho Palos Verdes Mayor Pro-Tem Jacki Bacharach.

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JULY 29, 1991

CONTACT: CLARA POTES-FELLOW/ROBERTA TINAJERO
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(213) 244-6566, (213) 244-6565

**FOOTHILL TRANSIT TAKES OVER SIX RTD BUS LINES
SERVING THE SAN GABRIEL VALLEY**

The Los Angeles County Transportation Commission approved the full operation of the Foothill Transit Zone and authorized the transfer of additional \$6.7 million in Proposition A funding from the SCRTD to the transit zone.

The Commission's action took place a month after the State Supreme Court ruled that the creation of the zone was in accordance with state law.

The action cleared the way for Foothill Transit to assume operation of six bus lines according to the implementation schedule below:

LINE		IMPLEMENTATION DATE
187	Pasadena-Glendora-Pomona	July 28, 1991
480/481	Pomona to downtown L.A.	August 18, 1991
482	Pomona to downtown L.A.	December 29, 1991
486/488	Los Angeles to Sierra Madre	June 28, 1992

(MORE)

**FOOTHILL TRANSIT TAKES OVER SIX RTD BUS LINES
SERVING THE SAN GABRIEL VALLEY**

July 29, 1991

Page 2

"Foothill Transit has demonstrated it can efficiently operate transit service in the San Gabriel Valley," said Neil Peterson, LACTC's executive director. "For over two years Foothill Transit operation costs have remained 43% lower than the SCRTD."

The Foothill Transit Zone was created in 1988 by the County of Los Angeles and 20 cities in the San Gabriel Valley to operate certain bus lines being operated by the SCRTD. Creation of the zone was an experiment to test whether the private sector was able to provide transit more efficiently through competitive bidding process.

The zone initiated operations of seven lines in 1989 after a six-week court trial in which two unions representing the RTD mechanics and drivers unsuccessfully sought a permanent injunction to stop Foothill Transit from operating.

Operation of the remaining lines was prevented from start-up until the court's decision was upheld by the State Court of Appeals and the California Supreme Court.

On June 20, 1991 the Supreme Court decided not to consider the case, opening the door for Foothill Transit's operation of the remaining lines.

"LACTC's action to transfer the funding from the RTD to the Foothill Transit Zone guarantees the continuation of the Foothill Transit Zone experiment," Peterson said.

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JULY 31, 1991

CONTACT: ROBERTA TINAJERO/CLARA POTES
LACTC TRANSPORTATION NEWS BUREAU
(213) 244-6565 OR 6566

FOR IMMEDIATE RELEASE

PUBLIC ART, STATION DESIGNS UNVEILED FOR NEXT PHASE OF METRO RAIL

Architects and artists revealed plans today for rail stations for the second segment of the Metro Red Line to Hollywood along the Vermont corridor. Through the Art-For-Rail Transit (A-R-T) program, station designs are influenced by the culture and character of the area.

The design teams have created five stations that reference neighboring landmarks, institutions and local legends ranging from the Braille Institute to the Griffith Observatory and the early days of Hollywood.

"The Metro Red Line stations will revitalize and help to bring back the beauty and glamour of Hollywood," said City Councilmember Michael Woo.

"When these stations are completed, Los Angeles will have a new series of landmarks that we can all take pride in -- a linear museum that everyone will be able to visit informally, in our daily travels throughout the county," said Neil Peterson, LACTC executive director.

(MORE)

**PUBLIC ART, STATION DESIGNS UNVEILED
FOR NEXT PHASE OF METRO RAIL**

July 31, 1991

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The process of creating public art for the rail lines begins when artists submit samples of their work to the Los Angeles County Transportation Commission. LACTC devotes one-half of one percent of cost of construction to its A-R-T program.

An art panel composed of independent arts professionals and community representatives convenes to consider artists for a specific project. "Finalists are chosen on the basis of their talent, their vision, and their ability to represent the diversity of Los Angeles' cultural heritage," said Ed McSpedon, CEO/president of the Rail Construction Corporation, the subsidiary of LACTC.

Three stations are planned along Vermont Avenue:

VERMONT/BEVERLY Artist: George Stone
 Architect: Anil Verma Associates, Inc.

This station emphasizes the appeal of both the man-made and the natural. "Here, sophisticated design elements and finishes, ranging from patina bronze column capitals to elaborate floor patterns, contrast with the beauty of natural looking rock formations," said Jessica Cusick, LACTC's A-R-T director.

"In many ways the station is reminiscent of the elegance of turn of the century train stations," she said.

VERMONT/SANTA MONICA Artist: Robert Millar
 Architect: Ellerbe Becket, Inc.

Great emphasis is placed on light, both natural and artificial, particularly in the skylighted entrance, which resemble a contemporary cathedral by day and serves as a beacon at night.

(MORE)

**PUBLIC ART, STATION DESIGNS UNVEILED
FOR NEXT PHASE OF METRO RAIL**

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"An airy plaza with shops and a performance area will serve as a new destination for members of the community, more than simply a place you go to take the subway," said Cusick.

"This collaboration was a unique opportunity to explore the social issues related to the creation of a community space," said artist Robert Millar. Millar spent several days at the nearby Braille institute so that a member of the design team would be aware of the needs of the visually impaired.

VERMONT/SUNSET

Artist: Michael Davis

Architects: Diedrich Architects & Associates, Inc.; Edward C. Barker and Associates

The strong urban design of this station makes use of numerous elements taken from the nearby Griffith Observatory, Hollyhock House, Barnsdall Arts Park and the neighboring health care facilities. Details range from the dome on the top of the elevator shaft which echoes the Observatory's, to the use of medical and astronomical symbols. Display cases in the mezzanine will house rotating exhibits of children's art.

HOLLYWOOD/WESTERN

Artist: May Sun

Architect: Escudero-Fribourg Architects

Throughout the station, users will encounter symbols drawn from the cultures of the many different ethnic groups which live and work in the area. The station will also feature a tale from the Gabrieleno Indians whose council grounds were at one time only a few blocks away. "The impetus for the art and architecture of the Hollywood station is to communicate the neglected history of the site. The artwork in the station attempts to reclaim the past for the future," said artist May Sun.

(MORE)

**PUBLIC ART, STATION DESIGNS UNVEILED
FOR NEXT PHASE OF METRO RAIL**

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"The emphasis here is on softly rounded lines and an exuberant use of color," said Cusick. "The friendly, playful quality here is reminiscent of the Watts Towers and Gaudi's architecture."

HOLLYWOOD/VINE Artist: Gilbert Lujan (Magu)

Architect: Miralles Associates, Inc.

The glitz and glamour of the old Hollywood legends will find a new home in this station whose design is intended to evoke the great movie palaces of yesteryear. A yellow brick road beginning on the street level, will lead passengers to the ticket machines and ultimately to the station platform. Stars are a recurring motif, from the paving to the light fixtures. The station also incorporates numerous references to the importance of music and a tile mural which is the artist's own whimsical version of the history of the Hollywood area.

The 6.7-mile second segment of the Metro Red Line broke ground earlier this year. The route from the Wilshire/Alvarado station heads north on Vermont to Hollywood and Vine. A western leg to Wilshire/Western is set to open in 1996. The northern extension is scheduled to open in 1998. Stations along the Wilshire corridor at Alvarado, Normandie and Western will also feature public art.

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News

AUGUST 1, 1991

CONTACT: CLARA POTES-FELLOW/ROBERTA TINAJERO
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FOR IMMEDIATE RELEASE

CTC APPROVES \$35,000 FOR TREE PLANTING ALONG THE BLUE LINE

The California Transportation Commission approved \$35,000 in funding for an environmental enhancement project involving school children along the Long Beach-Los Angeles Metro Blue Line.

The funds, allocated to the LACTC, will be used to build facilities for growing trees at four schools in South Central Los Angeles and East Los Angeles. Students will plant seeds and oversee the growth of about 3,000 trees which later will be planted along the Metro Blue Line route.

"The primary purpose of the project is to educate school children in taking care of the environment," said Ray Grabinski, chairman of the Los Angeles County Transportation Commission and Long Beach city councilman.

The Metro Blue Line tree planting project was given the highest score for environmental enhancement projects in Southern California by the State Resource Agency, which recommended it for approval of the California Transportation Commission.

Funds were allocated from the State Environmental Enhancement and Mitigation Grant Program which awards \$10 million a year for environmental enhancements related to transportation projects.

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AUGUST 6, 1991

CONTACT: CLARA POTES-FELLOW/STEPHANIE BRADY
LACTCTransportation News Bureau
(213) 244-6566, 6792

FOR IMMEDIATE RELEASE

METRO RED LINE CONSTRUCTION ON HOLLYWOOD BOULEVARD

The Metro Red Line extension along Hollywood Boulevard is part of 17.4 miles of underground rail linking Union Station in downtown Los Angeles with the San Fernando Valley.

By the year 1998, when the Hollywood section opens, the first segment of the Metro Red Line will have five years of operations and well-established connections with the Long Beach-Los Angeles Metro Blue Line and with a commuter rail system bringing to Los Angeles passengers from the counties of Orange, Riverside, San Bernardino, Ventura and San Diego.

The Metro Red Line's second segment will have stations at Hollywood/Vine, Hollywood/Western, Vermont/Sunset, Vermont/Santa Monica and Vermont/Beverly.

When the subway reaches Hollywood, riders will be able to visit the legendary Walk of Fame, trendy shops and restaurants and the historic movie theaters in comfort and convenience.

(MORE)

METRO RED LINE CONSTRUCTION ON HOLLYWOOD BOULEVARD

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Tourists will be lured by a safe and efficient transportation system that within minutes will take them to the famed Hollywood attractions.

From the Hollywood/Western and the Hollywood/Vine stations, a subway rider will be able to walk to such attractions as the Bethany Towers, the Pantages Theatre, Capitol Records, Hollywood Palace, the Francis Goldwyn Memorial Library, the Cinerama Dome, the West Coast Ensemble Theatre and the Max Factor Museum.

Riders will enjoy state-of-the-art rail stations reminiscent of world renowned landmarks. As in the metro systems of Paris and London, the metro stations in Hollywood will have open areas inviting the impromptu acts of contemporary performers.

The Hollywood and Vine station design evokes the famous movie palaces in the area and will show movies from the past on giant screens mounted at each end of the station. The Hollywood/Western Station features ethnic symbols and exuberant colors echoing the area's cultural diversity.

Construction activities for the Hollywood/Western station are scheduled to start in July 1992 and for the Hollywood/Vine station in September 1992. The construction period is scheduled to last three years with most of the activity taking place underground with minimum impact on the streets.

Tunneling between the stations will be concurrent with the station construction and excavation will take place below the surface, causing no traffic disruption. The local community will be informed in advance of construction activities that will take place nearby.

(MORE)

METRO RED LINE CONSTRUCTION ON HOLLYWOOD BOULEVARD

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Access to all theater parking lots and business entrances will be maintained during business hours. The project construction schedule will accommodate major special events, including the Hollywood Parade and Halloween celebration.

The Public Affairs Division of the Rail Construction Corporation is developing a Metro Red Line Segment 2 Community information and Construction Management Program dedicated to address the specific needs of the Hollywood community. This program is being developed in cooperation with Councilman Mike Woo, the Community Redevelopment Agency, the Hollywood Chamber of Commerce and retailers and residents of the Hollywood, Vermont and Wilshire communities.

Under the program, RCC public affairs officers act as advocates for the community during construction and coordinate communications with resident-engineers and contractors. They are in continuous contact with the community, responding to concerns and providing complaint resolution.

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AUGUST 8, 1991

CONTACT: MICHAEL BUSTAMANTE/STEPHANIE BRADY
LACTC TRANSPORTATION NEWS BUREAU
(213) 244-6591, 6792

FOR IMMEDIATE RELEASE

**TRANSPORTATION COMMISSION RELEASES REQUEST FOR PROPOSAL
FOR LAX TO PALMDALE RAIL LINE PROJECT**

The Los Angeles County Transportation Commission released today a Request For Proposal (RFP) to private firms and consortia interested in bidding on the proposed rail line connecting Los Angeles International Airport and the Palmdale region. The RFP allows for interested firms to also bid on an optional rail corridor in the San Fernando Valley, traveling east-west from North Hollywood to Warner Center.

The long-awaited proposal is a major step towards building a technologically advanced rail line between the two regions and also marks the first proposed rail project between the private and public sectors. The north-south rail line, which is proposed to travel in an aerial configuration along the Antelope Valley (Route 14), Golden State (I-5), and San Diego (I-405) Freeways, is expected to serve residents who travel between L.A. International and the anticipated development of a regional airport in Palmdale.

(MORE)

**TRANSPORTATION COMMISSION RELEASES REQUEST FOR PROPOSAL
FOR LAX TO PALMDALE RAIL LINE PROJECT**

August 8, 1991

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The firms responding to the RFP will be asked to submit competitive proposals to undertake the design, construction, financing and, at the LACTC's option, operation and maintenance for the two transportation projects.

"This proposal marks the first major step towards building at least one, and perhaps two, rail lines that will serve millions of L.A. county residents," said George Swede, LACTC Project Manager for the LAX-Palmdale Line. "Equally important to note is the public-private partnership which may be created as a result of these proposals. This partnership will allow the LACTC to build a line and the taxpayers of L.A. county to ride a rail line much sooner than if we had to finance the project entirely from the outset."

Proposers, at their option, may also submit a proposal for the construction of an east-west rail project connecting North Hollywood to Warner Center. While the LACTC has yet to decide on a final alignment between the two destinations, the Commission approved in March 1989 a preferred alternative route along the Southern Pacific's Burbank-Chandler right-of-way. Commission staff is currently studying an aerial alignment along the Ventura Freeway (I-101). The report, prepared by Gruen Associates, is expected to be released by October 1991.

Proposals for both the LAX-Palmdale and east-west alignment are due back to the Commission by January 15, 1992.

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AUGUST 15, 1991

**CONTACT: MICHAEL BUSTAMANTE/STEPHANIE BRADY
LACTC TRANSPORTATION NEWS BUREAU
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FOR IMMEDIATE RELEASE

**LOS ANGELES COUNTY TRANSPORTATION COMMISSION PRESENTS DRAFT
30-YEAR PLAN TO CALIFORNIA TRANSPORTATION COMMISSION**

Representatives of the Los Angeles County Transportation Commission (LACTC) met with officials from the California Transportation Commission (CTC) to give a presentation on the LACTC Draft 30-year Integrated Transportation Plan. CTC officials were pleased to learn that the LACTC's plan is a comprehensive approach to relieve congestion through a balanced mix of rail, bus and highway improvements in Los Angeles, a city known world-wide for its impressive, yet congested, freeways.

"The LACTC's 30-year plan is a solid plan based upon realistic funding expectations," said Bill Leonard, CTC's Chairman. "The LACTC should be commended for its forward thinking and ambitious plans to attack congestion head-on by providing attractive alternatives to driving."

Indeed, the draft 30-year plan is based upon anticipated demand for the year 2020, which projects that the equivalent of **95 freeway lanes** would have to be built on new or existing freeways to keep traffic moving at the current speed of 29 miles per hour during commute times.

(MORE)

LOS ANGELES COUNTY TRANSPORTATION COMMISSION PRESENTS DRAFT 30-YEAR PLAN TO CALIFORNIA TRANSPORTATION COMMISSION

August 15, 1991

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The draft plan contemplates utilizing a variety of transportation forms -- commonly referred to as multi-modal -- which work in concert to attack congestion and relieve gridlock. Components of the plan include 300 miles of light, heavy, and commuter rail; approximately 4,200 buses, including those in operation and planned for future use; bikeways; Freeway Service Patrol tow trucks and an expanded call box program; park-and-ride lots; transportation demand management programs; and a highway program which includes gap closures and 260 miles of High Occupancy Vehicle Lanes (HOV) covering 511 miles of existing freeways.

On hand to discuss the highway component of the 30-year plan was Caltrans District 7 Director Jerry B. Baxter, who reinforced the need for the highway element of the plan and give an overview of how the expanded freeway and HOV network would be put into place.

"Everyone benefits from efficient, cost-effective transportation," said Baxter. "By implementing an HOV system countywide and closing the gaps in our current freeway system, we can squeeze the most out of our transportation network. It would be unrealistic to believe we could continue to pave our way out of the transportation challenges we face today."

Concluded LACTC Executive Director Neil Peterson: "The State is an important partner in the effort to improve transportation in and around Los Angeles County. We are pleased with the initial reaction of the CTC and look forward to working with them to turn this 30-year transportation blueprint for the future a reality."

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FACT SHEET



LOS ANGELES COUNTY TRANSPORTATION COMMISSION 818 West 7th. St., Suite 1100, Los Angeles, CA. 90017

30-YEAR "METRO" PLAN TO COMBAT GRIDLOCK AND IMPROVE AIR QUALITY

The 30-Year Plan, the integrated METRO plan, was released to the Planning and Mobility Improvement Committee of the Los Angeles County Transportation Commission (LACTC) on May 15, 1991 aimed at reducing gridlock and improving air quality by the year 2020. The plan was presented by the LACTC staff following months of study with input from communities throughout Los Angeles County.

Working from traffic projections, the LACTC staff determined that the equivalent of **96 freeway lanes** would have to be built on new or existing freeways in the next 30 years to keep traffic moving at the current speed of 29 miles per hour in peak commute times.

The METRO plan addresses the solution in a more economically and environmentally sound approach utilizing a variety of transportation forms -- commonly referred to as multi-modal - which work in concert to attack congestion and relieve gridlock. Components of the plan include **300 miles of planned heavy, light and commuter rail; approximately 4,200 buses, including those in operation and planned for future use; a highway program which includes 260 miles of carpool lanes covering the 511 miles of existing freeways; park and ride lots; bikeways; freeway service patrol tow trucks; and call boxes; and a program aimed at transportation demand management and ridesharing.**

In all, the 30-Year-Plan will cost a total of **\$139.2 billion** to implement. Broken down into two categories -- capital, and operation and maintenance -- the funding for all these programs is as follows:

Leading the Way to Greater Mobility



30-YEAR "METRO" PLAN

Fact Sheet

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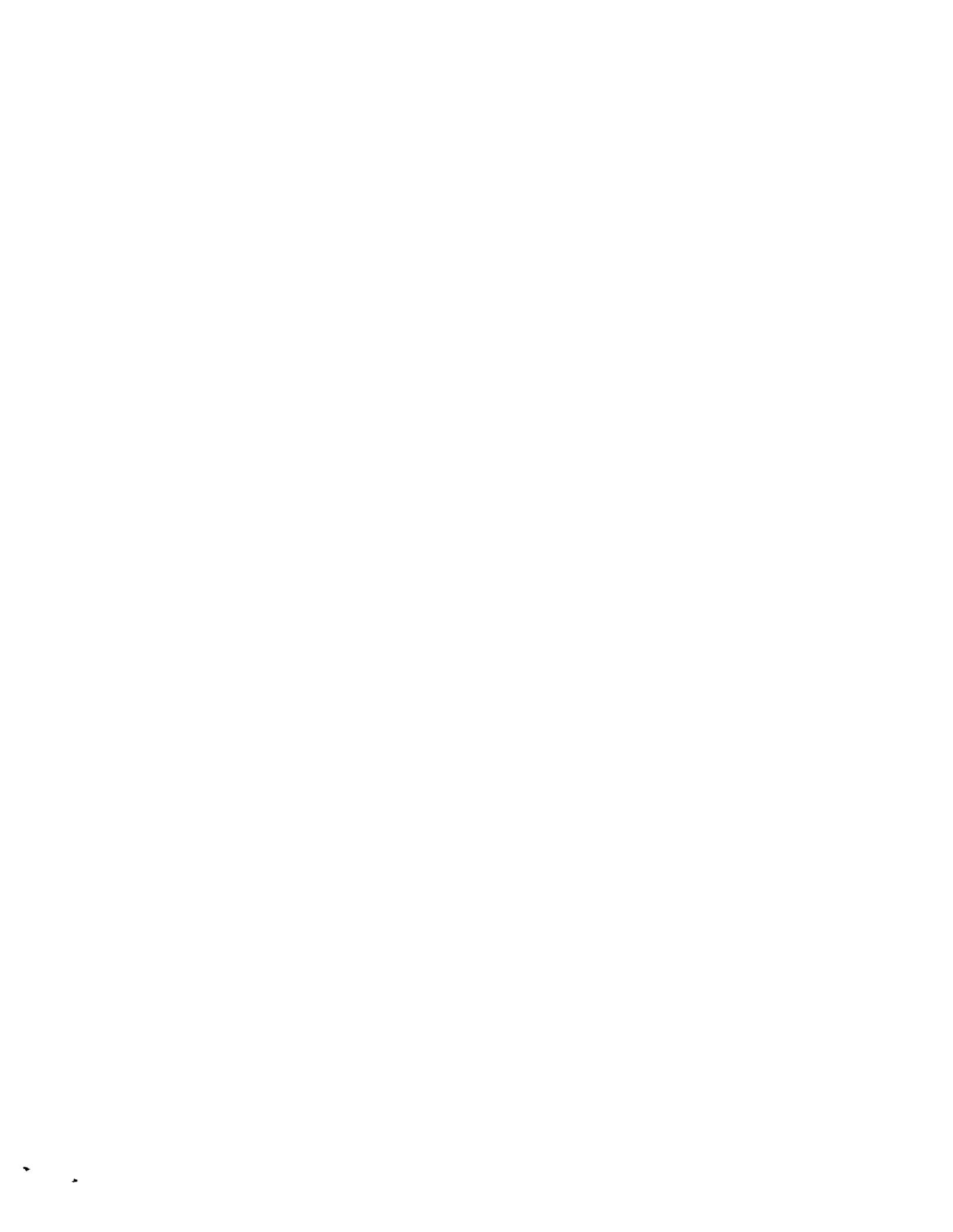
- 300 miles of light, heavy and commuter rail - **\$45.9 billion**
- 4,200 current and additional buses - \$70.7 billion
- Highway improvements which include HOV, tow trucks, park-and-ride lots, bikeways, and call boxes -- \$17.3 billion
- Transportation demand management and rideshare - \$5.3 billion

Primarily funded from local revenues and supplemented from state, federal and private resources, these are tax dollars supported by voters in local measures such as Propositions A and C; and by Propositions 108, 111, and 116, the state bonding and gas tax measures passed last year.

This plan employs a sophisticated mix of transportation modes to both work toward achieving the air quality mandates set forth in the South Coast Air Quality Plan and relieve our most congested corridors. It will eliminate 136 tons of pollutants a day from the air by the year 2010, which is just 5 tons short of the very stringent AQMP goal of 141 tons.

The **METRO** plan will significantly impact average rush hour commuting speeds. Without the plan in place, rush hour commuting speeds would dip to 17 mph, a 41% decline in performance. With all the components of the **METRO** plan, average commuting speeds would only drop one mile per hour, to 28 mph, for those people who still must use the freeway system. For those who take advantage of other modes in the **METRO** system, their travel time increases considerably.

This 30-Year-Plan will now be reviewed again at community meetings in the next month to be brought back to the full Commission for consideration of any revisions and possible adoption in June. ■





AUGUST 30, 1991

CONTACT: CLARA POTES-FELLOW/STEPHANIE BRADY
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FOR IMMEDIATE RELEASE

**LACTC APPOINTS DIRECTORS OF TRANSPORTATION DEMAND MANAGEMENT
AND TRANSIT SYSTEMS PLANNING**

The Los Angeles County Transportation Commission announced today the appointment of Sara Siwek to the position of Director of Transportation Demand Management and the appointment of Jim McLaughlin as Director of Transit Systems Planning.

Siwek will be responsible for the development of transportation strategies to meet current demand while the Metro Rail System and new components of the Bus and Highway system are built. Her action plan includes the creation of a countywide vanpool program with particular emphasis in those areas distant from employment centers and where public transportation is underdeveloped. Also, she will be providing technical assistance to cities, to help them implement the Congestion Management Program unfolding as part of the projects included in the Proposition 111 gas tax initiative.

Siwek comes to LACTC from the South Coast Air Quality Management District where she has been Director of Transportation Programs. Previously she served as Manager of Capital programs for the Bay Area Rapid Transit District and Assistant Executive Director of New Jersey Transit. She holds a B.A. in political science from Syracuse University, an MPA from the Maxwell School of Citizenship and Public Affairs at Syracuse and has also completed Executive Training at the Wharton School of Finance at the University of Pennsylvania.

(more)

**LACTC APPOINTS DIRECTORS OF TRANSPORTATION DEMAND MANAGEMENT AND
TRANSIT SYSTEMS PLANNING**

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As Director of Transit Systems Planning, Jim McLaughlin faces the challenge of creating a 5-year operations plan to link the municipal bus operators and the RTD for the development of a new bus/rail feeder service network.

Also he will be working with the bus operators in the county to provide new bus service on the new 430-mile High Occupancy Vehicle (HOV) project expansion which will take place in the next five years.

McLaughlin has been the Chief of Transit Programs for the City of Los Angeles since 1989. For the past 20 years he worked for the City of Los Angeles Transportation Department (LADOT) where he was responsible for Transportation Demand Management, Rail and Bus. He holds a degree in Civil Engineering from the Newark College of Engineering.

"We are very pleased to announce these two appointments," said Neil Peterson, LACTC's Executive Director. "They both have excellent credentials in the transportation field and will provide senior level guidance for the implementation of the Commission's 30-year plan of action."

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SEPTEMBER 2, 1991

CONTACT: ROBERTA TINAJERO/STEPHANIE BRADY
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FOR IMMEDIATE RELEASE

METRO RED LINE CARS ARRIVE IN U.S.

The first pair of Metro Red Line trains have arrived from Italy and are preparing to run on 21 miles of test tracks in Pueblo, Colorado before coming to Los Angeles. For the next three months, the vehicles will undergo "proof of design" and "qualification" testing.

The Los Angeles County Transportation Commission, through its subsidiary, The Rail Construction Corporation (RCC) plans to take possession of the cars from the manufacturer by mid-March next year.

The \$1.5 million cars can comfortably carry a passenger load of 170, and have a maximum capacity of 300 (seated and standing.)

The cars were first tested in a high-voltage "test cell" by their Italian manufacturer, Breda Construction Ferroviarie Ltd. All the major subsystem suppliers, most of them from the U.S., were present during the testing period in Italy to test and inspect their respective vehicle installations.

(MORE)

METRO RED LINE CARS ARRIVE IN U.S.

September 2, 1991

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"The cars undergo static (stationery) testing before they are shipped from Italy" said Ed McSpedon, RCC president/CEO. "In Colorado, we will put the cars on a test track and actually begin running them for the first time. We don't expect any surprises, but that's why we test them."

The Pueblo testing area has 21 miles of track, which provides plenty of room to run the cars at full speed and allows for several stops. Approximately 20 test procedures will be demonstrated, including performance level testing of braking, acceleration, endurance and system reliability, wet track and slide protection, passenger loads (done with lead weights), etc.

Meanwhile, a full-scale replica of an actual Metro Red Line train will go on display at the Los Angeles County Fair next month.

The first 4.4 miles of the Metro Red Line is from Union Station through downtown L.A. to Wilshire/Alvarado. The Metro Red Line is 85% complete and is on schedule to open in September, 1993. The subway project is undergoing the last phase of work -- installation of fixtures like ceiling panels, wall tiles, stair railings, etc. before the trains are test run on its tracks beginning early next year.

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SEPTEMBER 6, 1991

CONTACT: CLARA POTES-FELLOW/STEPHANIE BRADY
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FOR IMMEDIATE RELEASE

**COMMUNITY INVITED TO LEARN ABOUT BRIDGE CONSTRUCTION
ON IMPERIAL HIGHWAY OVER WILMINGTON AVENUE**

The Los Angeles County Transportation Commission will be conducting a community meeting to discuss the proposed construction of a bridge on Imperial Highway over Wilmington Avenue and the Metro Blue Line right-of-way. The bridge is proposed to minimize current traffic congestion resulting from train crossings of Imperial Highway.

The meeting will take place **Monday, September 9, 1991 from 5:30 to 6:30 p.m. at Robert Pitts, Westminster Neighborhood Center, 1827 E. 103rd Street, Los Angeles.** Representatives from the LACTC will be hosting an Open House at that location beginning at 4:30 p.m.

Residents, business and organizations are invited to learn about the project. Representatives from the Los Angeles County Department of Public Works, the Los Angeles City Department of Transportation, the Los Angeles County Transportation Commission and the California State Department of Transportation will be available to explain the proposed project and to answer questions.

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9:BRIDGE.RLS
CPF:pls:09.06.91



SEPTEMBER 9, 1991

CONTACT: WENDY TAYLOR/STEPHANIE BRADY
LACTC TRANSPORTATION NEWS BUREAU
(213) 244-6899, 244-6792

FOR IMMEDIATE RELEASE

HOORAY FOR HOLLYWOOD -- THE METRO IS COMING!

The Metro Red Line subway service may turn out to be the best thing to hit Hollywood since the talkies. When the Hollywood segment of Los Angeles County's first subway system opens in 1998, it will provide an easy way for shoppers, moviegoers, tourists and diners to visit the businesses located near and along one of the most famous boulevards in the world.

In fact, by true movieland standards, a yellow-brick road will pave the way to the subway's ticket booth at the Hollywood Boulevard and Vine Street station, and the rail station itself will look like the great movie theaters of the past, with screens at either end showing old movies as trains thunder through. These artistic touches are just some of the bonuses Metro Rail will bring to the current revitalization efforts now under way in Hollywood.

By the time the entire Metro Red Line -- a 17.4 mile network serving the densely populated regional core of the county -- is completed in about 2001, trains will run underground from Union Station, wind their way through the heart of Hollywood, and end up in the San Fernando Valley.

HOORAY FOR HOLLYWOOD -- THE METRO IS COMING

September 9, 1991

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The line is an integral part of the 300-mile countywide rail transit system currently being developed by the Los Angeles County Transportation Commission (LACTC). The Rail Construction Corporation (RCC), an LACTC subsidiary, is building the rail system which includes the popular Metro Blue Line that is already running between downtown Los Angeles and Long Beach.

Construction Begins in 1992

Metro Red Line station construction is scheduled to start in July 1992 at Hollywood Boulevard and Western Avenue, and at Hollywood Boulevard and Vine Street in September 1992. The construction period is expected to last three (3) years, with most of the work taking place underground with minimum impact on the streets.

Although the giant boring machines will dig the tunnels some 60 feet below ground, the diggers must come up for air at the eight (8) station locations along the route. The stations themselves are not as deep, and their construction will mean relocation of utilities first. Actual excavation and heavy construction comes later, and will only affect the street within a block or so of each location.

Cutting Construction Inconvenience Down to Size

Included in the rail building program is what might be considered the most comprehensive strategy ever devised in rail building history to cut down on construction inconvenience.

RCC's public affairs staffers are already in the streets, working with the Hollywood Chamber, local retailers, and property owners to help manage the effects of the utility relocation that is already under way. The goal of the program is to ease, as much as

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HOORAY FOR HOLLYWOOD -- THE METRO IS COMING

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possible, the impacts of construction around Red Line stations.

"We're keenly aware of our responsibility to the Los Angeles community, and have developed -- with the business and residential community's advice and guidance -- an extensive program to cut down on the impacts of Metro construction," said Neil Peterson, LACTC's Executive Director.

Some of the measures planned to ensure customer safety and the area's economic stability during construction, include signage for businesses located nearby, minimizing visual obstructions by machinery, alternative parking, promotion campaigns for the Hollywood Boulevard area, and a Metro Information Office to handle any concerns or questions.

The LACTC is also working with community leaders, such as the Community Redevelopment Agency, City Councilmembers, theater owners, and other retailers to build a constituency and be responsive to their concerns.

"This program reinforces the fact that this is primarily a retail area that is open for business during the subway construction," Peterson said. "We recognize the affect that rail construction has on local businesses, and we're committed to work with them to ease the situation. It's important to remember that these inconveniences are temporary, and that Metro Rail will benefit the communities it serves for generations to come."

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SEPTEMBER 12, 1991

CONTACT: ROBERTA TINAJERO/STEPHANIE BRADY
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(213) 244-6565, 244-6792

FOR IMMEDIATE RELEASE

**MARCH "MIRACLE RAINS" HELP DETECT METRO BLUE LINE TROUBLE SPOT;
REPAIRS COMPLETED WITHOUT SERVICE DISRUPTION**

This year's rains can't be blamed for much damage in Los Angeles County, but a single downpour in March helped transit officials discover a small flaw along the Metro Blue Line that was repaired without interruption to service.

For half the estimated cost -- and half the construction time, -- the original contractors adjusted the sagging Del Amo Station in Carson. Trapped water below the station caused a portion of the aerial structure to dip 2-1/2 inches.

Little disruption of service occurred during the two-month repair work. "Most passengers were unaware of the work being done below the station platform," said Ed McSpedon, CEO/President of the Rail Construction Corporation, the building subsidiary of the Los Angeles County Transportation Commission. "The only outwardly noticeable sign was a small pedestrian ramp protecting passengers from tripping on the small gap in the platform. Never was passenger safety threatened," he said.

The troubled section of the station platform was supported on compacted earth, while the other half of the platform rested above an equipment room supported by strong

(MORE)



MARCH "MIRACLE" RAINS HELP DETECT METRO BLUE LINE TROUBLE SPOT; REPAIRS COMPLETED WITHOUT SERVICE DISRUPTION

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underground piles. During the rains, water seeped into the earth. To remedy the situation, workers connected the two concrete foundations immediately below the platform with rebar and more concrete, placing the full load of the platform atop the equipment room. While they were at it, workers increased the drainage capacity in the station.

Although trains were required to reduce speed by 10 mph upon entering the station during the work, trains remained on schedule.

The original repair estimate of \$100,000 was reduced to \$50,000 after the work was completed. RCC expects to recover the cost through an "errors and omissions" claim against the original designer.

The Metro Blue Line opened in July, 1990. Daily ridership averages at 30,000.

LACTC/RCC are the designers and builders of the Metro system. RTD is the operator of the Metro Blue Line.

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SEPTEMBER 13, 1991

CONTACT: CLARA POTES-FELLOW/STEPHANIE BRADY
TRANSPORTATION NEWS BUREAU
(213) 244-6566, 6792

FOR IMMEDIATE RELEASE

**FIVE COUNTIES CREATE THE "SOUTHERN CALIFORNIA
REGIONAL RAIL AUTHORITY"
NEW COMMUTER RAIL SYSTEM WILL BE KNOWN AS "METROLINK"**

The Southern California Regional Rail Authority became a reality today when five counties signed an agreement creating the agency to be responsible for the planning, design, construction and administration of nine-passenger rail lines serving Southern California.

The agreement was signed by the counties of Los Angeles, San Bernardino, Ventura, Riverside and Orange during a ceremony at the Glendale train station, which in just a year will become a commuter rail station.

A highlight of the ceremony was the announcement of "METROLINK" as the name of the new rail system and the unveiling of METROLINK's logo-- the emblem which will identify approximately 60 train stations, the vehicles, locomotives and public information materials.

The SCRRA's budget of \$716.7 million is funded with the counties' local sales tax and with transportation Propositions 108 and 116 approved by California voters in 1990. These funds

(MORE)

**FIVE COUNTIES CREATE THE "SOUTHERN CALIFORNIA
REGIONAL RAIL AUTHORITY"
NEW COMMUTER RAIL SYSTEM WILL BE KNOWN AS "METROLINK"**

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Page 2

will be used for track and signal improvements, purchase of vehicles and construction of the central control facility and a maintenance yard in Taylor Yard near downtown Los Angeles.

"The creation of the SCRRA is a rare example of how government agencies from different counties can join together to create solutions that will improve the quality of life in the overall Southern California region," said Rancho Palos Verdes Mayor pro-tempore and Los Angeles County Transportation Commissioner Jacki Bacharach who chairs the SCRRA. "We no longer will be the source of traffic jokes across the country. Southern California is joining the ranks of other cities and counties nationwide which have extensive rail systems."

"From all staff estimates, it appears that Commuter Rail will be operational by October 1992 along three corridors--San Bernardino, Santa Clarita and Ventura (Moorpark). Orange and Riverside Corridors will start service later," said San Bernardino County Supervisor County Supervisor Larry Walker. "The Southern California Regional Rail Authority is committed to the best commuter rail network possible with responsible spending of taxpayers' dollars."

"The people from Ventura County have welcomed the project with overwhelming support," said Ventura County Supervisor Susan Lacey. "This rail system will help reverse the trend toward increased traffic levels along the Ventura and Los Angeles County highways."

The system, which ultimately will have 400 miles of rail, will operate on existing railways. In October 1990 the counties purchased from the Southern Pacific Railroad Company 175 miles of rights-of-way which will allow the initiation of service in the San Bernardino,

(MORE)

**FIVE COUNTIES CREATE THE "SOUTHERN CALIFORNIA
REGIONAL RAIL AUTHORITY"
NEW COMMUTER RAIL SYSTEM WILL BE KNOWN AS "METROLINK"**

September 13, 1991

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Ventura and Santa Clarita corridors. Recently the counties obtained another 56 miles of operating rights from the Union Pacific enabling the development of another commuter rail line from Riverside to Los Angeles.

Negotiations with the Santa Fe railroad to purchase additional 240 miles of rights-of-way are stalled. The parties are a half billion dollars apart, with Santa Fe asking \$800 million and the SCRRA offering \$300 million.

METROLINK cars are being manufactured in Toronto, Canada by the UTDC Corporation. The bi-level vehicles measure 85 feet long, almost 16 feet high and 10 feet wide. Each car has 162 seats, can handle a full load of 400 passengers and can empty and fill in under two minutes. A portable bridge between the car and station platform make the cars wheelchair accessible.

"The METROLINK commute will be one of the nicest activities of the day," said Riverside County Supervisor Kay Ceniceros. "Passengers will travel on a clean, fast and reliable transportation system. A greater number of employees in our area can take advantage of this automobile alternative."

Orange County Transportation Authority Chairman Dana Reed predicted a "tremendous" commuter rail ridership for the Los Angeles-Orange corridor. "The current commuters who ride the Amtrak San Diegan, no doubt, are anxiously waiting for the start of this service," he said.

(MORE)

**FIVE COUNTIES CREATE THE "SOUTHERN CALIFORNIA
REGIONAL RAIL AUTHORITY"
NEW COMMUTER RAIL SYSTEM WILL BE KNOWN AS "METROLINK"**

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METROLINK's logo, car design and color specifications were developed by product design student Gretchen Barnes in a class project at the Art Center College of Design in Pasadena. The original artwork presented by Barnes was edited by interior designer Sanchez-Kamp & Associates, a subcontractor to DeLeuw Cather a primary consultant for the commuter rail project.

"In designing my logo, I tried to create a feeling of motion and linkage. The concentric circles suggest a wheel in motion. The overlapping bands reflect the linking of the counties through this regional rail network," Barnes said.

Eighteen students from the Art Center participated in the project working eight weeks under the direction of instructor Julie Kalash, a professional designer from Pasadena.

The commuter rail system name was chosen after focus groups held in the five counties suggested that METROLINK was the most broadly accepted to represent the new regional rail service.

"The focus groups showed that METROLINK reflects the connecting of the five counties and of commuter rail with other forms of mass transit," said Ray Grabinski, LACTC Chairman. "The focus groups also showed that METROLINK is appropriate because METRO is used in virtually all systems worldwide to identify mass transit."

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SEPTEMBER 16, 1991

CONTACT: CLARA POTES-FELLOW/JESSICA CUSICK
LACTC TRANSPORTATION NEWS BUREAU
(213)244-6566, 6556

FOR IMMEDIATE RELEASE

**"THE MOVIES: FANTASIES" A PUBLIC ART PROJECT UNDER INSTALLATION AT
THE METRO BLUE LINE'S SUBWAY STATION**

The installation of the second major work of art in the 7th Street Metro Center Station of the Metro Blue Line began today. Artist Joyce Kozloff is installing 220 hand-painted tiles representing a series of famous Hollywood fantasy, terror and science fiction characters in the station's west mezzanine.

The project is part of Los Angeles County Transportation Commission's Art-for-Rail-Transit program which enhances the stations and grounds of the 300-mile Metro Rail System.

The installation began Monday, September 16 at 6 A.M. and will be completed Tuesday ~~and~~ at Noon.

The 110-foot-long piece entitled "The Movies: Fantasies," exhibits a cast of unforgettable Hollywood characters such as Dracula, King Kong , the Thing, R2-D2, Darth Vader, the Phantom of the Opera and Emperor Ming.

(MORE)

**THE MOVIES: FANTASIES" A PUBLIC ART PROJECT UNDER INSTALLATION AT
THE METRO BLUE LINE'S SUBWAY STATION**

September 16, 1991

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"This hand-painted tile frieze will look like an enormous length of black and white film," said Kozloff.

"Fantasies" presents its characters in miniature, on a series of 12 inch square tiles, running horizontally 2 feet by 110 feet.

Kozloff's "Fantasies" previewed last week at an art gallery in New York City, drawing reviews from the New York Times art and children's sections and The New Yorker.

"What a film strip it is, too, with what seems like every character and image ever created for Hollywood's silent and contemporary science-fiction movies wrapped around the gallery's walls," wrote New York Times columnist Dulcie Leimbach (Sep. 6, 1991). "For children there are plenty of faces, bodies and objects that they'll be charmed to see...the first group of tiles is centered on flying creatures. Next are sea monsters, giant reptiles --Godzillas with gaping teeth-rimmed mouths-- creatures with big brains (E.T., the Alien), apes, werewolves, strange plants and insects, ghosts and spooks, robots, famous figures (Tin Man and Frankenstein) and spaceships."

Fantasies' sequel entitled "The Movies: Spectacles," which has the same dimensions as the first piece, will be installed at the station's East Mezzanine in 1992.

This is the 11th public art project Kozloff has installed in the country and fourth in Southern California. Seven of her projects are in transportation centers, including rail transit facilities in Cambridge, Ma., Detroit, Buffalo, Philadelphia, and Wilmington, Del.

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SEPTEMBER 16, 1991

CONTACT: MICHAEL BUSTAMANTE/STEPHANIE BRADY
LACTC TRANSPORTATION NEWS BUREAU
(213) 244-6591, 6792

FOR IMMEDIATE RELEASE

**SAN FERNANDO VALLEY ADVANCED RAIL TECHNOLOGY STUDY
TO BE RELEASED FOR PUBLIC COMMENT**

The Los Angeles County Transportation Commission today released at its Planning and Mobility Improvement Committee the Draft Ventura Freeway Environmental Impact Report which outlines a proposal to build a technologically advanced transportation system above the median of the Ventura Freeway. The study, prepared by Gruen Associates, will aid the Commission in determining the best route for a rail system for the San Fernando Valley.

"We are committed to delivering a rail system in the San Fernando Valley by the year 2001," said LACTC executive director Neil Peterson. "The completion of this study and its subsequent release to the community for public comment brings us one step closer to making good on that commitment."

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**SAN FERNANDO VALLEY ADVANCED RAIL TECHNOLOGY STUDY
TO BE RELEASED FOR PUBLIC COMMENT**

September 16, 1991

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The study will be released to the public for a comment period of 45 days. Following that period, the Commission will respond in writing to all relevant comments. During this review period, Commission staff will also conduct public workshops and hearings at which time testimony will be taken concerning the project.

LACTC Commissioners directed staff to commence the study for the Ventura Freeway alternative in April 1991 to determine if the proposed alignment and technologies would offer advantages to the Southern Pacific Burbank Branch route, which was certified by the Commission in March 1990 as the preferred alignment alternative.

While the baseline routes have been defined, the technology has yet to be determined. In August 1991, the Commission released a Request For Proposal (RFP) to the private sector which included both the Ventura Freeway and Burbank Branch as potential rail corridors. The RFP requests information on proposed technology and cost for either route corridors. The RFP's are due back to the Commission in January 1992.

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SEPTEMBER 19, 1991

CONTACT: STEPHANIE BRADY/CLARA POTES-FELLOW
LACTC TRANSPORTATION NEWS BUREAU
(213) 244-6792, 6566

FOR IMMEDIATE RELEASE

**PRESIDENT BUSH VISITS THE METRO GREEN LINE/I-105 FREEWAY SITE
TO UNDERSCORE NEED FOR SURFACE BILL**

Selected from an extensive array of public transportation projects under development in the nation, President George Bush chose the Metro Green Line/I-105 Freeway construction site to renew his call for a 1991 Surface Transportation bill.

The President visited the Metro Green Line/I-105 Freeway project because it exemplifies the type of multimodal transportation solutions he hopes to encourage through the reauthorization of the Surface Transportation Act.

The 1991 Surface Transportation Act will provide a five-year authorization for federal highway and mass transit programs. The current act expires on September 30.

The various transportation components of the Metro Green Line/I-105 Freeway project include 17 miles of freeway; 23 miles of automated light rail (nation's first automated project); 17 miles of High Occupance Vehicle (HOV) lanes; a High Occupance Vehicle connection to a 10.3 mile transitway under construction on the Harbor Freeway; park and ride facilities; bus/rail interface at 14 stations, a connection to the Metro Blue Line at the

(MORE)

**PRESIDENT BUSH VISITS THE METRO GREEN LINE/I-105 FREEWAY SITE
TO UNDERScore NEED FOR SURFACE BILL**

September 19, 1991

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Imperial Station; and interface with other transportation modes (rail/shuttles) which will carry passengers to and from the Los Angeles Airport.

Future plans include the development of an integrated transportation center located at the west end of the Metro Green Line. This transportation center will include a connection to the proposed 71-mile LAX-Palmdale high-speed rail line, RTD bus service, a rail station and the proposed LAX-People Mover--a rail-shuttle serving the airline terminals.

The Metro Green Line is an example of local financial-commitment to public transit without reliance on federal support. The \$886-million line is being built completely with local and state funds.

The Los Angeles County Transportation Commission is seeking \$695 million (and additional advance construction authority) in the 1991 Surface Transportation Act to fund 11.6 miles-- and at least seven stations-- of Metro Red Line subway extensions to North Hollywood, East Los Angeles and the mid-city area of West Los Angeles.

Overall, federal funds will account for about 10% of the total cost of rail construction in Los Angeles County through the remainder of this decade.

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Por más información llame a:
Clara Potes-Fellow, LACTC
(213) 244-6566

La Línea Roja Ofrece Viajes Especiales Para Visitar las Obras de Arte en Las Estaciones

Los Angeles – El Programa de Arte de la Comisión de Transporte está ofreciendo excursiones guiadas en español al recientemente abierto subterráneo de Los Angeles, La Línea Roja. Las personas que estén interesadas en la excursión tomarán el subterráneo y visitarán las cinco estaciones donde recibirán una descripción e historia de las obras de arte en las instalaciones.

Las excursiones son:

Viernes	Febrero 19 y 26	12:00 PM
	March 5, 12, 19 y 26	11:00 AM
Sábado:	Febrero 20 y 27	11:00 AM y 1:00 PM
	Marzo 13, 20 y 27	11:00 AM y 1:00 PM

Las excursiones son gratis y el boleto del tren cuesta .25 centavos. El espacio es limitado por lo cual es necesario hacer reservaciones, llamando al (213) 244-6810. La excursión comienza en la estación de la Calle Séptima/Metro Centro en la esquina noreste de la Calle Séptima con Flower y dura aproximadamente una hora y 15 minutos. La exposición cubre las siguientes obras:

- El "Viajero" de *Union Station* por Terry Shoonhoven, un mural que muestra viajeros de diferentes épocas con referencias históricas tales como los galeones españoles, la Casa Pico y la Calle Olvera. La obra de Cynthia Carlson "La Ciudad de Los Angeles", presenta 11 alas cada una representando a una de las familias fundadoras de Los Angeles. Las esculturas de granito de Christopher Sproat "Bancos de la Unión" unen la vieja estación con la nueva.

continua

- La estación del Centro Cívico, presenta "Soñé Que Podía Volar" de Johnathan Borofsky, una interpretación de los sueños del artista de poder volar. Las seis figuras de fibra de vidrio, planean serenamente en las alturas de la bahía de esta estación y arrojan enormes sombras sobre el cielo raso.
- Las "Esculturas de Neón para Pershing Square" por Stephen Antonakos son 12 esculturas coloridas que crean una atmósfera alegre y vibrante.

Tres artistas contribuyeron a la estación de Metro Center. "Del Cielo a la Tierra" en la entrada de la Calle Hope, es un trípico en azulejos de cerámica con un fuerte contenido alegórico. Nacido en México, el artista Gil de Montes retiene fuertes vínculos con las tradiciones del arte mexicano y ha creado una obra que refleja su influencia bicultural. El mural de cerámica de Joyce Kozloff's "El Cine: Fantasías", rinde honores a los muchos personajes míticos y de fantasía. "Unión" la obra de Tom Eatherton, es una serie de 82 pinturas fabricadas en fibra óptica localizadas en las paredes del túnel de la Línea Azul arriba del subterráneo.

La estación de Westlake/MacArthur cuenta con la escultura de Therman Statom "En la Luz" que toma cinco objetos ordinarios – una casa, una escalera, una hoja, un cono y un diamante) y los suspende en el espacio. El artista chileno Francisco Letelier utiliza imágenes de la gente y monumentos históricos del Parque MacArthur para evocar la historia cultural de la comunidad en su obra "El Sol y La Luna".

#



September 25, 1991

CONTACT: MICHAEL BUSTAMANTE/STEPHANIE BRADY
LACTC TRANSPORTATION NEWS BUREAU
(213) 244-6591, 6792

**SAN FERNANDO VALLEY ADVANCED RAIL TECHNOLOGY DRAFT
STUDY PRESENTED TO LACTC COMMISSIONERS**

The Los Angeles County Transportation Commission (LACTC) received a report today on the proposed San Fernando Valley East-West Valley Rail Transit Project.

The LACTC, at its Planning and Mobility Improvement Committee meeting September 16, released the Draft Ventura Freeway Environmental Impact Report which outlines a proposal to build a technologically advanced transportation system above the median of the Ventura Freeway. The study, prepared by Gruen Associates, will aid the Commission in determining the best route for a rail system for the San Fernando Valley.

"We are committed to delivering a rail system in the San Fernando Valley by the year 2001," said LACTC executive director Neil Peterson. "The completion of this study and its subsequent release to the community for public comment brings us one step closer to making good on that commitment."

The study will be released to the public for a comment period of 45 days. Following that period, the Commission will respond in writing to all relevant comments. During this

(MORE)

**SAN FERNANDO VALLEY ADVANCED RAIL TECHNOLOGY DRAFT
STUDY PRESENTED TO LACTC COMMISSIONERS**

September 25, 1991

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review period, Commission staff will also conduct public workshops and hearings at which time testimony will be taken concerning the project.

LACTC Commissioners directed staff to commence the study for the Ventura Freeway alternative in April 1991 to determine if the proposed alignment and technologies would offer advantages over the SP Burbank Branch route, which was certified by the Commission in March 1990 as the preferred alignment alternative.

In August 1991, the Commission released a Request For Proposal (RFP) to the private sector which included both the Ventura Freeway and Burbank Branch as potential rail corridors. The RFP requests information on proposed technology and costs for either route corridors. The RFP's are due back to the Commission in January 1992.

In addition to selecting which of the two routes will be selected, the Commission will also evaluate which of the technologies to be utilized. The proposed technologies to be considered for the Ventura Freeway alignment include monorail, magnetic levitation, rubber wheeled or an advanced light rail system utilizing a similar technology to the Metro Green Line.

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**SAN FERNANDO VALLEY ADVANCED RAIL TECHNOLOGY DRAFT
STUDY PRESENTED TO LACTC COMMISSIONERS**

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"Early next year the Commission will make some tough decisions on the final choices for the East-West Valley rail project, both in terms of route selection and technology. To become as well informed as possible on the potential technologies, we will use this review period to conduct as much research as we can. These decisions will have a major impact on the future of transportation in the region for centuries to come," concluded Los Angeles County Supervisor and LACTC Vice Chairman Michael Antonovich.

#



OCTOBER 1, 1991

CONTACT: CLARA POTES-FELLOW/STEPHANIE BRADY
LACTC TRANSPORTATION NEWS BUREAU
(213) 244-6566/6792

FOR IMMEDIATE RELEASE

LACTC CO-SPONSORS HISPANIC CAREER AND BUSINESS EXPO

The Los Angeles County Transportation Commission is co-sponsoring a Hispanic Career and Business Expo at the Los Angeles Bonaventure Hotel, October 3-5.

The event provides an opportunity for Hispanic professionals, business owners and entrepreneurs to become acquainted with minority procurement specialists from the LACTC.

Hispanic High School and college students also are having the opportunity to network with LACTC job recruiters to learn about internships and careers in transportation.

"This is an excellent outreach effort to attract minority professionals interested in jobs or contract opportunities to help build the multi-billion dollar transportation system under construction in Los Angeles County," said Ray Grabinski, Chairman of the LACTC.

Organized by the Society of Hispanic Professional Engineers, the Expo features workshops in the areas of Human Resources, Business Development and International exchanges.

(MORE)

LACTC CO-SPONSORS HISPANIC CAREER AND BUSINESS EXPO

October 3, 1991

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On Friday, October 4, LACTC will participate in the following panels:

- "Contract Opportunities with Corporate America": Wil Sanchez, 9:30 - 11 A.M. and 2:15 - 3:30 P.M.
- "How to Respond to a Request for Proposal": Mike Baca, 11:15 A.M. - 12:30 P.M.
- "Minority/Women Business Enterprise Certification": Kirk Rascoe 11:15 A.M. - 12:30 P.M.

The Los Angeles County Transportation is an Equal Opportunity Employer, responsible for building a 300-mile rail system including light rail, subway and commuter rail.

#



October 2, 1991

**CONTACT: CLARA POTES-FELLOW/MICHAEL BUSTAMANTE
LACTC TRANSPORTATION NEWS BUREAU
(213)244-6566, 244-6591**

**COMMUNITY MEETING ON PROPOSED METRO RAIL ALTERNATIVES
FOR EAST LOS ANGELES SCHEDULED FOR OCTOBER 9**

The East Los Angeles community will have one more chance to actively participate in the decision making of proposed alternatives for a Metro Rail extension to East Los Angeles.

This community meeting will take place **Wednesday, October 9, from 6:30 to 9 p.m. at the Resurrection Parish, 3324 Opal Street, Los Angeles, 90023.**

The LACTC is considering five alignments for the rail project which stretch from downtown's Union Station to the intersection of the Santa Ana Freeway (I-5) and Atlantic Boulevard. The LACTC is seeking community input to identify additional alternatives.

The community is strongly encouraged to attend the meeting.

For further information in English and Spanish, please contact the Eastside Metro Hotline at (213)244-6834.

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9:EASTLA.RLS
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OCTOBER 2, 1991

CONTACT: STEPHANIE BRADY
LACTC TRANSPORTATION NEWS BUREAU
(213) 244-6792

FOR IMMEDIATE RELEASE

CONGRESS APPROVES \$135 MILLION FOR METRO RED LINE

Washington, D.C. -- Congressman Julian Dixon and Senator John Seymour announced today that a House and Senate Appropriations Conference Committee agreed to provide \$135 million to Los Angeles in 1992 to help complete the construction of the Metro Red Line to mid-Wilshire and Hollywood. *MOS II*

This action occurred as final agreement was reached on a bill, H.R. 2942, providing funding for federal transportation programs next year.

"In 1987, Congress approved legislation calling for a \$667 million federal funding share for MOS-2/Segment 2 of the Red Line over five years," said Congressman Dixon, a member of the House Appropriations committee. "This \$135 million means that a total of \$615 million has been provided over the five year period, and the remaining \$52 million will be approved next year as part of the first funding of Segment 3/MOS-3."

Senator John Seymour said, "We are very grateful for the continued strong support which Congress has given to the development of the Los Angeles Metro System," noting that Los Angeles is once again the largest recipient of New Start rail funding among 23 cities nationwide. Seymour added, "The Los Angeles Metro is one of the most ambitious mass

(MORE)

CONGRESS APPROVES \$135 MILLION FOR METRO RED LINE

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transit systems in the country. Once completed, the system will relieve congestion and go a long way toward mitigating the Los Angeles Basin's severe clean air problems."

Metro Red Line Segment 2 extends 6.7 miles; west from Wilshire/Alvarado to Wilshire/Western and a northern extension from Vermont/Wilshire to Vermont/Hollywood and then west along Hollywood Blvd. to Hollywood/Vine. The Metro Red Line begins operation in 1993, with the extension to Wilshire/Western opening in 1996, and service to Hollywood/Vine by 1998.

#



OCTOBER 7, 1991

CONTACT: ROBERTA TINAJERO/STEPHANIE BRADY
LACTC NEWS BUREAU
(213) 244-6565

FOR IMMEDIATE RELEASE

**ALTERNATIVE CONSTRUCTION METHODS BEING STUDIED
FOR HOLLYWOOD METRO RAIL**

In an effort to reduce the surface impacts of Metro Rail construction along the Hollywood corridor, the designers of the Metro system have ordered a study of alternative construction methods for subway stations to determine if new construction techniques might be applied to this project.

The Rail Construction Corporation (RCC), a subsidiary of the Los Angeles County Transportation Commission (LACTC), has directed its engineering consultants to investigate the possibility of combining a mining technique which has recently been successfully used in Europe (known as the New Austrian Tunneling Method or NATM) with the standard cut-and-cover technique that has historically been used in the construction of shallow subway stations in the United States. This new tunneling and station construction technology is also being utilized in building portions of extensions of the Washington, D.C. Metro system, its first application in the United States.

RCC President & CEO, Ed McSpedon, said, "our primary goal is to build the Metro Rail system with as little surface disruption as possible." combining the two construction methods could reduce traffic and pedestrian disruption for the duration of the station construction in Hollywood. The study, to be submitted to the RCC Board by the end of this year, will include an evaluation of the mix of construction techniques to be employed at

(MORE)

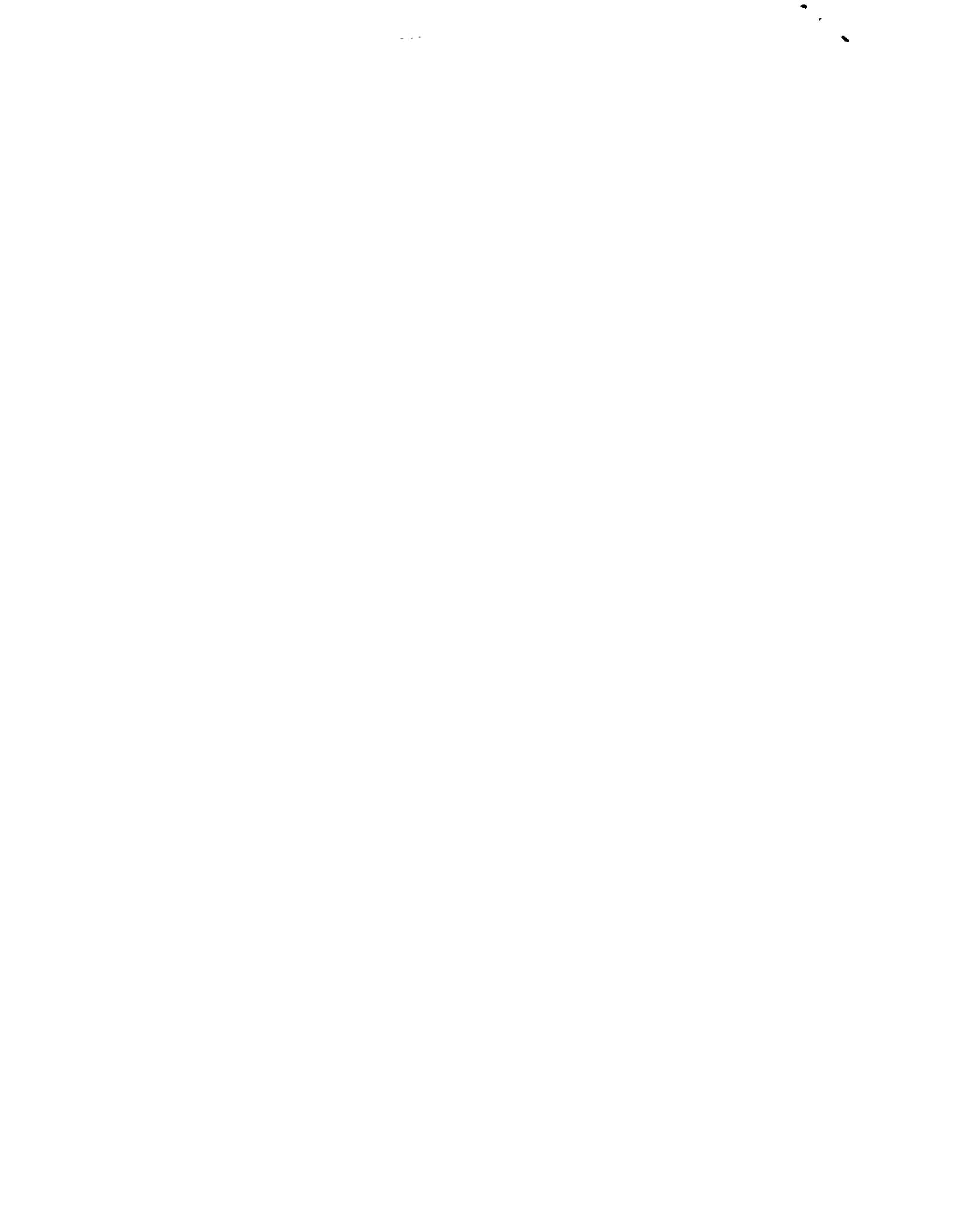
ALTERNATIVE CONSTRUCTION STUDIES FOR HOLLYWOOD METRO RAIL

October 7, 1991/Page Two

each of the three stations along Hollywood Boulevard, a cost comparison, available domestic expertise, and an analysis of the impact on the construction schedule.

Other sections of the Metro Rail system will not be included in this alternative construction analysis because the design elements are already completed and it would delay the progress of building the subway to make any changes at this time. The Hollywood portion of Segment 2 of the Metro Red Line is scheduled to open in 1998.

#





OCTOBER 8, 1991

CONTACT: CLARA POTES-FELLOW/STEPHANIE BRADY
LACTC TRANSPORTATION NEWS BUREAU
(213)244-6566, 6792

FOR IMMEDIATE RELEASE

RCC CHAIRMAN ERNEST CAMACHO RECEIVES ENTREPRENEUR AWARD

Ernest M. Camacho, chairman of the Rail Construction Corporation, a subsidiary of the Los Angeles County Transportation Commission, has won the 1991 Entrepreneur Award from the Hispanic Engineer National Achievement Awards Conference.

The award pays tribute to outstanding Hispanics for their contributions in science, engineering, education and technology. Camacho was selected out of hundreds of highly qualified candidates. According to the selection committee, what distinguished him from other engineer entrepreneurs was his commitment to minority and women owned business and to education.

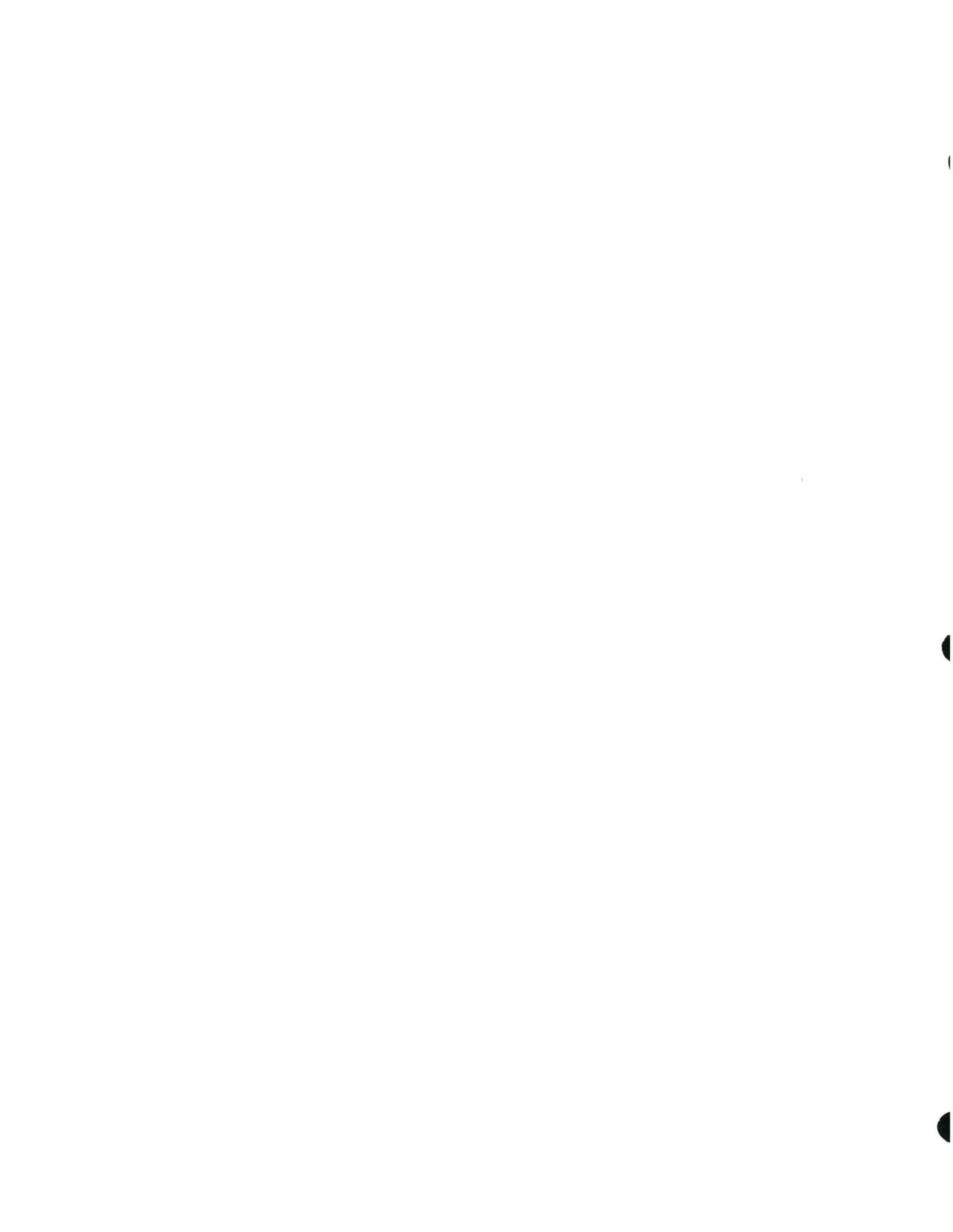
Camacho was appointed chairman of the Rail Construction Corporation in May 1991 for a one year term. As chairman, he leads the RCC board in major decisions regarding the construction of the multimillion dollar Metro Rail project.

Currently 11 miles of the Metro Red Line and 20 miles of the Metro Green Line are under construction. The first 4.4 miles of the Metro Red Line will open in 1993 and the Green Line will open in 1994.

Camacho is also president and CEO of Pacifica Services, a civil engineering firm headquartered in Pasadena.

Students, professionals and technology leaders will meet October 12 to honor the Hispanic Engineer National Achievement Award winners. The ceremony to be held at the Century Plaza Hotel, will be televised nationwide. The program titled "Success Through Education: A Salute to Hispanic Excellence," will be broadcast in more than 50 markets across America between October 26 - December 31, 1991.

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OCTOBER 15, 1991

CONTACT: MICHAEL BUSTAMANTE/STEPHANIE BRADY
LACTC NEWS TRANSPORTATION BUREAU
(213)244-6591, 244-6792

FOR IMMEDIATE RELEASE

**COMMUNITY MEETINGS/WORKSHOPS TO BE HELD ON PROPOSED
VENTURA FREEWAY ADVANCED AERIAL RAIL PROJECT**

The Los Angeles County Transportation Commission's San Fernando Valley Area Team will be hosting two Community Open Houses to explain details of the Draft Environmental Impact Report on the proposed San Fernando Valley East-West Rail Transit Project. The project contemplates using the center median of the Ventura Freeway for an Advanced Aerial Technology alignment.

While no official presentation or comment period is scheduled for the two Open Houses, LACTC staff will be on hand to answer questions about the proposed project. The community is invited to attend anytime during the scheduled hours.

"We wanted to provide an opportunity for the community to see firsthand the proposed project and answer any questions they might have in an informal setting," said San Fernando Valley Project Manager Judy Schwartze. "Further on in the process we will conduct "official" public hearings. This is an opportunity to obtain copies of the Draft EIR, maps and any information which the community might find useful."

(MORE)

The Community Open Houses will be held at the following locations:

Open House - WEST

Open House - EAST

Thursday, October 17

Canoga Park High School

6850 Topanga Canyon

Canoga Park

4:30 - 9:00 pm

Tuesday, October 22

Walter Reed Junior High School

4525 Irvine Street

North Hollywood

4:30 - 9:00 pm

For further information, please contact the public comment "Hotline" at (213) 244-6905

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OCTOBER 17, 1991

CONTACT: CLARA POTES-FELLOW/STEPHANIE BRADY
LACTC NEWS TRANSPORTATION BUREAU
(213)244-6566, 244-6792

FOR IMMEDIATE RELEASE

**LACTC UPGRADES FREEWAY CALL BOXES
WITH LATEST CELLULAR TECHNOLOGY**

Every motorist in Los Angeles soon will have access to a cellular phone on the freeway. The Los Angeles County Transportation Commission is converting 3,500 freeway Call Boxes to cellular technology and adding 500 to expand the system to major highways and new freeway locations.

"The LACTC has allocated \$15 million to upgrade the Call-Box system with the best communications technology," said Ray Grabinski, LACTC chairman and Long Beach City Councilman.

The new Call-Box system is funded with a \$1 surcharge paid on annual vehicle registrations in L.A. County. The upgrade contract, awarded to GTE Mobile Communications, includes the removal of the old system, production and installation of the new one, and maintenance for 10 years. A separate contract for approximately \$500,000 a year was awarded to L.A. Cellular, to provide cellular telephone service to the Call Boxes.

Call Boxes provide a communications system for motorists to report road hazards, flat tires or mechanical breakdowns while traveling on the freeway.

(MORE)

LACTC UPGRADES FREEWAY CALL BOXES WITH LATEST CELLULAR TECHNOLOGY

October 17, 1991

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"Call Boxes are 20th-Century good samaritans which help stalled motorists on the freeway and prevent accidents," said L.A. County Supervisor Kenneth Hahn, the founder of the Call-Box system.

"With the new cellular phones, motorists requiring assistance will have a faster and more reliable system to communicate with the California Highway Patrol," Hahn said.

By assisting stranded motorists, the Call-Box system will reduce freeway delays and congestion. "About 50 percent of freeway congestion is caused by accidents, stalled cars and other non-recurring incidents," said David Roper, Caltrans deputy district director for Operations. "This improved Call-Box system is an important part of our traffic management plan because it helps reduce the time motorists are stranded on the freeway."

"Motorists should use the Call Boxes for the right purposes," said California Highway Patrol Chief Ed Gomez. "The system has been designed to report emergencies and breakdowns. A vehicle stalled on a freeway lane is an emergency because it is an accident waiting to happen. Any object obstructing a freeway lane must be reported. Generally, it is safer for someone stalled on the center lane to remain in the car until help arrives."

New features of the Call Boxes include solar-powered cellular phones, automatic location identification, bilingual (English/Spanish) instructions, larger pedestrian standing areas, automatic theft and vandalism alarms, and hearing aid compatibility.

For the first time, certain highways such as Pacific Coast Highway, Angelus Crest, Topanga Canyon and Highway 138 will have Metro Call Boxes. Generally, Call Boxes are located at quarter-mile intervals on the right shoulder of most Los Angeles Freeways.

(MORE)

**LACTC UPGRADES FREEWAY CALL BOXES WITH LATEST
CELLULAR TECHNOLOGY**

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The new Call Boxes are easier to maintain and easier to use. By pushing a button, the user will be in contact with the California Highway Patrol. The system will automatically send a signal to the operator indicating the exact call box location, without the caller having to identify and read the box number.

When a Call Box breaks down, it automatically will send a signal to the maintenance center. This feature will help maintain the system in good condition. With the old system, repairs took place only after someone notified authorities of the malfunction.

Noise suppression filters block freeway noise, making the exchange of information between the caller and the operator easier.

Replacement and installation of the Call Boxes on the 500 miles of L.A. County freeways will be completed by the end of 1992.

#

METRO CALL BOXES NEW FEATURES

- **CELLULAR TELEPHONE SYSTEM**
- **SOLAR POWER**
- **AUTOMATIC NUMBER IDENTIFICATION** which allows the CHP operator to identify the phone location of the caller.
- **1/4 MILE SPACING**
- **BILINGUAL (ENGLISH/SPANISH) INSTRUCTIONS**
- **HEARING AID COMPATIBILITY**
- **NOISE SUPPRESSION FEATURE** which blocks some of the freeway noise allowing easier understanding between the caller and the operator.
- **SELF-DIAGNOSTIC CIRCUITRY** that automatically reports breakdowns to a central control facility.
- **AUTOMATIC THEFT AND VANDALISM ALARMS**
- **LARGER PEDESTRIAN STANDING AREAS**
- **CELLULAR TELEPHONE SYSTEM**
- **CALL BOX OPERATORS LINKED TO THE METRO FREEWAY SERVICE PATROL** which allows faster response during peak hours.

#



OCTOBER 21, 1991

CONTACT: MICHAEL BUSTAMANTE/STEPHANIE BRADY
LACTC TRANSPORTATION NEWS BUREAU
(213) 244-6591, 244-6792

FOR IMMEDIATE RELEASE

**TRANSPORTATION OFFICIALS FILE ICC APPLICATION TO OBTAIN
JOINT USE OF SANTA FE RIGHTS-OF-WAY FOR COMMUTER RAIL**

Representatives of the Southern California Regional Rail Authority today announced they have filed an application with the Interstate Commerce Commission (ICC) in Washington D.C. seeking an order of the ICC to require joint use of trackage on a 25.5 mile stretch of right-of-way owned by the Atchison Topeka and Santa Fe Railway Company. At a minimum, the application seeks authority of the ICC to consider joint use of a one-mile stretch of right-of-way which crosses vital tracks necessary for a San Bernardino to Los Angeles commuter rail line.

"We are writing in support of the petition which the SCRRA, comprising the five Southern California Counties, is filing for Commuter Rail access into Union Station," said Congressmembers Jerry Lewis and George Brown Jr. in a letter to ICC Chairman Edward Philbin. "We strongly encourage your expedited consideration and approval of this Terminal access petition."

Added Congressman David Dreier in a separate letter to Chairman Philbin, "In my view, it would be tragic to deny or unnecessarily delay *Metrolink* service to one of the fastest growing areas of our region and state."

(MORE)

**TRANSPORTATION OFFICIALS FILE ICC APPLICATION TO OBTAIN
JOINT USE OF SANTA FE RIGHTS-OF-WAY FOR COMMUTER RAIL**

October 21, 1991

Page 2

The ICC application is intended to require the Santa Fe to permit the use by the SCRRA of a 25.5 mile segment which would provide uninterrupted commuter rail service from San Bernardino to downtown Los Angeles' Union Station. At a minimum, the application seeks authority from the ICC to jointly use a one-mile segment of right-of-way which the Santa Fe has refused to allow access to. The one-mile segment, purchased by the SCRRA from Southern Pacific, crosses over the Santa Fe right-of-way in Claremont. The right-of-way has been jointly used for years by both the Southern Pacific and AMTRAK with the Santa Fe. (see attached map).

"The action we are taking today is critical to effectively deal with congestion and air quality problems," said San Bernardino County Supervisor and SCRRA Vice Chairman Larry Walker. "San Bernardino County alone has experienced significant growth in population, more than doubling in the last twenty years. Recognizing that growth, we decided to seek ICC intervention only after Santa Fe's deliberate attempt to halt commuter rail progress. We intend to fulfill our commitment to implement commuter rail service at the earliest date possible. *Metrolink*, the commuter rail service, is scheduled to begin operating in the region by October 1992.

"Santa Fe has flatly denied the SCRRA's request to use just one mile of right-of-way in Claremont, which Santa Fe has allowed Amtrak and the Southern Pacific Transportation Company to use for the past ten years. The one-mile segment is critical and would allow commuter trains to travel into Fontana, and later perhaps San Bernardino, on our recently purchased Southern Pacific tracks."

(MORE)

**TRANSPORTATION OFFICIALS FILE ICC APPLICATION TO OBTAIN
JOINT USE OF SANTA FE RIGHTS-OF-WAY FOR COMMUTER RAIL**

October 21, 1991

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"We (SCRRA) need at least the right to cross over the one-mile Claremont section for there to be any commuter rail service into San Bernardino County," said SCRRA Chairwoman and LACTC Commissioner Jacki Bacharach. "The critical freeway congestion facing commuters in this corridor compels us to seek every means to extend the service east of Claremont."

According to United States Code, Section 11103(a) of Title 49, the ICC may authorize a rail carrier to permit another rail carrier to use its terminal facilities, including main-line tracks, if the joint use would be practicable and in the public interest, and would not substantially impair the ability of the owning carrier to handle its own business. The SCRRA's request, clearly in the public interest, would also allow for improvements, including the possible construction of a third track on the line segment into San Bernardino.

"Santa Fe's intransigence on the use of lineage effectively holds us hostage, and constitutes a denial of a legitimate public interest," said San Bernardino Associated Governments Executive Director Wes McDaniel.

Start-up patronage for the entire 400-mile *Metrolink* commuter rail system is estimated at approximately 23,000. The San Bernardino to Los Angeles start-up patronage is estimated at more than 2,250 daily peak period boardings.

"The *Metrolink* network of commuter rail trains has the potential to remove 12,000 automobiles per peak period from our freeway system in its initial year as well as

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**TRANSPORTATION OFFICIALS FILE ICC APPLICATION TO OBTAIN
JOINT USE OF SANTA FE RIGHTS-OF-WAY FOR COMMUTER RAIL**

October 21, 1991

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improve regional mobility and air quality," said LACTC Executive Director Neil Peterson. "Santa Fe, by blocking access to the necessary segments, will deny regional transit to thousands of daily commuters, create increased congestion and gridlock, and undermine the region's overall quality of life."

The Los Angeles County Transportation Commission and the SCRRA have been attempting to reach an agreement with the Santa Fe for more than two years, beginning talks as early as the Fall of 1988. Since that time they have successfully negotiated deals with both the Southern Pacific and Union Pacific Railroads. Talks reached an impasse after Santa Fe refused to lower its asking price below \$800 million. Interestingly enough, the Santa Fe has claimed to the California State Board of Equalization that the market value for their entire statewide holdings are worth only \$97 million.

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OCTOBER 21, 1991

CONTACT: CLARA POTES-FELLOW/STEPHANIE BRADY
LACTC TRANSPORTATION NEWS BUREAU
(213) 244-6566, 244-6792

FOR IMMEDIATE RELEASE

VENTURA TO LOS ANGELES COMMUTER RAIL LINE FUNDED BY CTC

The Southern California Commuter Rail Project METROLINK received Friday \$4.9 million from the California Transportation Commission (CTC) for the Ventura County to Los Angeles commuter rail line to begin operations in October 1992.

The funds were allocated from state Propositions 108 and 116, the passenger rail bond initiatives approved by voters in 1990. METROLINK is funded with state funds and sales taxes collected by the counties. As of today, the CTC has allocated \$154.9 million from Propositions 108 and 116 for commuter rail.

"This allocation by the California Transportation Commission moves the Ventura County to Los Angeles commuter rail line one step closer to reality," said Susan Lacey, Ventura County supervisor and SCRRA board member.

"Part of the allocation--\$1.6 million--will be used for track and signal improvements; \$2.5 million will be used to pay for the Simi Valley station site; and \$829,000 to build a station in Van Nuys and rehabilitate the parking facilities," Lacey said.

(MORE)

VENTURA TO LOS ANGELES COMMUTER RAIL LINE FUNDED BY CTC

October 21, 1991

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The 47-mile rail line between Moorpark in eastern Ventura County and Union Station in downtown Los Angeles is part of the METROLINK commuter rail network being developed by the SCRRA to connect Los Angeles, Orange, Riverside, San Bernardino and Ventura counties.

The Ventura to Los Angeles line will travel on the Southern Pacific Coast Main Line across the San Fernando Valley. Initially the line will have four trains traveling into Los Angeles in the morning and four returning to Moorpark in the afternoon. Travel time between Moorpark and Los Angeles will be 60 minutes.

The stations are being developed by the cities with technical assistance from the Southern California Regional Rail Authority. Plans call for the development of stations in Moorpark, Simi Valley, Chatsworth, Van Nuys, Burbank, and Glendale.

Trains will travel smoothly and quietly at up to 80 miles per hour. Each rail car will be wheelchair accessible, can seat 156 passengers and will have air conditioning and restrooms.

METROLINK commuter rail lines will connect in Los Angeles with the Metro System which includes the Metro Red Line subway, the Long Beach-Los Angeles Metro Blue Line and the Norwalk to El Segundo Metro Green Line.

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OCTOBER 23, 1991

CONTACT: MICHAEL BUSTAMANTE/STEPHANIE BRADY
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(213) 244-6591, 244-6792

FOR IMMEDIATE RELEASE

**ADOPTED FEDERAL TRANSPORTATION ACT EARMARKS FUNDS FOR
METRO RAIL; OTHER PROJECTS COUNTYWIDE**

The House of Representatives approved today H.R. 2950, a six-year, \$151 billion authorization for highway and mass transit programs nationwide. For Los Angeles, this legislation means the authorization of \$695 million in federal funds to complete the third segment of the Metro Red Line, in addition to funding for other projects throughout Los Angeles County.

"As the senior California member of the House Appropriations Committee, I am particularly pleased about the \$695 million of new federal funding authorization for the East Los Angeles extension of the Los Angeles Metro Red Line - to be completed in the year 2001 - simultaneously with the San Fernando Valley and West Los Angeles' Pico/San Vicente Metro Rail segments," said Congressman Edward R. Roybal.

"Passage of H.R. 2950 means we will now have the funds necessary to complete the magnificent transportation blueprint we've begun here in Los Angeles and the taxpayers of this city have demanded," said Mayor Tom Bradley. "This is an important step forward in helping our city to meet both the transportation demands and air quality goals necessary for Los Angeles' future."

Federal funding for the Metro Red Line - Segment 3 - will allow for an additional 11.6 miles of rail, extending from the Hollywood and Vine station to North Hollywood; would allow

(MORE)

**ADOPTED FEDERAL TRANSPORTATION ACT EARMARKS FUNDS FOR
METRO RAIL; OTHER PROJECTS COUNTYWIDE**

October 23, 1991

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extending the segment from Wilshire and Western to Pico and San Vicente; and extend at least a three-mile rail segment into East Los Angeles. All three segments would open simultaneously in 2001.

"Increased federal funding will help to offset the strong local financial commitment of Los Angeles county taxpayers who are contributing their fair share towards the major transportation improvements we are building here in Los Angeles," said LACTC Executive Director Neil Peterson. "Equally important, H.R. 2950 will allow us the local flexibility to use funds for projects where there is the greatest need, meaning that for the first time we can use highway funds for transit, or vice versa, wherever we can achieve the greatest impact."

In addition to funding for the Metro Red Line, the bill authorizes funding for essential transportation projects countywide. Some of those projects include the proposed Santa Monica Boulevard Transitway, funding for projects along the Alameda corridor, Commuter Rail - LOSSAN corridor improvements, and highway projects along the Harbor (I-110), Long Beach (I-710), and Santa Ana (I-5) Freeways.

"This legislation marks another major milestone in our progress in getting federal funding to complete Los Angeles County's vital transportation improvement projects. The Los Angeles Metro Rail project is not only one of the largest public works projects in U.S. history, but it will be essential to business expansion, job development, and a strong healthy economic future for the people throughout the Los Angeles basin," concluded Roybal.

The House passed H.R. 2950 by a vote of 343-83. A Conference Committee between the House and Senate is expected to convene in early November to discuss their respective versions of the transportation bills.

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OCTOBER 24, 1991

CONTACT: MICHAEL BUSTAMANTE/STEPHANIE BRADY
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FOR IMMEDIATE RELEASE

**MAGNETIC LEVITATION DEMONSTRATION PROJECT TO BE REVIEWED BY
LACTC'S PLANNING AND MOBILITY IMPROVEMENT COMMITTEE**

Discussions have been initiated between the HSST Corporation and the Los Angeles County Transportation Commission to construct an advanced technology demonstration project in the Chatsworth area along the Canoga Avenue right-of-way. This concept was unanimously referred by the Los Angeles County Transportation Commission to its Planning and Mobility Improvement Committee. The PMIC is scheduled to review the proposal at its November 20 meeting.

The discussions focus on the implementation of magnetic levitation technology and travel on a grade separated guideway between the Warner Center and Chatsworth. At the request of Commissioner Nick Patsaouras, the proposal will be discussed with Valley homeowner associations and Los Angeles Councilwoman Joy Picus by the LACTC's San Fernando Valley Area Team.

"It is important that San Fernando Valley residents and Councilwoman Picus have the opportunity to see the proposal firsthand which HSST has put forth," said Patsaouras. "At this time it appears to be a very worthwhile project for the San Fernando Valley."

(MORE)

**MAGNETIC LEVITATION DEMONSTRATION PROJECT TO BE REVIEWED BY
LACTC'S PLANNING AND MOBILITY IMPROVEMENT COMMITTEE**

October 24, 1991

Page 2

In September the LACTC released a Draft Environmental Impact Report which proposes an East-West rail transit project along the Ventura Freeway. The Draft EIR looks at, among other advanced technologies, utilizing magnetic levitation as a possible alternative. The other community meetings are still underway. A final report on the East-West EIR is due back to the full Commission in January.

#



News



The Gas Company

OCTOBER 28, 1991

CONTACT: CLARA POTES-FELLOW/STEPHANIE BRADY
LACTC TRANSPORTATION NEWS BUREAU
(213) 244-6566/ 6792

MICHELLE BAGLEY
The Gas Company
(213)244-2544

FOR IMMEDIATE RELEASE

**ENVIRONMENTALLY SUPERIOR NATURAL GAS FUEL CELL TO POWER METRO
BLUE LINE'S CENTRAL CONTROL FACILITY**

The struggle for clean air in Southern California advanced a major step today as the Los Angeles County Transportation Commission and The Gas Company jointly announced that, contingent upon approval by the full commission, a pollution-free fuel cell will power the Metro Blue Line's Central Control Facility.

"Today's announcement marks a milestone in transportation history," said Ray Grabinski, LACTC chairman. "The natural gas fuel cell provides electricity and thermal energy in a process 20 times cleaner than conventional electric generation."

"The natural gas fuel cell is offering a new twist on the rapidly unfolding natural gas transportation story," said Warren Mitchell, Southern California Gas Co. President. "Natural gas is surging ahead to serve the transportation needs of Southern Californians. Natural gas produces 90 percent fewer emissions than gasoline and diesel, is easy to pump and far less costly."

(MORE)

ENVIRONMENTALLY SUPERIOR NATURAL GAS FUEL CELL TO POWER METRO BLUE LINE'S CENTRAL CONTROL FACILITY

October 25, 1991

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The Gas Company's 200-kilowatt fuel cell could be installed as soon as next summer at the Central Control Facility--the "brains" behind the Metro Blue Line--located at Imperial Highway and Wilmington Avenue. The cell will provide energy to the computer system which controls train dispatching, traveling trains, radio communications and security.

The announcement was made just prior to the official opening of "New Transportation for a New Century," a three-day transportation conference underway at the Sheraton Universal Hotel in Universal City. The conference is sponsored jointly by the Los Angeles County Transportation Commission and Assemblyman Richard Katz, chairman of the Assembly Transportation Committee.

"For many years, the innovative non-polluting fuel cell has been discussed only by the most committed and sophisticated environmentalists," said Judith Hathaway-Francis, LACTC Commissioner. "The Gas Company and the LACTC are working together to bring this dream to commuters and working people of Southern California."

"The fuel cell technology has an enormous potential in mass transit," said Neil Peterson, LACTC executive director. "If it proves to be a reliable source of energy to the Metro Blue Line's Central Control Facility, the fuel cell could be used in the future as an emergency backup system, as an alternate source of power or even as the primary source of power for the Metro Rail system."

The unit, with dimensions of approximately 10 feet by 25 feet, will be housed outside the Metro Blue Line's Central Control Facility building in a concrete wall enclosure. The fuel

(MORE)

ENVIRONMENTALLY SUPERIOR NATURAL GAS FUEL CELL TO POWER METRO BLUE LINE'S CENTRAL CONTROL FACILITY

October 25, 1991

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cell utilizes natural gas in an electrochemical process to produce 200 kilowatts of continuous electric power, along with waste thermal energy.

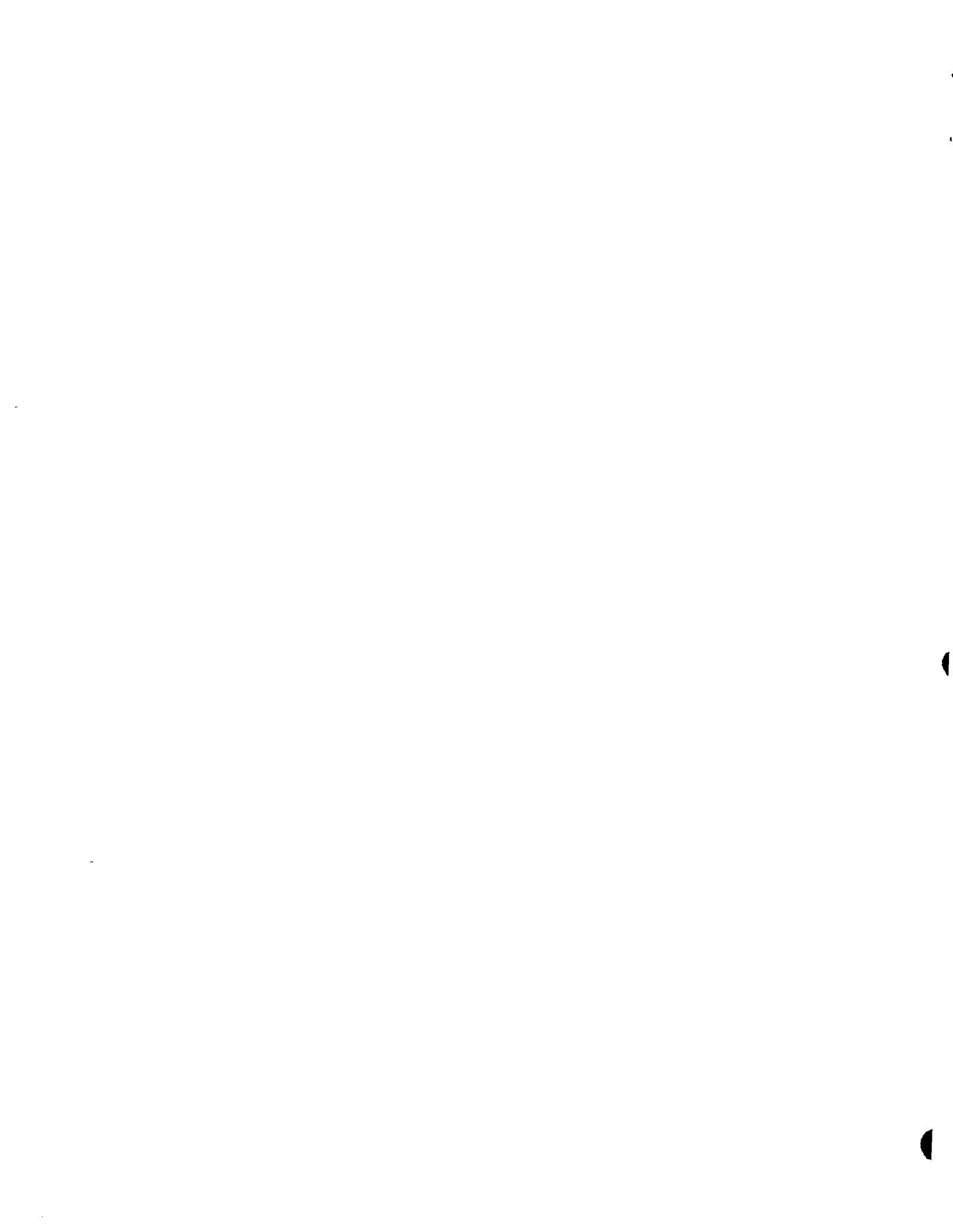
The fuel cell installation at the Central Control Facility will feature a desiccant cooling system, designed to use the fuel cell's thermal energy product to provide air conditioning at the facility. Air conditioning will be supplied to the Sheriff's substation at the location, as well as to the computer systems that serve as the communications hub for the Metro Blue Line.

"The Gas Company has been involved in the development of the fuel cell for commercial applications for 25 years and is committed to expanding the use of this environmentally superior power source," Mitchell said. "In the next several years, we foresee fuel cells for everyone--residential customers to very large commercial users--coming to market. Utilizing clean natural gas, these fuel cells make a positive contribution to the nation's energy supply and to cleaner air in Southern California."

The fuel cell will be owned, operated and maintained by The Gas Company over a 20-year period. The fuel cell to be installed at the Metro Blue Line facility is one of 10 in the first phase of The Gas Company's program for the first commercialized use of the fuel cell in the world. The Gas Company has reached agreements to install fuel cells at the AQMD's Diamond Bar headquarters, at three Kaiser Permanente hospitals and at Irvine Company.

LACTC Commissioners are scheduled to take action regarding the installation of the fuel cell November 27.

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OCTOBER 29, 1991

CONTACT: ROBERTA TINAJERO/STEPHANIE BRADY
LACTC TRANSPORTATION NEWS BUREAU
(213) 244-6565, 244-6792

FOR IMMEDIATE RELEASE

EAST/WEST "SMART CORRIDOR" PROJECT BOOSTED BY \$1 MILLION

High tech equipment capable of making "smart" decisions for traffic control along the Santa Monica Freeway corridor recently got a financial boost of \$1 million from the state. The funds were allocated to the Santa Monica Freeway Smart Corridor Project -- an innovative plan to improve the flow of traffic and decrease congestion along the freeway and its major parallel arterials.

"Smart corridor" techniques include sensors embedded in the roadways that report traffic conditions to computers in a central traffic control office and can adjust the timing of traffic signals and freeway ramp meters accordingly. Improved information to motorists through "real time" Highway Advisory Radio and Changeable Message Signs will alert motorists to traffic conditions along the corridor. The system is aided by emergency response teams and the Tow Truck Service Patrol.

"Through the combined efforts of Assemblymember Gwen Moore and State Senator Diane Watson, we were able to secure the governor's approval of these additional funds for the Smart Corridor project", said Neil Peterson, executive director of the Los Angeles County Transportation Commission. "We estimate that the project will result in a 35% reduction

(MORE)

EAST/WEST "SMART CORRIDOR" PROJECT BOOSTED BY \$1 MILLION

October 29, 1991

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in the number of vehicles stopped at intersections, and a 1.3 million gallon annual reduction in fuel consumption", he said. Air quality would benefit from an estimated 15% reduction of carbon monoxide emissions and an 8% reduction in hydrocarbon emissions.

The "smart corridor" project will cover a 12.3 mile stretch of the Santa Monica Freeway and is bounded by Olympic Boulevard, Soto Street, Adams and Washington boulevards, and Centinela Street.

AB590, authored by Moore, was signed into law by the governor, providing the \$1 million. The total project cost is \$48 million, funded by federal, state and local sources. All of the project elements should be in place by the Spring of 1993.

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OCTOBER 28, 1991

CONTACT: CLARA POTES-FELLOW/STEPHANIE BRADY
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MICHELLE BAGLEY
The Gas Company
(213)244-2544

FOR IMMEDIATE RELEASE

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BLUE LINE'S CENTRAL CONTROL FACILITY**

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(MORE)



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October 25, 1991

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**ENVIRONMENTALLY SUPERIOR NATURAL GAS FUEL CELL TO POWER METRO
BLUE LINE'S CENTRAL CONTROL FACILITY**

October 25, 1991

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NOVEMBER 5, 1991

CONTACT: ROBERTA TINAJERO/STEPHANIE BRADY
LACTC TRANSPORTATION NEWS BUREAU
213/244-6565, 244-6792

FOR IMMEDIATE RELEASE

METRO RED LINE TO OPEN THREE MONTHS AHEAD OF SCHEDULE

Mayor Tom Bradley announced today that the Metro Red Line subway will open in June 1993, three months earlier than anticipated by the Los Angeles County Transportation Commission and its subsidiary, the Rail Construction Corporation.

"Today's announcement is great news for the riding public who will count on the Metro Red line as a source of travel to and from work," said Mayor Tom Bradley. "This also marks the first step towards delivering a rail system that will, before the end of this decade, interconnect downtown Los Angeles with the business communities of Hollywood and the San Fernando Valley."

"Through scrutinizing the schedule, we found that we could save time by conducting concurrent tests of several of the project's components," said Ed McSpedon, RCC CEO/president. Sets of Metro Red Line vehicles are now being testing in Pueblo, Colorado and will arrive to Los Angeles in January for testing in the Red Line tunnels.

At today's announcement, downtown workers were among the first of many future L.A. subway riders who will have the chance to climb aboard a model of a Metro Red Line train. The vehicle model was officially unveiled today in the Civic Center mall in downtown L.A. where it will be on display for two days, beginning its local tour along the subway's route.

"This model will get future riders ready for rail transit and help build excitement and anticipation for the approaching Red Line service," said Bradley.

The prototype features operator's controls, power and braking mechanisms, electronic communications equipment, seats, lighting, operating doors, exterior striping and other details just as they will be on the final vehicles.

METRO RED LINE TO OPEN FOUR MONTHS AHEAD OF SCHEDULE

November 5, 1991

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"The Metro Red Line trains are top-of-line subway cars, designed and built for passenger safety and comfort. In less than two years, these trains will whisk passengers from Union Station through downtown to the Westlake/MacArthur Park station in about seven minutes," said Ernie Camacho, RCC chair.

"The purpose of this display vehicle is to get people excited about the Metro Red Line and get them thinking about becoming rail transit riders," said Neil Peterson, LACTC executive director. "We're virtually starting up a new rail line every year, beginning next year with commuter trains from neighboring counties, the Metro Red Line in 1993, followed by the Green Line and the extension of the Blue Line to Pasadena," said Peterson.

The model weighs more than 16,000 pounds and is nine feet high, 10 feet wide and 37 1/2 feet long -- slightly less than half the size of the actual vehicles.

The replica was manufactured by Breda Costruzione Ferroviarie of Pistoia, Italy, supplier of the project's 30 rail vehicles.

The gleaming stainless steel trains are virtually graffiti-resistant and require very little maintenance.

The first two pairs of actual rail vehicles arrived from Italy for testing at the American Association of Railroads test tracks in Pueblo, Colorado and should arrive in Los Angeles for testing in the Red Line tunnels in January 1992.

The model will soon be on display near other Metro Red Line stations in downtown at Union Station, Pershing Square, 7th Street/Metro Station where the line intersects with the Metro Blue Line, and the MacArthur Park/Westlake Station.

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NOVEMBER 6, 1991

CONTACT: ROBERTA TINAJERO/STEPHANIE BRADY
LACTC TRANSPORTATION NEWS BUREAU
213/244-6565; 6792

FOR IMMEDIATE RELEASE

INFANT PINNED UNDER A TRUCK HELPED BY FREEWAY SERVICE PATROL

An infant pinned under a truck on the Santa Ana Freeway this morning was rescued with the help of a Metro Freeway Service Patrol Truck. The tow truck responded within minutes of the multi-car accident at approximately 9:15 a.m. and worked with the Los Angeles County Fire Department to lift the vehicle crushing the baby's right arm.

The infant was airlifted to the hospital with serious injuries, including major lacerations on the arm.

The Metro Freeway Service Patrol, a special program of 88 trucks launched by the Los Angeles County Transportation Commission, Caltrans and the California Highway Patrol last July, has assisted over 44,000 motorists during the program's short four month history.

"Freeway Service Patrol trucks are most often the first assistance on the scene," said Neil Peterson, LACTC executive director. "On the average, the tow patrol has been able to respond to incidents within seven minutes."

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NOVEMBER 6, 1991

CONTACT: MICHAEL BUSTAMANTE/STEPHANIE BRADY
LACTC TRANSPORTATION NEWS BUREAU
(213) 244-6591, 6792

FOR IMMEDIATE RELEASE

**LACTC TO HOLD PUBLIC HEARINGS ON THE PROPOSED
VENTURA FREEWAY ADVANCED AERIAL ALTERNATIVE**

The Los Angeles County Transportation Commission will be conducting two public hearings to discuss and receive public comment on the Draft Subsequent Environmental Impact Report for the proposed San Fernando Valley East-West Rail Transit Project. The project, as proposed, would run in an aerial configuration over the center median of the Ventura Freeway utilizing an advanced rail technology such as magnetic levitation, automated rail, or monorail. The hearings will be held at the following locations and times:

Public Hearing - West
Tuesday, November 12
Canoga Park High School
6850 Topanga Canyon Blvd.
Canoga Park
4:30 to 9:00 pm

Public Hearing - East
Thursday, November 14
Walter Reed Junior High School
4525 Irvine Street
North Hollywood
4:30 to 9:00 pm

Last February, the LACTC released a feasibility study of possible alternatives for the East-West Rail project. At that time a decision was made to pursue the aerial alignment as an alternative to the March 1990 adopted alignment along the Burbank/Chandler branch. The Burbank alignment contemplated using a primarily subway configuration.

(MORE)



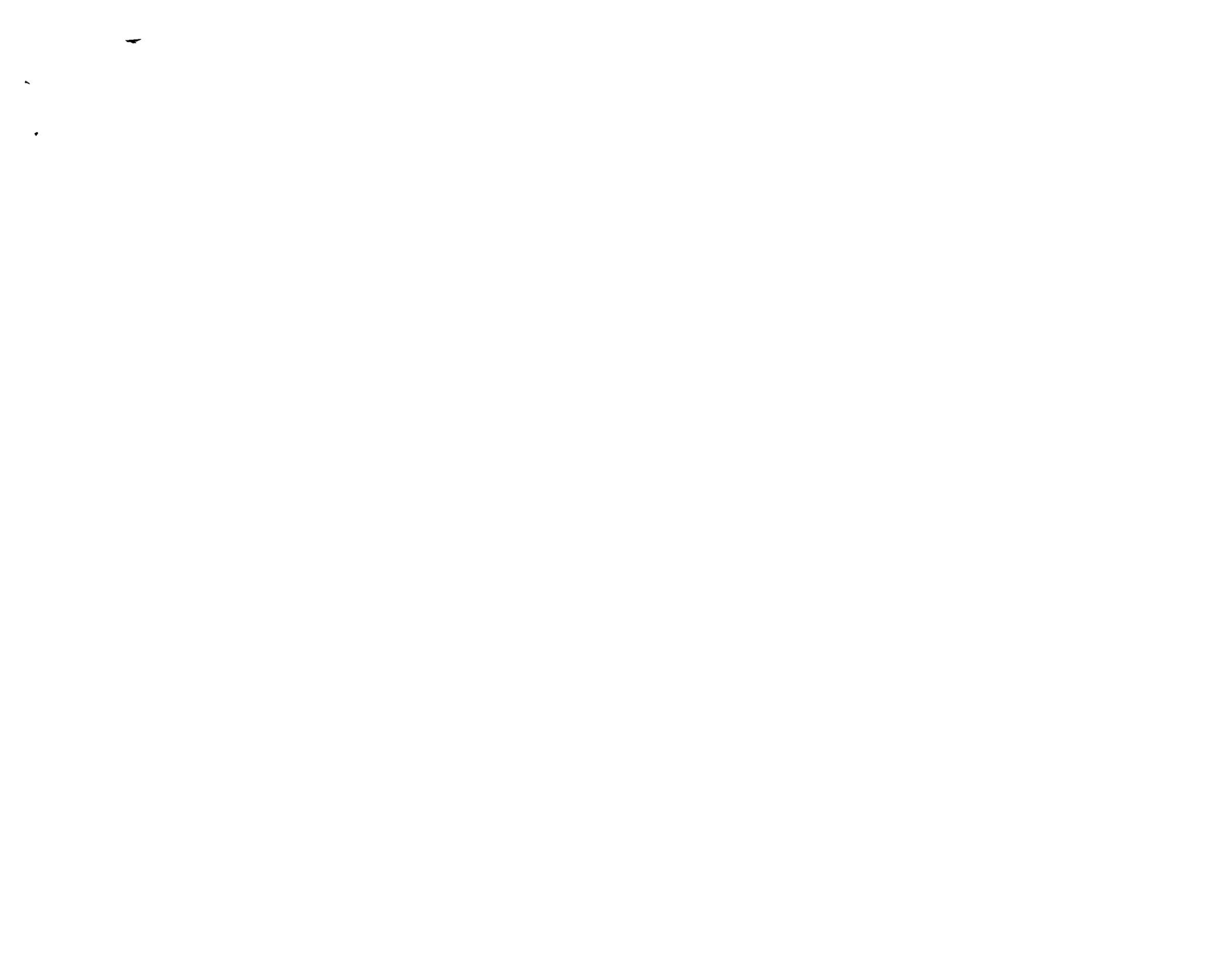
**LACTC TO HOLD PUBLIC HEARINGS ON THE PROPOSED
VENTURA FREEWAY ADVANCED AERIAL ALTERNATIVE**

November 6, 1991

Page 2

The public comment period will extend through January 10. All relevant comments, written or received on the comment "Hotline" will be answered in the Final SEIR. The LACTC is expected to make a decision on the two alignments and technology alternatives in early 1992. For more information, please contact the public comment "Hotline" at (213) 244-6905.

#



NOVEMBER 9, 1991

CONTACT: ROBERTA TINAJERO/STEPHANIE BRADY
LACTC TRANSPORTATION NEWS BUREAU
213/244-6565, 213/244-6792

FOR IMMEDIATE RELEASE

**\$150 MILLION IN FEDERAL FUNDS PRESENTED
TO METRO RED LINE 2ND LEG**

Construction of the second segment of the Metro Red Line got a \$150 million boost today from the U.S. Department of Transportation.

Overlooking the MacArthur Park lake which has been drained and is under excavation, U.S. Senator John Seymour (R-CA) presented the check to officials from the Los Angeles County Transportation Commission and the Rail Construction Corporation. Tunneling will begin in the dry lake bed next month, heading northwest toward Wilshire/Vermont.

The second segment is a 6.7-mile extension branching in two directions - toward Wilshire/Western and Hollywood/Vine.

The full federal share for the project is \$667 million or 46 percent of the \$1.4 billion budget. Today's allocation represents funds approved in federal fiscal year 1991, which ended September 30. To date, Congress has appropriated \$614 million. The remaining \$53 million is expected to be appropriated in 1993, along with the first funds for Segment 3 which will extend to the San Fernando Valley, east Los Angeles, and mid-city westside by 2001.

"I am proud to bring this \$150 million in federal funds for the construction of the Metro Red Line subway," said Seymour, who has been a strong supporter of mass transit. "It will provide fast, efficient mass transit to the people of Los Angeles. I pledge to continue my work in the United States Senate in behalf of L.A.'s Metro system."

(MORE)

**\$150 MILLION IN FEDERAL FUNDS PRESENTED
TO METRO RED LINE 2ND LEG**

November 9, 1991

Page 2

Regional Administrator for the Urban Mass Transit Authority Stewart Taylor represented USDOT and said "We are pleased to provide continuing support for the Metro Red Line. Los Angeles County has demonstrated its tremendous local commitment in the funding partnership not only on the Red Line, but also the locally funded Metro Blue and Green lines." Over 80 percent of rail construction funding through this decade comes from non-federal sources.

Echoing this sentiment, Ray Grabinski, LACTC chair said "the federal funding support helps to match the strong local financial commitment of Los Angeles county taxpayers who are contributing their fair share toward the major transportation improvements we are building." Grabinski also noted that USDOT and UMTA have rated the Metro Red Line as among the best and most cost-effective New Start rail projects nationwide.

"We are especially proud that the first segment of the line from Union Station to MacArthur Park is ahead of schedule and will open three months earlier than expected, in June, 1993," said Ed McSpedon, CEO/president of the Rail Construction Corporation.

The second segment is scheduled to open in two segments. The subway to Wilshire/Western will open in 1996. The northern extension along Vermont Avenue to Hollywood and Vine is scheduled to open in 1998.

The project broke ground in June along the Wilshire corridor where workers are now relocating utilities and installing steel beams that support excavation 80 to 120 feet deep. The lake has been readied for tunneling, expected to begin in December.

The other funding partners for the project include the Los Angeles County Transportation Commission, the state of California, and the City of L.A.

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News

NOVEMBER 13, 1991

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FOR IMMEDIATE RELEASE

COMMISSION ANNOUNCES ECONOMIC RECOVERY PROGRAM

Faced with the facts of a continuing recession, the Los Angeles County Transportation Commission announced today a four-point economic recovery program aimed at reducing an estimated \$132.8 million revenue shortfall from sales tax measure Proposition A, TDA and STA. The four point program includes:

- Cut LACTC administrative costs by 19%;
- Maintain aggressive rail and transit capital programs;
- Reduce bus operator costs by 4.95% without impacting rider service or fares, and;
- Accelerate procurement of revenues from the Surface Transportation Act by Thanksgiving and speed-up resolution of Proposition C litigation.

As aforementioned, the LACTC proposes to reduce its own administrative costs by cutting back and deferring new staff hires, consultants and travel, representing a 19% cut and an approximate savings of \$4.4 million; belt-tightening measures to be employed by transit operators to reduce by 4.95% operator costs in such a way as to not affect service or fares for the riding public; accelerate procurement of revenues from the Federal Surface Transportation Act by Thanksgiving; accelerate the resolution of Proposition C litigation; and

(MORE)

COMMISSION ANNOUNCES ECONOMIC RECOVERY PROGRAM

November 13, 1991

Page 2

other measures such as establishing a city-to-city loan program, whereby monies earmarked for transit could be loaned from one city to another.

The shortfall projections will not affect the aggressive rail and transit capital programs underway by the LACTC because these programs will greatly assist a speedy recover to the local economy.

"The programs we've begun on rail and transit improvements will not only help to ease congestion, but more importantly given the economic news, will assist in a quicker recovery for our local economy," said LACTC Chairman Ray Grabinski. "The experts tell us that increased expenditures on public transit can provide a large boost to the productivity of workers, which in turn provide resources for additional jobs, better quality products and reduced costs."

In addition to the capital programs which employ hundreds of workers, the LACTC has been working for the past several months on developing a Jobs Creation Initiative, a plan aimed at utilizing displaced and unemployed aerospace and automotive industry workers. The Initiative plan calls for turning manufacturing plants closed by the recession into a rejuvenated transportation center that produce rail and bus cars and the necessary spare parts.

"This proposed Jobs Creation Initiative will help to stimulate our local economy by keeping transportation dollars, estimated at \$150 billion over the next thirty years, here in Southern California," said LACTC Commissioner and RTD Board Member Nick Patsaouras. "This Initiative will help to employ hundreds of recently laid-off workers and keep sales tax dollars where they belong - here in Los Angeles."

(MORE)

COMMISSION ANNOUNCES ECONOMIC RECOVERY PROGRAM

November 13, 1991

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To alleviate the anticipated shortfall to local cities, the LACTC is considering a city-to-city loan program whereby Proposition A monies earmarked for transit could be loaned from one city to another.

"Given that transportation needs vary from city to city, and that there are specific programs designated for city use of Prop A funds, the proposed program could be beneficial to those cities with a greater dependency on Prop A monies," said LACTC Commissioner and League of Cities representative Jacki Bacharach. "By working together to find creative solutions to this short-term problem, we can minimize impacts to both local cities and the riding public who depend upon necessary transportation services."

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NOVEMBER 20, 1991

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FOR IMMEDIATE RELEASE

**COMMISSION MOVES FORWARD WITH REVIEW OF ALTERNATIVES FOR
BLUE LINE EXTENSION TO PASADENA**

The Los Angeles County Transportation Commission's Planning and Mobility Improvement Committee announced plans today to move forward with reviewing potential alternatives for a Blue Line extension into Pasadena. On a unanimous motion by the PMIC, LACTC staff will revisit route alternatives previously discussed during the initial EIR stage as well as new options and conduct scoping meetings with the community to determine support and receive comment on route options.

The initial route to Pasadena proposed to use rights-of-way owned by the Atchison Topeka and Santa Fe Railroad Company. Negotiations, however, have been at an impasse with the Santa Fe since they have been unwilling to reduce their asking price. With funding already earmarked for a Pasadena extension and a solid commitment on the part of the Commission to operate a rail line to Pasadena - one of the busiest corridors in Los Angeles County - the LACTC will now review route corridor options in order to accomplish the goal of operational service to the communities of Pasadena, Highland Park, Mount Washington, and Sierra Madre as quickly as possible.

"The Santa Fe route was originally selected because it was expected to be the most cost effective and quickest to build," said LACTC Executive Director Neil Peterson. "Santa Fe

(MORE)

**COMMISSION MOVES FORWARD WITH REVIEW OF ALTERNATIVES FOR
BLUE LINE EXTENSION TO PASADENA**

November 20, 1991

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is simply asking for an outrageous price for the purchase of their rights-of-way - a price we cannot accept on behalf of the taxpayers - and deliberately trying to create an obstacle in our efforts to provide a sound transportation alternative for residents between Pasadena and downtown Los Angeles. We're determined to get rail service to the Pasadena area and other communities as soon as possible. If the Santa Fe right-of-way is not available, then we will identify other options."

"Pasadena is pleased with the re-commitment of the LACTC to maintain the Pasadena light rail line as its highest priority for construction. We are eager to assist with the implementation of the Pasadena line, since it is critical to the continued vitality of our community. We will work closely with the LACTC to seriously explore alternative lines," concluded Pasadena City Manager Phil Hawkey.

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NOVEMBER 20, 1991

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FOR IMMEDIATE RELEASE

**METRO BLUE LINE IS PROVIDING AN ACCESS
TO ALGEBRA FOR INTERCITY STUDENTS**

The Metro Blue Line is doing more than moving people. The rail transit line is helping intercity junior high school students to learn algebra. Over 300 children from Edison Jr. High School took a ride this week to sketch their impressions and apply transportation concepts like speed, time and distance to learning math. In a follow-up lesson, the students will create a geometric grid mural at their school using symbols related to the train experience.

"The 'Access to Algebra' program is aimed at better preparing intercity children for courses in high school classes that will ultimately get them to college," said Ray Grabinski, chair of the Los Angeles County Transportation Commission.

"We're laying the foundation for these students to get involved with LACTC's Transportation Occupations Program (TOP) which gets young people thinking about careers in transportation. We'll need qualified, skilled workers to help complete the planned Metro Rail system," he said.

(MORE)

**METRO BLUE LINE IS PROVIDING AN ACCESS
TO ALGEBRA FOR INTERCITY STUDENTS**

November 19, 1991

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Through TOP, students who live along a rail corridor have the opportunity to be part of a hands-on training experience with the LACTC. Through specialized technical instruction and internships associated with the design and construction of major transportation projects, TOP students learn skills in rail system development.

Through the joint 'Access to Algebra' project, educators and transportation officials are providing the curriculum and Metro Blue Line service. "The target of the algebra program is to have students be successful the first time around in an algebra class," said Judith Day, Edison Jr. High Mathematics chair who received special training for the program at Cal State L.A.'s ACCESS Center.

"Through the National Science Foundation (NSF) and its award to the ACCESS Center at Cal State L.A., we have been able to mount a new direction to reach pre-high school learners so that they no longer enter high school feeling uncertain about their own mathematics abilities. This exciting "ACCESS to Algebra' program makes math a living experience," said Dr. Jewel Plummer Cobb, President Emeritus of California State University, Fullerton and principal investigator for CSLA's ACCESS Center.

The pilot 'Access to Algebra' program will be expanded to the whole school next year. LACTC's TOP is now in its fifth year, serving students who live along the routes of the Metro Blue and Red Lines.

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NOVEMBER 26, 1991

CONTACT: ROBERTA TINAJERO/STEPHANIE BRADY
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FOR IMMEDIATE RELEASE

**METRO RED LINE'S CONSOLIDATED TUNNELLING
TO EASE CONSTRUCTION IMPACTS**

Tunnelling experts from around the nation visited Los Angeles today to review plans for a new method of construction for the Metro Red Line that will ease impacts along the Vermont Avenue and Hollywood Boulevard route.

The Rail Construction Corporation (RCC), a subsidiary of the Los Angeles County Transportation Commission, has combined three tunnelling contracts into one construction contract.

The "consolidated tunnelling" plan:

- reduces the number of sites where dirt would be excavated from the tunnels and put in trucks parked on the street.
- alleviates traffic disruptions to the communities in the Hollywood Blvd. commercial and entertainment historical district and along Vermont Ave.
- provides for greater productivity -- workers would have the potential to tunnel 100 feet per day versus 75 feet.
- attracts national competition -- securing the most competitive bids from the top construction firms.

(MORE)

**METRO RED LINE'S CONSOLIDATED TUNNELING
TO EASE CONSTRUCTION IMPACTS**

November 26, 1991

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- gives RCC a headstart on the Metro Red Line's segment 3 tunnel to the San Fernando Valley.
- provides additional land & funds for improvements to the Barnsdall Park area.

Previous plans called for three tunneling contracts that were divided along the six mile route from Wilshire/Vermont to beyond Hollywood/Highland to the rockface in the Santa Monica mountains.

RCC President & CEO, Ed McSpedon said "our primary goal is to build the Metro Rail system with as little surface disruption as possible. We are very cognizant of our responsibility to the motorist, businesses and homeowners as we embark upon construction."

A single excavation site is planned at Barnsdall Park's lower parking lot on Hollywood Boulevard - - eliminating previously planned work sites near Los Angeles City College, Hollywood and Western, and Hollywood and Highland. "The City of Los Angeles Parks and Recreation Department worked closely with us to make this plan possible," said McSpedon.

An access shaft measuring approximately 65 feet wide, 130 feet long and 85 feet deep, will be constructed at the lot to lower equipment into the ground and remove dirt. Huge mining machines will travel south below Vermont and west below Hollywood Boulevard.

LACTC is expected to award the construction contract in April, 1992. Construction would begin in late next summer. The worksite at the Barnsdall site will exist for approximately 3 1/2 years.

On the segment 2 route, Metro Red Line service to Wilshire/Western begins in 1996; service to Hollywood and Vine opens in 1998. The first segment from Union Station to Wilshire/Alvarado has just been advanced three months to open in June, 1993.

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NOVEMBER 27, 1991

CONTACT: ROBERTA TINAJERO/STEPHANIE BRADY
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FOR IMMEDIATE RELEASE

IMPROVED METRO BLUE LINE TICKET MACHINES EXCEEDING PERFORMANCE STANDARDS

Tattered dollars and slightly bent coins can still get you a ride on the Metro Blue Line now that the system's self-service fare machines have undergone some modifications, making the machines more "user-friendly."

"Work on the ticket machine's software and hardware systems have made the bill and coin acceptance units more tolerant to washed out dollars and older coins," said Ed McSpedon, CEO/president of the Rail Construction Corporation.

"Regular monitoring of the equipment, has shown that the performance is exceeding reliability requirements," said McSpedon. He also noted that the machines are highly resistant and no break-ins have occurred since the Blue Line opened over a year ago.

The Los Angeles County Transportation Commission today approved purchase of 65 of the same machines for the second segment of the Metro Red Line. All of the county's future Metro Rail will share the same ticket vending system.

State-of-the art computer technology enables the fare equipment to perform dozens of complex tasks efficiently and reliably, including reporting any malfunction or attempted

(MORE)

IMPROVED METRO BLUE LINE TICKET MACHINES EXCEEDING PERFORMANCE STANDARDS

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break-in to a centralized computer via a communication fiber-optic system; accepting currency up to five-dollar bills; recirculating received coins to give change; and automatically providing audit, service and maintenance information to the Central Control Facility.

RCC is working with the RTD, the Metro Blue Line's operator to developing pictogram instructions for the machines. "Instructions are currently in English and Spanish, but we want to serve all of L.A.'s diverse population," said McSpedon.

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NOVEMBER 27, 1991

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FOR IMMEDIATE RELEASE

METRO STATION DESIGN TO ENHANCE HOSPITAL CENTER

Metro Rail planners have been working closely with the city of L.A. and the three major hospitals in the Sunset Boulevard/Vermont area to create a joint development project that includes a multi-purpose plaza near the station -- similar to the popular open-air rail station plazas of Japan and Europe.

The Los Angeles County Transportation Commission (LACTC) and its subsidiary, the Rail Construction Corporation (RCC) have reviewed the early design of the underground station at the site to explore the potential for commercial development at the station entrance, as well as to accommodate plans for a therapeutic, entertainment and research center. The Starbrite Pavilion Foundation is working with Children's Hospital to build the center near the station site.

"This joint development venture is a win-win situation -- this one-of-a-kind pavilion and plaza would provide convenient services to the high volume of people who pass through the area, as well as provide revenue to help offset operations costs," said Don Knabe, chair of the LACTC/RCC Joint Development Ad Hoc Committee.

The hospitals in the area are Children's Hospital Los Angeles, Queen of Angels/Hollywood Presbyterian Medical Center, and Kaiser-Permanente's Los Angeles Medical Center.

(MORE)

METRO STATION DESIGN TO ENHANCE HOSPITAL CENTER

November 27, 1991

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"We want our Metro station design to be compatible with Starbrite's plans and make the area more accessible to pedestrians and visible to passengers," said Knabe.

A decision to move the station's entrance from mid-block to the northeast corner of Sunset/Vermont was approved by the LACTC today.

The LACTC is researching costs of the relocation, estimated to be between \$1 million and \$2.7 million, as well as studying the potential income for the rail project from the retail services in the station.

The redesign of the station entrance does not effect the project schedule.

The RCC will build a second elevator for the station and has asked for further study into providing a bus layover stop. "The area around the station is unique, in that it contains one of the largest concentrations of medical facilities in the county, and demand for public transit in the area is high," said Knabe.

Included in the Starbrite Pavilion plans are a 350-seat theater and facilities to broadcast entertainment to other medical centers throughout the world.

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DECEMBER 4, 1991

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FOR IMMEDIATE RELEASE

LOCAL MOBILITY/AIR QUALITY GETS A BOOST FROM TRANSPORTATION BILL

Transportation officials toured the underground Pershing Square Metro Rail station today as part of a review of local projects recently boosted by a \$151 billion federal transportation bill.

For Los Angeles, the new Surface Transportation Act includes \$1.230 billion in federal funds to build 11.6 miles and at least seven additional stations by 2001 of Metro Red & Orange Lines to North Hollywood, to Pico/San Vicente, and into East Los Angeles.

"The Metro Rail system planned for the entire county is becoming a reality because of the federal contribution from the Urban Mass Transportation Administration," said Mayor Tom Bradley.

"Los Angeles stands to benefit from the legislation in other ways as well. We will share in the new \$835 million to improve air quality and traffic congestion," said Bradley, citing California's share of the new \$6 billion federal program.

Additional federal funding includes \$183 million in special projects for L.A. county including the Santa Monica Boulevard transitway, Alameda corridor, commuter rail, and highway projects along the Harbor and Long Beach freeways.

(MORE)

LOCAL MOBILITY/AIR QUALITY GETS A BOOST FROM TRANSPORTATION BILL

December 4, 1991

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"For the first time, the bill gives us the flexibility to allocate the funds directly into projects that are best suited to address local transportation problems, whether it be rail, highways or buses," said Ray Grabinski, LACTC chair.

"California will get more than \$15 billion of the federal funds. That represents a return of more than 90% of the federal gasoline taxes that Californians pay, compared to the prior guaranteed return of 85%," said Michael Antonovich, L.A. County Supervisor and LACTC Commissioner.

"We can now choose the appropriate modes of transportation that can best get people to where they need to go. For instance, in the north county, \$3.6 million has been designated for the design and engineering of a new interchange at the Antelope Valley Freeway and Avenue P-8 in Palmdale. This work is the first step in relocating a major state highway that cuts through the heart of a populated city."

The Pershing Square station, the site of today's press conference, is one of five underground stations along Segment 1 of the Metro Red Line, set to open in June of 1993.

The station is expected to be the busiest subway station along the entire route, with almost 50,000 passengers expected to pass through daily.

From the Pershing Square Station, passengers will have close access to downtown's jewelry mart, Grand Central Market, the Biltmore Hotel, and Broadway Street.

Twelve brightly colored neon forms hang from the station top, casting a glow onto the stations aluminum ceiling, wall panels and columns. The neon geometric pieces are part of the LACTC's Art for Rail Transit (A-R-T) program and are the work of artist Stephen

(MORE)

LOCAL MOBILITY/AIR QUALITY GETS A BOOST FROM TRANSPORTATION BILL

December 4, 1991

Page 3

Antonakos. The shapes compliment the geometric patterns throughout the station's flooring and walls.

"This station has a sense of historical surroundings in that it will put passengers just yards away from the refurbished Angel's Flight to Bunker Hill, as well as close walking distance to the landmark Bradbury Building and Million Dollar Theater," said Grabinski.

With all heavy underground construction complete, emphasis is now on finishing work -- installing escalators, tiling, and electrical equipment in preparation for system testing.

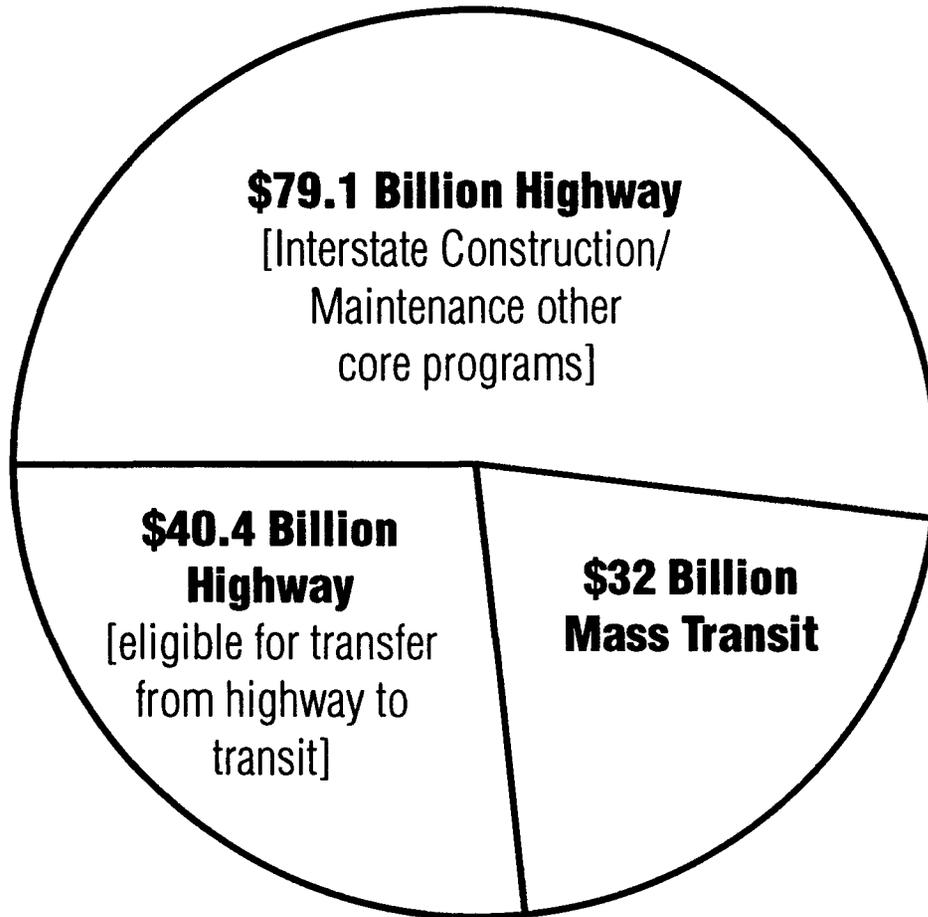
Testing of the Metro Red Line vehicles and tunnel systems begins this month.

Segment 1 from Union Station to the Westlake Station at Wilshire/Alvarado will open three months ahead of schedule in June, 1993.

#



Federal Transportation Program



\$151 Billion 1992-1997

Major Program Elements

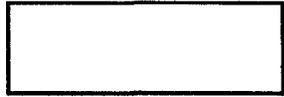
- **Mass Transit** \$32 Billion
- **National Highway System** \$21 Billion
(50% transferability
to Mass Transit)
- **Surface Transportation Program** \$23.9 Billion
(100% transferability)
- **Congestion Mitigation/ Air Quality** \$6 Billion
(100% transferability)
- **Interstate Maintenance-Completion** \$25 Billion
(i.e. Anderson/ Century/
I-105 Freeway)
- **Other Highway Programs** \$43 Billion

TOTAL

\$151 Billion
(up to \$71.5 Billion
earmarked or eligible
for mass transit)

Metro Red and Orange Lines

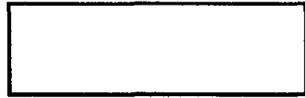
SEGMENT 1



4.4 Miles
5 Stations

Opens 1993

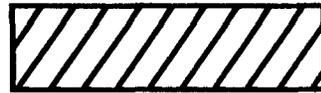
SEGMENT 2



6.7 Miles
8 Stations

Wilshire/ Western Opens 1996
Hollywood/ Vine Opens 1998

SEGMENT 3



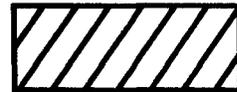
6.3 Miles
3 Stations

To North Hollywood



3 Miles
At Least 2 Stations

To Whittier/ Lorena



2.2 Miles
2 Stations

To Pico/ San Vicente

Opens 2001

**Segment 3 Total 11.6 Miles
At Least 7 Stations**

By 2001— 23 Miles of Subway will operate to San Fernando Valley, East Los Angeles and Westside/ Mid-City

Projects of National Significance for Los Angeles County

<input type="checkbox"/>	Santa Monica Blvd. Transitway (Phase 1– Between 405 Freeway and Beverly Hills)	\$ 23.9 million
<input type="checkbox"/>	Palmdale Avenue P-8 (8 Lane Bypass to relieve Route 138/Palmdale Blvd. congestion)	3.6 million
<input type="checkbox"/>	LAX/Sepulveda Tunnel widening	8.95 million
<input type="checkbox"/>	I-110 Harbor Transitway (Extension from 10 Freeway North to Center City West)	10.1 million
<input type="checkbox"/>	Long Beach Freeway (710 HOV) Improved airport access	7.4 million 8.5 million
<input type="checkbox"/>	Grade separations (separating rail/ roadway crossings; includes Alameda Corridor & LOSSAN - L.A. to Orange County Corridor)	100 million (total)

TOTAL LA COUNTY FUNDING

\$182.85 million

1



DECEMBER 4, 1991

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FOR IMMEDIATE RELEASE

**TRANSPORTATION AGENCIES AGREE ON FORMATION
OF SINGLE POLICY BOARD FOR LOS ANGELES COUNTY**

The Los Angeles County Transportation Commission and the Southern California Rapid Transit District officials agreed today to form a single joint policy board which would act as the transportation authority for Los Angeles County. On a motion proposed by Mayor Tom Bradley, the LACTC and SCRTD will merge, creating a body called the Los Angeles County Metropolitan Transportation Authority.

"This is a red-letter day for all Los Angeles residents," said Mayor Bradley in announcing his motion. "With the largest public works project in the nation under way, the merging of these two organizations could not have come at a better time. The action taken today will help to streamline our efforts to deliver the most effective transportation alternatives possible in a cost effective manner."

In addition to voting to create a single Authority, Commissioners agreed to preserve Municipal Operator funding, maintain current labor agreements, and set an orderly transition for creation of organizational units which include rail construction, planning, and bus and rail operations. Additionally, the Commission agreed to the composition of a Single Policy Board with the following breakdown: five members of the Los Angeles County Board of Supervisors; four City of Los Angeles appointees including the Mayor, one City Councilmember and two citizens appointed by the Mayor; four members of the Los Angeles County City Selection Committee selected to represent four areas of the County; and one ex-officio member appointed by the Governor.

(MORE)

**TRANSPORTATION AGENCIES AGREE ON FORMATION
OF SINGLE POLICY BOARD FOR LOS ANGELES COUNTY**

December 4, 1991

Page 2

"Los Angeles is now on track with the most important reorganization matters of this decade -- transportation," said RTD Board President Marvin Holen. "The decision taken today will impact the lives of everyone who lives and works in this region. It is essential, therefore, that this newly created transportation organization give equal weight to the needs of all segments of our population. It will and must recognize the importance of bus riders, auto users and rail commuters in order to strike a balance between the needs of transit now and in the future."

Indeed, AB 1784 (Katz) required the LACTC and SCRTD to submit a plan to the legislature by January 1, 1992 which reorganized the agencies to provide "a unified comprehensive institutional structure which requires maximum accountability to the people." The approved plan also increases local input into funding and service delivery policy decisions by having common policy board members and four voting members of the 87 cities which make up Los Angeles County.

"The action taken by both boards today allows us to create the unanimity necessary to continue the work we began several years ago," said LACTC Executive Director Neil Peterson. "We have taken a giant step forward to ensure that the transportation improvements we've planned, and the taxpayers of this county have demanded, continue. The legislature asked us to create consensus among the local agencies and that is exactly what we have accomplished."

The reorganization plan will now be submitted to the Chairmen of the Assembly and Senate Transportation Committees for review. The reorganization plan outlines a timetable which proposes orderly transition to commence following action taken by the legislature.

"Protecting the availability of transit for the people who use it everyday is the most important thing that can be achieved by the reorganization. I am confident the new board will do its utmost to achieve this goal," concluded Alan F. Pegg, RTD General Manager.

#

MOTION

LACTC/SCRTD REORGANIZATION

At the December 4, 1991 Joint meeting, the LACTC and SCRTD Board of Directors approved Mayor Bradley's motion with amendments as indicated below:

1. Approve the principle of a Single Policy Board.
2. Approve the following other principles of reorganization:
 - A. Create the Los Angeles County Metropolitan Transportation Authority which shall be the single governing policy board of the SCRTD and the LACTC.
 - B. The appointing authorities shall have 90 days to appoint members to the Authority. The Board of Directors of the SCRTD and the governing body of the LACTC shall remain in existence during this period, and during an additional 90 days while the new Authority is meeting to discuss organizational issues. The Authority may delegate duties to these boards during the second 90-day period.
 - C. To provide for a smooth transition, SCRTD and the LACTC shall remain in existence as legal entities for nine months after the effective date of the legislation. After nine months, the Authority becomes the successor to the SCRTD and the LACTC.
 - D. Mandatory creation of an operating organizational unit for former SCRTD bus and rail operations. This operating organizational unit will be subject to all statutes providing for the protection of labor unions.
 - E. Allow for the creation of organizational units such as an organizational unit to assume the construction responsibilities for all exclusive public mass transit guideway construction projects in Los Angeles County and a transportation planning and program organizational unit which would include responsibilities for street and highways activities.

- F. Provide that the Authority shall, at a minimum, reserve to itself exclusively, all of the following powers and responsibilities:
- Set overall goals and objectives;
 - Adopt aggregate budget for all organizational units;
 - Add included municipal operators;
 - Approve final rail corridor selections;
 - Approve final labor contracts;
 - Adopt Subcommittee/Organizational Sub-Unit/Subsidiary structure;
 - Select a Chief Executive Officer for the Los Angeles County Metropolitan Transportation Authority;
 - Appoint Committee/Subsidiary Board members;
 - Delegate Committee/Organizational Sub-Unit/Subsidiary Board Authorities/Responsibilities; and
 - Conducting hearings and setting of fares.
- G. Allows for delegation by the Authority of powers and responsibilities to organizational units, including, but not limited to, the following:
- The power of eminent domain;
 - Approval of contracts where such approval is not reserved exclusively to the Authority; and
 - Hearing and resolving bid protests.
- H. Provide that the creation of the Authority shall not increase or decrease the rights or obligations of labor unions with respect to existing collective bargaining agreements and 13(c) agreements.
- I. Provide that the Authority shall not be restricted by the terms of any collective bargaining agreement or any other agreement with a labor union entered into by the SCRTD except when the Authority is acting pursuant to the statutory rights and powers of the SCRTD.
- J. Provide for the appointment of a Chief Executive Officer of the Authority and reserve to the Authority the right to appoint or approve the heads of organizational sub-units and such other officers as a Chief Financial Officer, a Board Secretary, a General Counsel, and an Inspector General.

- K. Provide for retention of provisions similar to those contained in SB1 relating to the preservation of the funding shares for the municipal operators, and requiring a two-thirds approval of the Authority to change the funding formula.
3. Establish the composition of the Single Policy Board, as follows:
- The 5 members of the Los Angeles County Board of Supervisors. In the event that the number of members of the Los Angeles County Board of Supervisors is increased, the Authority shall within 60 days of said increase submit a plan to the Legislature revising the composition of the Authority.
 - 4 City of Los Angeles (Mayor, one city council member and two citizens appointed by the Mayor).
 - 4 members (Mayor or City Council Members of Cities) appointed by the city selection committee selected to represent the four areas of the county (see attached map). The representatives of each area will be voted on by the cities in that area with each city having a vote in proportion to their population, similar to the existing RTD corridor selection process. They will serve four-year staggered terms with no term limitation. In the North County/San Fernando Valley area (Area #1 in the map), the voting representative will alternate annually during the four-year term between a representative of the cities in North County and a representative of the cities in the San Fernando Valley.
 - If the City of Los Angeles' population should fall below 35% of the incorporated population of the county at some point in the future, one representative would be added to the non-City of Los Angeles representatives, and one subtracted from the City of Los Angeles representatives.
 - 1 Ex-officio member appointed by the Governor.
4. Approve the following policy regarding employee transition issues:
- The Authority shall make all reasonable efforts to fill vacant positions from existing employees of the LACTC and SCRTD. All reductions in staffing levels resulting from reorganization shall to the extent practicable be accomplished through attrition. In the event layoffs become necessary, employees shall be given 6 months notice of separation or provided continued payment of salary and benefits for a period of 6 months after layoff.
5. Direct joint staffs to prepare technical changes to the attached draft legislation, as are necessary to implement this motion, for submittal to an author/co-sponsors.
6. Transmit the plan to the State Legislature (Chairmen of the Transportation Committees for the State Assembly and Senate.)
7. Continue to refine the roles, responsibilities and structure of the organizational units, subsidiaries, boards and/or committees of a Single Policy Board. (Item #7 was Tabled).



News

December 12, 1991

CONTACT: CLARA POTES-FELLOW/STEPHANIE BRADY
LACTC NEWS TRANSPORTATION BUREAU
(213) 244-6566 244-6792

FOR IMMEDIATE RELEASE

**CITY OF AVALON GETS \$1.5 MILLION IN STATE FUNDS
TO REPAIR FERRY TERMINAL**

The California Transportation Commission (CTC) allocated \$1.5 million to the City of Avalon for the repair and reconstruction of the Cabrillo Mole public ferry terminal and docks.

The funds, allocated Wednesday, from Proposition 116, were officially requested by the Los Angeles County Transportation Commission (LACTC) on behalf of the City of Avalon.

"The docks, terminal and surrounding ground access will be rebuilt to adequately handle the increased boat activity and passenger loads," said LACTC Commissioner Jacki Bacharach. "The existing terminal and docking area was built more than 20 years ago to accommodate two daily ferry arrivals. That activity has increased to 149 passenger ships with 22 arrivals and 22 departures daily, serving approximately 1.4 million passengers."

"Reconstruction of the terminal will cost \$4 million paid with Community Improvement Agency bonds, loans from the State Department of Boating and Waterways, state funds from Prop 116, and LACTC funds from Proposition A," said Chuck Prince, Avalon's city manager.

The dock area will be redesigned to allow more ferries to arrive and depart simultaneously. It will also separate private vessels from the ferries.

(MORE)



**CITY OF AVALON GETS \$1.5 MILLION IN STATE FUNDS
TO REPAIR FERRY TERMINAL**

December 12, 1991

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Vehicle and pedestrian access to the facility will be improved by rerouting and widening the existing roadways, sidewalks and ground transportation areas. A new baggage handling area will be built adjacent to the arrival and departure gates.

The new facilities will provide an enclosed passenger waiting area which will hold a larger number of passengers. The redesigned facilities will enhance handicapped and bicycle access through the terminal area. Concession and restroom areas also will be enlarged.

The cross channel carriers provide affordable transportation for the average 3,000 year-round island residents and approximately 5,000 daily users. Access to the island, located 26 miles off the coast from the mainland, is limited to sea vessels and aircraft.

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DECEMBER 16, 1991

CONTACT: ROBERTA TINAJERO/STEPHANIE BRADY
LACTC TRANSPORTATION NEWS BUREAU
213/244-6565; 244-6792

FOR IMMEDIATE RELEASE

UNDERGROUND TUNNELING BEGINS ON METRO RED LINE SEGMENT 2

An enormous tunneling machine that will build the subway tunnels for Segment 2 of the Metro Red Line began its underground journey today 60 feet below the ground. The tubular shield that works like a 200 ton cookie cutter pushing through the earth, will travel from MacArthur Park northwest to Wilshire/Vermont and then further west to Wilshire/Western.

"Depending on the type of soil we encounter, we will be moving about 60 feet a day," said Ed McSpedon, CEO/president of the Rail Construction Corporation (RCC), the design and building subsidiary of the Los Angeles County Transportation Commission (LACTC).

"The tunnel equipment will pass unnoticed since all surface activity associated with the tunnel will be from the worksite at the excavated MacArthur Park lake," said McSpedon.

The cutter or "tunnel shield" is 22 feet in diameter and 185 feet long with all its extending attachments. It advances with the help of hydraulic push cylinders. The sixteen 100 ton push "rams" are capable of exerting six million pounds of force on the cutting edge.

The shield operator works the controls for the machine from a console located in the shield body. Once pushed into the earth, it becomes embedded underground and eventually becomes part of the tunnel when it reaches the end of the line. About 55 workers are at the MacArthur Park construction site for the tunneling project.

(MORE)

UNDERGROUND TUNNELING BEGINS ON METRO RED LINE SEGMENT 2

December 16, 1991

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About 850 cubic yards of dirt will be dug out daily by a digger, resembling a back-hoe bucket, in the shield. The soil is taken away on a conveyor belt extending from the tunnel shield, carted out of the tunnel in small railroad cars, and later trucked from the site.

The tunnel walls are formed by four segments of precast concrete rings that are wedged into place by a metal ring attachment to the tunnel shield. A second concrete wall layer is poured into place with forms.

Sandwiched between the double layer of concrete tunnel walls is a thick white plastic liner made of high density polyethylene that protects against gas and water leaks. The plastic is the same composition as the HDPE plastic grocery bags that are common in most households except that it is 50 times thicker or 1/8 inch thick.

The tunnel shield also features sensitive gas detection sensors that automatically shut down the equipment and warns personnel in the event gas is detected beyond a threshold limit. Air ventilation fans provide underground workers with fresh air.

Tutor, Saliba, Perrini is the construction contractor building the two-mile segment from Wilshire/Alvarado to Wilshire/Western, as well as three stations along Wilshire at Vermont, Normandie and Western.

The \$44.5 million MacArthur Park contract includes \$6 million for the restoration and beautification of the lake and its surrounding area. Workers will install a new lake lining and aeration system, as well as replace the lake's fountain. The entire walkway around the lake will be redesigned and replaced as well as the planters, benches and storm drains. A modern lighting system is also planned. The park area will be restored in late 1993.

(MORE)

UNDERGROUND TUNNELING BEGINS ON METRO RED LINE SEGMENT 2

December 16, 1991

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On this 6.7 mile segment 2 route, Metro Red Line service to Wilshire/Western begins in 1996; service to Hollywood and Vine opens in 1998. The first segment from Union Station to Wilshire/Alvarado has recently been advanced three months to open in June, 1993.

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December 18, 1991

CONTACT: ROBERTA TINAJERO / STEPHANIE BRADY
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FOR IMMEDIATE RELEASE

LA COUNTY GAINS BILLIONS IN NEWLY APPROVED TRANSPORTATION ACT

President Bush today signed into law the Federal Surface Transportation Act which will give Los Angeles \$1.230 billion in federal funds for rail transit projects and over \$182 million for highway projects. This is a highly significant bill for Los Angeles, which receives the largest lump sum of money for a "new start" rail project.

These federal funds will add another 11.6 miles of Metro Rail including at least seven additional stations.

Special language was written into this bill which will guarantee an East-West Metro Rail extension called the Orange Line, extending to East Los Angeles, and Pico & San Vicente. It requires these Orange Line extensions be completed simultaneously with the Red Line extension into North Hollywood by 2001. This section of the transportation bill will create 3,000 - 5,000 local jobs.

The local share will also fund highway projects such as the Santa Monica Boulevard Transitway, the Palmdale Avenue P-8 project, the LAX/Sepulveda Tunnel widening, the I-110 Harbor Transitway, the Long Beach Freeway HOV project, and various grade separations between Los Angeles and Orange Counties.

(MORE)

LA COUNTY GAINS BILLIONS IN NEWLY APPROVED TRANSPORTATION ACT

December 18, 1991

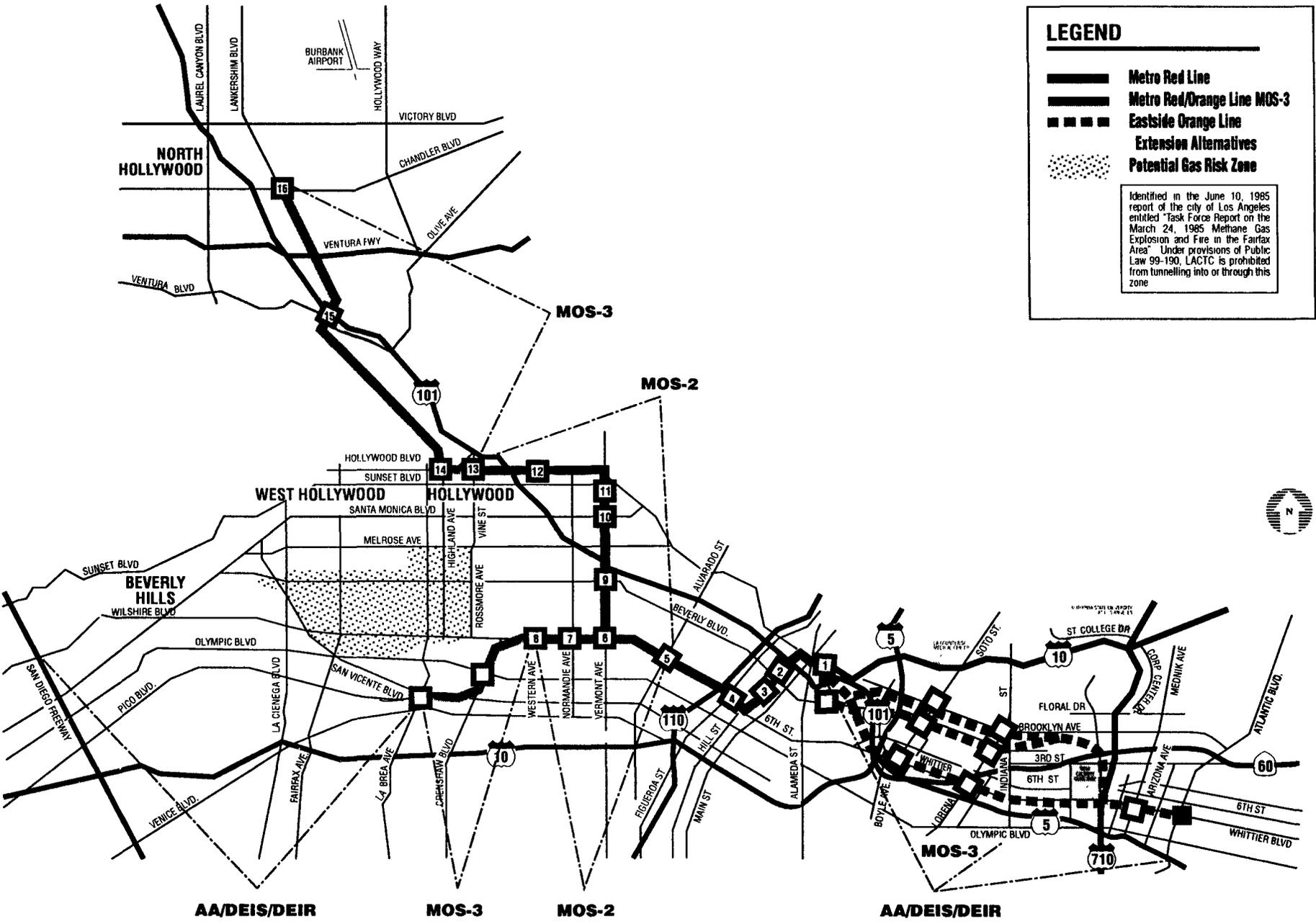
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"For the first time, the bill gives us the flexibility to allocate the funds directly into projects that are best suited to address local transportation problems, whether it be rail, highways or buses," said Ray Grabinski, LACTC chair. California will get more than \$15 billion of the allocated \$151 billion in federal funds. That represents a return of more than 90% of the federal gasoline taxes that Californians pay, compared to the prior guaranteed return of 85%.

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MOS-3/Segment 3 - 1991 Approved Federal Authorization H.R. 2950 (Operating 2001)



LEGEND

- Metro Red Line
- Metro Red/Orange Line MOS-3
- Eastside Orange Line
- Extension Alternatives
- Potential Gas Risk Zone

Identified in the June 10, 1985 report of the city of Los Angeles entitled "Task Force Report on the March 24, 1985 Methane Gas Explosion and Fire in the Fairfax Area" Under provisions of Public Law 99-190, LACTC is prohibited from tunnelling into or through this zone





DECEMBER 18, 1991

CONTACT: ROBERTA TINAJERO/STEPHANIE BRADY
LACTC TRANSPORTATION NEWS BUREAU
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FOR IMMEDIATE RELEASE

METRO GREEN LINE VEHICLES ON ORDER

The Los Angeles County Transportation Commission today awarded a \$121 million contract to Sumitomo Corporation of America to build 41 automated, driverless cars for the Metro Green Line. The contract requires a percentage of materials to be manufactured both within Los Angeles County and within the United States.

"This is the first time that one of our contracts calls for Los Angeles County content," said Ray Grabinski, LACTC chair. "This action is the beginning of a trend to give preference to goods and services produced locally. We're working to put our tax dollars to work to benefit our local economy and create more jobs," he said.

Sumitomo exceeded the 10% local content goal -- 12.5% of parts and services will be provided by L.A. county businesses, representing \$15.2 million. Seventeen local businesses will provide goods such as metal parts, electrical components, signage, and the production of maintenance manuals. Service work includes tasks such as final assembly of the vehicles, equipment leasing and real estate services.

(MORE)

METRO GREEN LINE VEHICLES ON ORDER

December 18, 1991

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Sumitomo exceeded the 15% goal for domestic content by 7%. "We are pleased that 22% of the cars' parts and services will be produced here in the United States," said Grabinski. "Across the nation, people will be working on our rail project. Train wheels will be manufactured in Pennsylvania, windows in Kentucky, doors in Illinois, lighting equipment in Connecticut, and couplers in South Carolina," said Grabinski.

Sixteen of the U.S. firms, representing 10.35 % of the work on the vehicles, will be done by minority firms.

The contractor was recommended by an evaluation panel of six rail experts from around the world. The panel cited a unanimous technical preference for Sumitomo of America for the complex, high- tech vehicles. "The Metro Green Line vehicles and their control system represent the leading edge in the use of existing technology," said Maurice Carter, chairman of the panel. The panel concluded that the "risk to securing reliable equipment would be lessened by selecting Sumitomo."

Only three other automated rail lines are operating in the world -- in Lille, France; Vancouver, Canada; and London, England.

The LACTC again reaffirmed its decision to make the Metro Green Line an automated rail line. "Earlier commitments were made to the communities along the corridor that Los Angeles should have one of the most modern rail technologies available in the world," said Mayor Tom Bradley. "A decision like this moves us further into the future. We're developing systems that in the long run will be more beneficial to the public."

In a related action, the Commission approved a motion to direct that the line's North Coast extension to Westchester be included among other candidate rail transit projects on

(MORE)

METRO GREEN LINE VEHICLES ON ORDER

December 18, 1991

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LACTC's 30 Year Plan. Work will continue on finding the best route to serve the LAX area. Currently, a task force, made up of several agencies, is studying not only the extension into the area, but also a People Mover and a high-speed rail system to Palmdale. The joint effort is helping to assure that transportation projects planned for the LAX area will be built in the most efficient economical and environmentally sensitive manner possible.

The 20-mile Metro Green Line will run along the center of the new I-105 freeway from Norwalk to El Segundo, and extend about three miles into the LAX area. It is scheduled to begin service in May, 1995.

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DECEMBER 30, 1991

CONTACT: ROBERTA TINAJERO/STEPHANIE BRADY
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213/244-6565, 244-6792

FOR IMMEDIATE RELEASE

**PUBLIC HEARING SET ON DRAFT PLAN OF TRANSPORTATION SERVICE FOR THE
DISABLED**

The public is invited to comment on a draft plan of a countywide transportation project that will serve severely physically or mentally disabled persons at a public hearing organized by the Los Angeles County Transportation Commission.

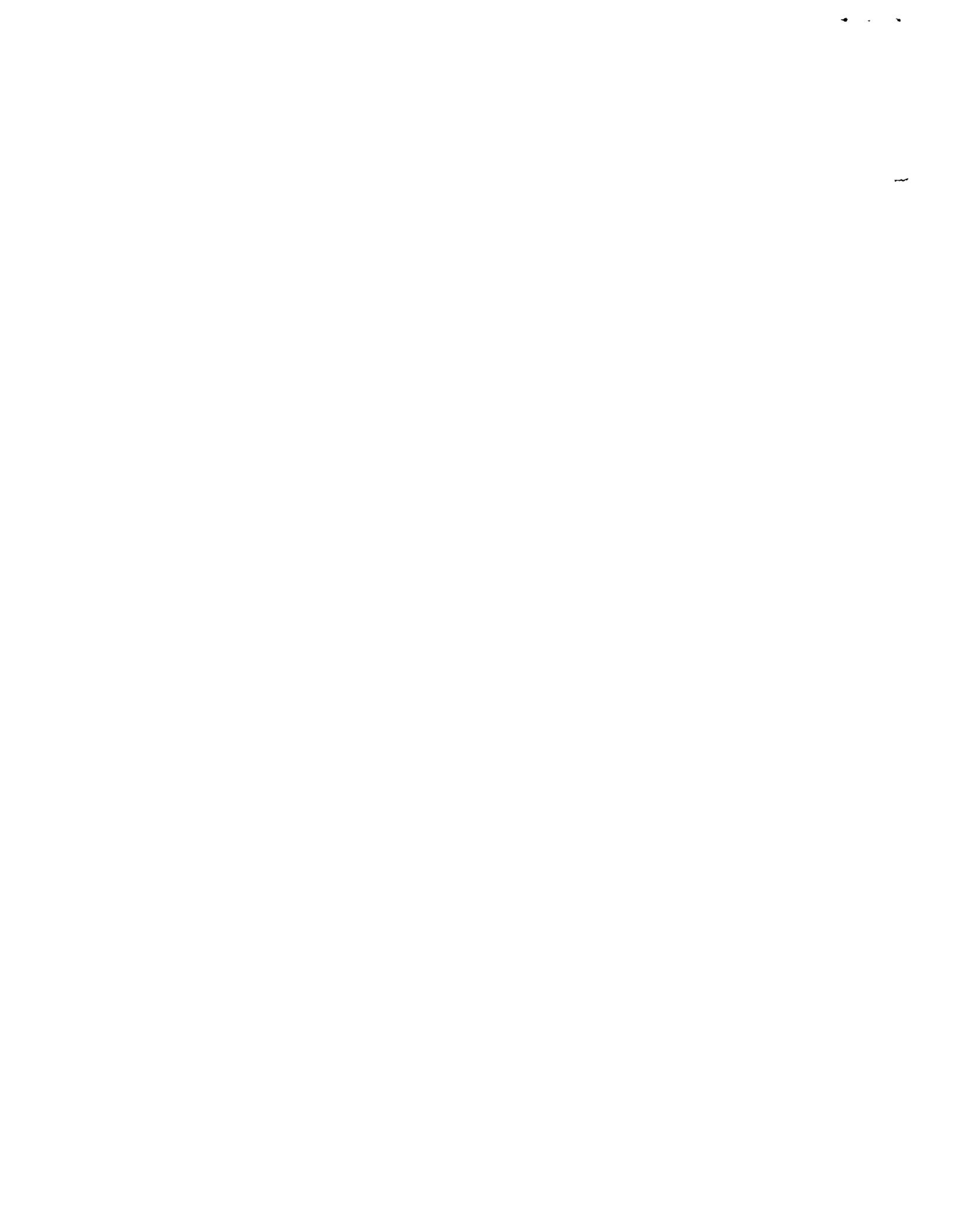
The plan is federally mandated by the Americans with Disabilities Act of 1990 (ADA) which calls for demand-responsive transportation service to be provided to those persons with disabilities who cannot board, ride or disembark from a regular bus or rail system.

The interim plan proposes to establish a network of public and private "paratransit" operators who will provide service to ADA eligible individuals without duplicating existing dial-a-ride and other specialized transit services throughout the county.

The public hearing is:

Wednesday, January 8, 1992
1:30 p.m.
Hall of Administration
Board Hearing Room, 3rd Floor
Los Angeles

(MORE)



**PUBLIC HEARING SET ON DRAFT PLAN OF TRANSPORTATION SERVICE FOR THE
DISABLED**

December 30, 1991

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Based on comments received from the public, the LACTC will revise the draft plan and prepare a first year plan to be submitted to the U.S. Department of Transportation by July 26, 1992.

The LACTC serves as the county's appointed Consolidated Transportation Service Authority. The CTSA currently is operating a demonstration access project in the east San Gabriel Valley. The program "Metro Access" is a curb-to-curb transportation service provided in addition to the local dial-a-rides covering 15 cities and unincorporated areas. Eligible users are able to call for same day service when they need a ride.

A copy of the plan may be obtained by calling 213/244-6284 or TDD 244-6908. Written testimony can be sent to the LACTC, 818 W. Seventh St, Suite 1100, LA 90017, attn. Deidre Heitman.

Limited handicapped parking for the public hearing will be available at Lot 20 across from the County Administration building. Specialized transportation is available for persons with disabilities who cannot use the fixed-route bus system by calling 1-800-827-0829. Sign language interpreters will be provided.

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