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| **Monday, October 5, 2009****20091005-1**In this issue: |
| **LA City Council Information Technology Committee Approves Resolution to Study High Speed Rail Options in Downtown LA**Today, the Los Angeles City Council Information Technology & Governmental Affairs Committee approved a Resolution by Councilmembers Ed Reyes and Jan Perry requesting that the California High Speed Rail Authority (CHSRA) include more than one potential site in its study of possible locations for a downtown LA rail station. City staff, CHSRA staff and we reported to the committee that we have formed a working group to identify a viable route within an envelope between Union Station and the Los Angeles River. Last month the Council's Ad Hoc River Committee heard a related item and directed City Planning staff to work with other city departments and us on station options.**News Release Issued on Eastside Rail Safety Report**Media Relations issued a news release today noting that an independent panel of rail transit safety experts has concluded that the new Metro Gold Line to East Los Angeles has been designed and built to operate safely. The release notes that the report comes as we continue testing trains and training operators for service which is expected to begin this fall on an extension of the Metro Gold Line, which now connects downtown Los Angeles and Pasadena. The six mile extension will feature eight new stations (two underground) between Union Station in downtown Los Angeles and Atlantic/Pomona boulevards in East Los Angeles via Little Tokyo, the Arts District and Boyle Heights. A third of the Eastside alignment is underground. Also noted is the fact that Metro CEO asked three renowned rail safety and operations experts from across the country, who have a combined total of more than 100 years of experience, to do a critical review of the Eastside Extension and advise if its safety features were sufficient. In late June and early July of this year the panel spent a week studying every aspect of the new Metro Gold Line Eastside Extension including rides on test trains.  The safety reported noted -- “The operational characteristics of the Eastside Extension are not unlike many other light rail operating environments in the United States,” according to the panel report. “It has been designed to be a safe, efficient and effective extension of the Pasadena Gold Line. The at-grade crossings have incorporated design features to promote the safe movement of trains and motor vehicles through these intersections.” The rail safety panel also noted the street running segment of the Metro Gold Line extension, where trains operate in the middle of the street at no more than 35 miles-per-hour within the posted speed limit for vehicular traffic, is typical of many light rail lines in North America that operate without any crossing gates.Link To Press Release:   <http://www.metro.net/news_info/press/Metro_150.htm>**Metro to Hold Five Community Meetings on Harbor Subdivision Study**Media Relations distributed a news release today noting the Metro will hold five community meetings later this month to update the community on the findings of the Alternative Analysis Study (AA) for the Harbor Subdivision Transit Corridor. The study, launched in September 2008, is examining potential transit service along the Metro-owned Harbor Subdivision, a freight rail corridor approximately 26 miles in length that traverses southwest Los Angeles County from Vernon to Wilmington. The release notes that together with the planned Crenshaw Transit Corridor, the Harbor Subdivision would establish a north-south transit link connecting the downtown Los Angeles area to LAX and potential South Bay destinations. The meetings will be held from Oct. 19 through Oct. 22 at various locations along the Wilshire corridor. Link to Press Release:   <http://www.metro.net/news_info/press/Metro_161.htm> |
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