



METRO MOVES

MOVING LOS ANGELES INTO THE 21st CENTURY



As a part of its integrated Metro System, on July 1, LACTC, CalTrans, and the California Highway Patrol officially inaugurated the "Freeway Service Patrol", a special fleet of tow trucks that will swiftly remove disabled cars from freeway lanes during prime commuting periods. In just the first 2 days of the program, a total of 359 stranded motorists were helped.

Integrated Metro System Plan Unveiled

A \$139 billion transportation blueprint highlighting a sprawling rail network and an enhanced bus system was unveiled at the May meeting of the Los Angeles County Transportation Commission (LACTC) meeting. The draft document, called the integrated Metro Plan, is part of a 30-year strategy to slash Southland gridlock.

The plan proposed by LACTC's staff calls for spending \$70.7 billion between now and the year 2020 to operate 4,200 buses, an

increase from today of about 1,700 vehicles, and designates \$45.9 billion for a 300-mile rail system that combines an urban subway with light and commuter rails. Highway improvements amounting to \$17.3 billion include carpool lanes, tow trucks, park-and-ride lots, bikeways, and call-boxes; and \$5.3 billion is slated for transportation demand management and rideshare programs.

Primarily funded from local revenues and supplemented from state, federal and private resources, these tax dollars were supported by voters under Proposition A in 1980 and

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THE METRO RED LINE HEADS FOR MID-WILSHIRE

Work Begins on Second Segment

Hollywood's Wiltern Theater was upstaged early last month by a dramatic event that took place across the street from the landmark theater. Bulldozers and public officials alike were on hand June 13 to break ground for construction of the second segment of L.A.'s first subway system, the Metro Red Line.

The rail line, an 18-mile underground heavy rail system that will serve the densely populated regional core of Los Angeles County, is currently being built by LACTC's subsidiary, the Rail Construction Corporation. The first 4.4-mile segment — from Union Station to the intersection of Wilshire Boulevard and Alvarado Street — is scheduled to open in September, 1993.

The line's second segment will be completed in two phases over the next seven years and will run a total of 6.7 miles. The first phase of this segment, from MacArthur Park to a station near the Wiltern at the corner of Wilshire Boulevard and Western Avenue, is scheduled to open in 1996, and the second phase, to Hollywood Boulevard and Vine Street, will open in 1998.

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"Moving L.A...." continued from page 1.

Proposition C in 1990, and by Propositions 108, 111 and 116, the state bonding and gas tax measures passed last year.

In looking at the big picture, county transportation commissioners consider the draft plan a starting point from which LACTC's staff and commissioners can work — together with the local communities— to analyze its long-range feasibility. "Nothing is carved in stone at this point," said LACTC Commissioner Jacki Bacharach. "Discussion of this plan will be used as an analytical tool, helping us to fine-tune the Metro System as we go along."

Working from traffic projections, LACTC's 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.

Under the plan, the LACTC is developing an integrated transportation network — called the Metro System — which provides the traveling public with a wide range of transportation options. These options work together to attack congestion and relieve gridlock, and system components include a rail, bus and highway network. Designed as a user-friendly system, the various elements will be linked together by a common symbol — the Metro "M" logo.

"The foundation of the Metro System is already in place," said Neil Peterson, LACTC's Executive Director, "but more components will be added over the next 30 years to meet the diverse needs of the public."

A coordinated effort among the L.A. region's various transportation agencies, the Metro System provides the best use of local transportation dollars. By incorporating all of the areas' transportation systems under an umbrella system, the traveling public will have a clearer picture of its available choices.

The following symbols represent the various elements of the integrated Metro System:



METRO RAIL encompasses a 300-mile system, much of which will be built within the next 10 years, that includes light rail, subway and commuter rail. Other technologies may also be added.



THE METRO BUS SYSTEM includes all 14 bus systems in the county, in addition to the Southern California Rapid Transit District (RTD), interconnecting with each other and with other components of the Metro System.



METRO DIAL-A-RIDE are community services for the elderly and handicapped to provide short-range transportation for essential needs.



TRANSFER SITES are locations where multiple providers of the Metro System connect to provide transfer opportunities.



CALL-BOXES. 3,500 new and improved high-tech devices are located approximately every one-quarter mile along the county's 504 mile freeway system. Funded by the LACTC, these emergency phones are operated by the California

Highway Patrol.



CARPOOL LANES, known as high-occupancy vehicle (HOV) lanes, are being expanded on the freeway system to encourage motorists to share rides and reduce single occupancy vehicular traffic.



METRO TOW TRUCKS are dispatched along congested corridors in the freeway system to quickly remove minor incidents that impede traffic flow.



THE METRO HOTLINE is a special phone for motorists to call in with congestion-relieving suggestions. The public can enhance our efforts to improve mobility.



PARK & RIDE lots are strategically located throughout the Metro System to accommodate motorists who wish to drive to a point of departure and leave their cars while taking public transportation to their destination.



METRO BIKEWAYS are 500 miles of public bikeways that provide yet another mode of transportation in Los Angeles County. With our mild climate, bicycles are often used to move from one destination to another, not just for recreational use.



THE METRO FARE will ultimately be an interlinking fare system that will make it possible to purchase one ticket to be used on all Metro transportation systems. ▶



ELECTRIC BUSES are energy efficient and low maintenance. The 10 county bus lines being considered for electrification cover 150 miles and have the potential to serve 25,000 riders in 20 cities.

The integrated transportation plan will significantly impact average rush-hour commuting speeds. Without the plan in place, rush hour speeds would dip to 17 miles per hour, a 41% decline in performance. With all the Metro System components in place, average commuting speeds will only drop one mile per hour, to 28 mph, for those people who still use the freeway system in 2010. For those who take advantage of other transportation options, their travel time will be considerably less.

"We don't expect everyone living in Los Angeles County to find it convenient to use mass transportation," said Peterson, "but we're building enough varied systems over the next 30 years to provide practical alternatives to many who want out of the madness of driving on L.A.'s congested freeways." ■

"Metro Red Line..." continued from page 1

"Today's ceremony marks the beginning of the Metro Red Line's extension to Hollywood and eventually to the San Fernando Valley," said Los Angeles Mayor Tom Bradley. "Public transportation connecting major cities in the Los Angeles basin is becoming a reality."

The Metro Red Line intersects with the Metro Blue Line at a shared station at 7th and Flower streets in downtown Los Angeles. The Blue Line, a 22-mile light rail connecting Los Angeles to Long Beach, was the first completed piece of LACTC's 300-mile Metro Rail System when it opened last July. Already, more than 31,000 riders a day are using it.

"The Metro Red Line will be the backbone of the planned 300-mile rail transit system," said LACTC Chair Ray Grabinski. "The Metro Red Line's state-of-the-art technology provides riders with unequalled comfort, safety and convenience, and will make commuting a clean, fast, and easy experience."

Early signs of construction are visible along Wilshire Boulevard, where workers are relocating underground utility lines. In

approximately 10 months, workers will be underground at Western, ending most of the traffic congestion.

Metro stations are built by the "cut-and-cover" method which involves excavation from ground level, then construction of a concrete box, followed by covering the site with wooden planks, allowing traffic to continue flowing over the site while workers dig underground. The tunnels are built by underground boring which causes no traffic disruption.

"The LACTC is sensitive to the construction impacts on the surrounding community and we're in constant contact with area businesses and residents to help them prepare for the neighborhood changes," said L.A. County Supervisor Ed Edelman and LACTC Commissioner. "Sidewalks and access to all businesses in the area will remain open. Additional signage will be installed to guide pedestrians to business entrances, and storage yard areas are temporary and are not permitted on the street."

Wayne Ratkovich, who manages the Wiltern Theater located across the street from the planned station, said "We're looking beyond the temporary inconvenience to the future day when Los Angeles citizens will be able to attend a live theater performance and ride home on a Metro train. The face of Los Angeles is changing, and we are very excited that the Wiltern Theater is a stop on the Metro map."

Stewart F. Taylor, regional administrator of the Urban Mass Transportation Administration, agrees. "The Los Angeles region is becoming a recognized

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Stewart Taylor, regional administrator for the Urban Mass Transportation Administration, speaks at the Metro Red Line groundbreaking ceremony on June 13. Shown also is Neil Peterson, LACTC's Executive Director, and Travis the Owl, LACTC's School Safety Program mascot.

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leader in terms of building an innovative, multi-modal transit system with strong, local financial commitment. The federal government recognizes the local support, and has almost matched the local funding commitment by contributing 46% to this construction project."

Taylor's sentiments were echoed by Southern California Rapid Transit District's President Nick Patsouras. "Studies are under way now to bring joint development projects to the Metro Red Line stations. Public transit facilities, like Metro stations and

park-and-ride lots, generate commercial activity at a focused location and can increase property values on and adjacent to the stations. Joint development will provide revenue to help offset the original system cost and operations costs."

The \$1.4-billion project is funded by a combination of federal, state, and local dollars: \$677 million of federal funds; \$439 million from the LACTC; \$186 million from the state of California; \$96 million from the City of Los Angeles; and benefit assessment revenues to provide \$58 million.

Three major construction contracts, totaling \$178 million have already been awarded for the project: tunneling along Wilshire between Alvarado and Vermont; tunneling along Wilshire between Vermont and Western; and the station at Wilshire and Western. More bid requests will follow soon.

Extensions of the Metro Red Line are also under study from Union Station to East Los Angeles in 2001, and from the Wilshire/Western station to Pico/San Vicente in 2001 and to Westwood by 2013. ■

Free! • Door Prizes • Jazz • Clowns

Happy Birthday Metro Blue Line!



Sunday July 14
11:30am-3pm
Long Beach Promenade
First and Pine Streets
(last stop)

Monday July 15
11:30am-2pm
7th and Figueroa
Los Angeles!

* Citicorp Plaza pays your Blue Line Ticket



* Bring your Metro Blue Line Ticket to 7th Market Place merchants and they'll deduct the full one-way fare from your purchase price(\$5 minimum).

Also...Games • Food • Carnival Rides! Thanks to Downtown Long Beach Associates and Citicorp Plaza



NEWS BRIEFS

■ Metro Blue Line Wins 1991 "Tranny" Award for High-Level Security

The LACTC, along with 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 nonprofit, 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 May 16 at the Pasadena Hilton.

"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 Heckeroth. 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."

■ LACTC ALSO HONORED

The LACTC received a special CTF award as the organization of the year for "a year of major transportation milestones that 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.

■ Metro Blue Line Operations Officially Transferred to RTD

Speaking of the Blue Line, June 5 marked the official transfer of responsibility for the operation of the Blue Line from LACTC to RTD. Gradually, over the past year, the RTD has been taking over the Blue Line’s responsibilities as the LACTC finished all capital work.

Now that the LACTC has completed all design and construction work, the RTD will be fully responsible for the maintenance and operation of the line, and for all third-party relationships. All of the line’s capital and operating budgets will be integrated into the RTD’s annual budget.

Many people from both the LACTC and the RTD have been involved with the start-up operations of the Metro Blue Line, and we can thank all of them for helping to attract the nearly 32,000 daily Blue Line riders — a number that far exceeds both agencies’ original expectations.

■ Inner City Students Plant 800 Tree Seedlings for Greening Project

Kindergartners through fifth graders at the 9th Street Elementary School were presented with equipment and funds provided by LACTC and the Tree People organization on June 14 so they could begin planting the



Tree People President Andy Lipkis explains the tree planting process to 9th Street Elementary School children, while the LACTC’s school safety program mascot, Travis the Owl, looks on.

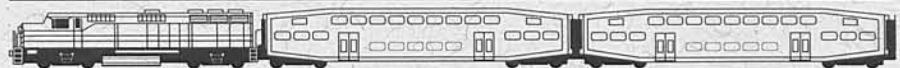
first of 800 tree seeds for an on-campus nursery.

The trees grown at the school will be used in an Urban Greenways Program aimed at beautifying transportation rights-of-way that now lay barren.

“The young students will have a hands-on learning experience in caring for the seedling garden, while concurrently studying the environment,” said Ray

Grabinski, LACTC chair. “They will remember this experience as their contribution to the greening of their city.”

The Tree People provided the 800 planting tubes along with the instructions for planting. “This project gives children the chance to take active responsibility for their environment by literally helping to rebuild and restore their own community,” said Tree People President Andy Lipkis. ■



COMMUTER RAIL STATUS

Corridor Advisory Committees

Want to know more about commuter rail? Want to shape its development? Participate with the Commuter Rail Corridor Advisory Committees. These corridor-specific Committees will have both technical and policy members from cities along the rail routes. Members will tackle issues that impact cities and patrons directly, such as station

development and maintenance, security, operational issues and more. If you want to be on the mailing list for an Advisory Committee please give your name and address to Lorraine Host at (213) 244-6854.

City spotlight

The Cities of Los Angeles and San Fernando are working

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together to develop a station in the eastern San Fernando Valley on the Santa Clarita line. The station, located at San Fernando's northern border with Los Angeles, will be adjacent to a new residential project with approxi-

mately 250 units. Medium density housing is the adjacent use that generates the best rail ridership. Preliminary plans call for the construction of a new road that will be shared between the new development and the commuter rail station. Both cities are working with local commu-

nity groups to ensure grass-roots participation in the design of the station. ■

[Editors Note: See Legislative Update on page 11 for more commuter rail information.]

WHAT'S NEW IN RAIL CONSTRUCTION

Ernest Camacho Becomes Chairman of the Rail Construc- tion Corporation



ACTC's Rail Construction Corporation (RCC) 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 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.

"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 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.

The other RCC Board members

are Dr. Herbert Carter, Judith Hopkinson, Donald McIntyre, and James Pott.

Receives Honor

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) honored him at a reception at Lawry's California Center on June 23. The theme of the event, "Leadership Recognition," recognized Camacho's efforts in helping Hispanic women and other minority owned businesses participate in economic 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.

Born and raised in East Los Angeles, 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. ■

MacArthur Park Fiesta Celebrates Metro Red Line Construction

Several hundred people showed up in MacArthur Park on June 23 for a festive celebration of art, music and the latest scoop about Metro Rail construction. The Sunday event, hosted by LACTC's subsidiary, the Rail Construction Corporation (RCC), was held to dedicate 30 mural panels being installed in the park during the Metro Red Line construction.

Although the art panels, created by community artists using materials supplied by the LACTC, were the fiesta's featured attraction, the lively musical performances by Inca, the Peruvian Ensemble, and Bobby Matos and the Heritage Ensemble, which were held in the park's band shelter area, were the day's star attractions. Everyone swayed and tapped in the sunlight to the snappy salsa and jazz rhythms.

The art project was sponsored by Art-for-Rail Transit (A-R-T),



Fiesta in the Park celebrants gather around Travis the Owl, the mascot for LACTC's Rail Construction Corporation's school safety program.

LACTC's public art program, in cooperation with the Cultural Affairs Department and Otis Parsons. Sixteen of the panels were designed by students as a result of a course on public art taught by local artist Renee Petropoulos. Petropoulos is one of the artists commissioned to design art for a Metro Green Line station.

"This community art project allows local and student artists to have their work on public display for two years, said the A-R-T program's director, Jessica Cusick.

The RCC is building its passenger station at Wilshire Boulevard and Alvarado Street, and it was necessary to drain MacArthur Lake to do so. The lake and a portion of the park will be closed for two years in order to build a "pocket track" for storing trains in an underground tunnel during operating hours. However, the main park will remain open to the public, with the construction site fenced off.

The rail construction plans call for six million dollars' worth of restoration and beautification to the lake and its surrounding area. Workers will eventually install a new lake lining and aeration system, as well as replace the lake's foundation. The entire walkway around the lake will be replaced, as well as the planters, benches and storm drains.

"By the time we're finished, citizens will have better access to the park and neighborhood businesses," said Ed McSpedon, RCC's President and CEO. "When this segment of the Metro Red Line opens in 1993, the park will be a more useable, pleasant recreational site." ■



One of the art panels created by community artists provides a vision of the future Metro Red Line and how it will impact the MacArthur Park area.

AREA TEAM NEWS

The LACTC has six Area Teams divided along geographic lines within the county. *Metro Moves* regularly covers area team developments, although not every team has information every month. In addition to covering current activities, we are publishing a series of area team in-depth profiles. Last month, the South Bay Area Team was featured. The next profile, covering the Southeast Area Team, will appear in the August issue.

Central

Briefings on Integrated Transportation Plan

The Central Area Team has been holding a series of briefings to discuss elements of the 30-Year Integrated Transportation Plan with various Los Angeles officials.

Judy Weiss, an LACTC Deputy District Director, and Linda Bohlinger, the Commission's Director of Capital Planning and Project Management, described the plan to thirty-five officials and staff from the County and City of Los Angeles on June 6.

Representatives of the League of California Cities' Transportation Committee were also briefed later on the same day. This committee, made up of local elected officials, represents the 88 cities in the county. Briefings are being set up for the near future with the Central City Association and Los Angeles area business people.

San Fernando Valley/ North County

Chatsworth Rail Station on Track

Last month the Los Angeles City Council voted unanimously to spend \$4.5 million to help purchase land and fund construction for the commuter rail station in Chatsworth. Additional LACTC and state transportation funds are allocated for the acquisition and development of the site.

The Chatsworth Station will be the focal point of a planned community transportation center, where connections could be made among shuttle buses, vans and cars, and the commuter train. Local community participation has been instrumental in promoting the site, with preliminary designs showing the station in a Western motif. Train service is scheduled to begin in the fall of 1992.

Private Sector Interest for LAX-to-Palmdale Train

The proposed high-speed rail project linking LAX to Palmdale has generated substantial private sector interest. Fourteen firms have responded to the Commission's call for qualifications. The next step is to have the proposals back in November and after a thorough review of the proposals, the technology and the financing will be determined over the winter months.

San Gabriel Valley

ADA Pilot Program

The San Gabriel Valley is host to a pilot program for the Americans with Disability Act of 1990 (ADA). The ADA requires fixed route bus operators to provide supplemental paratransit service to those individuals who cannot board or disembark an accessible fixed route bus. The program encompasses the 15 cities in the Eastern part of the San Gabriel Valley and the unincorporated area.

The program's goal is to access the supplemental paratransit needs of the disabled for implementation of a countywide disabled paratransit service. If you would like to receive more information about this program, please contact Chip Hazen of the San Gabriel Valley Area Team, at (213) 244-6882.

South Bay

Freeway Service Patrol

The first phase of the Freeway Service Patrol — a speedy roadside emergency service for freeway motorists during peak commuting hours — began on July 1, covering 71 one-way miles of freeway.

The areas to be covered will include portions of the San Diego (405), Pasadena-Harbor (110), Ventura-Hollywood (101), Golden State (5), Pomona (60), and the Santa Monica/San Bernardino (10) freeways. ▶

The second two phases will begin on August 5 and September 9, respectively. By the time these phases are completed, 88 tow trucks will patrol 203.3 miles of Los Angeles County's freeways.

The service will be contracted with private tow operators, and all tow vehicles will be equipped with automatic vehicle locator (AVL) equipment. This will allow for quick identification of tow and supervisory operators on a locator map. Service will not be available on weekends or holidays.

The service, a joint-effort on the part of the California Highway Patrol (CHP), the California Department of Transportation (CalTrans) and the LACTC, is the first of this magnitude in the nation. Removing stranded motorists from freeways will help to alleviate congestion, reduce secondary accidents caused by congestion, and reduce auto emissions caused by idling vehicles.

Southeast

Transit Service Expansion, City of Lynwood

The City of Lynwood's Trolley Service is expanding to provide city residents feeder service to the Metro Blue Line. The service was established in an effort to encourage use of public transportation. The new line, which is expected to begin in July, will link together the city's new transit center with existing routes and the Metro Blue Line.

Plans are underway to eventually use innovative, non-polluting, quiet, battery/electric vehicles; however, existing fleet vehicles will initially be used. The service will run from 7 a.m. to 6 p.m., Monday through

Friday, at no cost to riders.

Subregional Incentive Plan

With LACTC's assistance, an agreement is in place between the cities of Huntington Park and South Gate, the County of Los Angeles (representing the unincorporated area of Walnut Park/Florence Graham), and the Oldtimers Foundation for a subregional paratransit service to serve both the disabled and seniors age 60 or older.

Funding for the service is from LACTC's Proposition A Incentive Program. The Commission has allocated 5% of the Proposition A discretionary funds for incentive projects that improve access to and the efficiency of public transportation.

The coordinated problem provides the best use of resources and eliminates duplication of services, which had previously been necessary because individual operators were not allowed to cross jurisdictional boundaries. Participants may request transportation to and from scheduled medical and dental appointments, nearby shopping facilities, meetings, group activities, and senior nutrition programs.

The transit project is funded in the amount of \$45,000, and service is scheduled to begin July 1, pending commission approval. For more information, contact Jim Parker of the Southeast Area Team at (213) 244-6167.

New Buses for Montebello

What's new and attracting motorists' attention in the Southeast Area? Hint: It has polished aluminum wheels, tinted windows, and bold script lettering on its sides. No, it's not a new sports car or truck; it's the stylish new look of Montebello Bus Lines buses.

Over the next few years, Montebello Bus Lines is purchasing 20 new buses for its eight routes that serve the City of Montebello as well as the surrounding communities of East Los Angeles, Monterey Park, Pico Rivera, Rosemead, and Whittier. Four of the new buses have arrived and are in service, attracting a lot of attention with their looks. Previously painted pale blue and egg-shell white, the new Montebello buses sport three shades of blue and bright burgundy script lettering with accent stripes.

But all this style is not without substance. The tinted windows reduce glare for both the drivers and passengers. The polished aluminum wheels are lightweight to reduce tire wear and don't require paint. Most important, the bold new color scheme attracts attention, which can, in turn, attract new riders. Certainly, clean and appealing new buses will be welcomed by transit riders in the Southeast Area.

Westside

Exposition Right-of-Way Preliminary Planning Study Moves Forward

Following Commission approval in April, several firms responded to a Request for Proposals (RFP) for the preliminary planning study to determine the most appropriate transit use for the Exposition Right-of-Way. Once the Project Evaluation Team reviews the proposals and makes a recommendation, the Commission is expected to approve a firm at its July 24 meeting. The study itself is expected to begin in August. For further information, or to be placed on a mailing list for regular updates about the study, can contact Carol Inge, ►

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LACTC Project Manager, at (213) 244-6896.

Westside Monthly Mobility Roundtable

The Westside Area Team has been sponsoring monthly meetings to keep local jurisdictions posted on countywide transit needs. Among the many issues discussed during the past six months were the Congestion Management Plan, the 30-Year Integrated Metro Plan, the Congested Corridor Action Plan, and guidelines for distributing Proposition C funds. The meet-

ings are held on the last Tuesday of each month, at 9:30 a.m. If you're interested in attending, contact Westside Area Team member Christine Robert at (213) 244-6891 for the next meeting's location.

Los Angeles County Bike Map Being Revised

Due to popular demand, the county Bike Map will soon be reprinted. Before it goes to press, however, Westside Area Team staff is soliciting new route information and suggestions for improvement of the map. Contact Anthony Campagna at (213) 244-6539 to provide input. ■



Cycling on Los Angeles County's bikeway system is an economical, convenient and enjoyable way to get in shape while helping our air quality and reducing the numbers of cars on the highway.

Notice

TO OUR READERS

METRO MOVES began as a new monthly LACTC publication last February. Now, with the fifth issue under our belt, we've discovered that in order to report the latest news and issues — those normally covered at the previous month's commission meeting — the newsletter will reach our

readers between the 15th and 20th of each month.

Secondly, we will publish ten (10) issues a year, with a double-month issue appearing for June/July and December/January. These double-month issues will appear around the first of the second month.

Finally, we welcome your observations and opinions about *Metro Moves*. Please use the address reply card to send in any comments. Thank you for all of your positive support so far!

The Editor



Air Time

Proposition A Local Return Transit Operations: An Air Quality Strategy

The 1991 Air Quality Management Plan includes "Measure 2G: Transit Operations," which states that while many cities already operate community transit systems funded by Proposition A Local Return Funds, when preparing an air quality element or an air quality action plan, cities should include their transit operations.

The transit systems are an important tool for reducing automobile trips and thus are important air quality reduction tools. Expanding these systems, especially when introducing clean-fuel systems, is an essential part of any air quality improvement program. Remember to give your city credit for programs that are already underway.

For information on the Air Quality Management Plan, contact LACTC's Air Quality Management Administrators, Rebecca Barrantes at (213) 244-6739, or Jim Ortner at (213) 244-6865. ■



Legislative Update

Senator Robert Presley Receives Commuter Rail Plan

A 412-mile commuter rail plan was submitted to the California Legislature on June 14 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 act as the base for an application for funds from the California Transportation Commission. The 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
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 a structure for the five-county commuter rail network and 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.

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.

Status of LACTC-Sponsored State Legislation

AB 2056 (Katz) — Includes technical changes to LACTC law and implements a statute of limitations after a specified period of time, on lawsuits challenging the validity of Proposition C.

Status: Pending in Senate Committee on Transportation

AB 2057 (Katz) — Enhances the LACTC’s ability to work with the private sector in the development of transportation projects.

Status: Pending on the Assembly Floor.

AB 2163 (Archie-Hudson) — Authorizes the establishment of rail safety programs by transportation planning agencies; provides for additional rail safety inspection in traffic literature and at traffic schools; and requires violators crossing rail tracks illegally to attend a rail safety course at a traffic school.

Status: Pending on the Assembly Floor.

SB 561 (Watson) — Provides additional funding for the Smart Corridor Demonstration Project.

Status: Pending in the Senate Committee on Appropriations.

Questions on the State program may be directed to Claudette A. Moody, LACTC’s Administrator of State Affairs, (213) 236-9525. For any questions regarding the Federal program, contact Bevan Dufty, LACTC’s Administrator of Federal Affairs, (213) 236-9555. ■

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