



METRO MOVES

COMMISSIONERS GET A PEEK AT NEW CALL-BOXES



LACTC staff member Susan Youngs and Commissioner James Tolbert show off a new call-box at LACTC's April 24 meeting.

In a surprise appearance, one of the brand new freeway call-boxes made its debut at the April 24 Commission meeting.

Features of the new device include:

- Automatic number identification so a dispatcher can identify the caller's location.
- Volume control for use by the hearing impaired and noise cancellation to minimize freeway noise.
- Larger pedestrian standing area and relocation of call-box sites to improve access and user safety.
- Self-diagnostic capabilities that

report breakdowns to central control facility plus automatic theft and vandalism alarms.

"The new system will 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.

Call-box installation will begin in July with an average of 50 installed a week. The project should be completed in about one-and-a-half years. Funding for the upgraded system comes from the \$1 surcharge on annual motor vehicle registrations,

(continued on page 2) ►

Secretary of Transportation Commends Metro Green Line

U.S. Secretary of Transportation Samuel K. Skinner commended Los Angeles County on its "multimodal" approach to transportation at a recent press conference held high on an upper level of the nearly completed six-level I-110/I-105 interchange where the Glenn Anderson Freeway connects with the Metro Green Line, the Harbor Transitway and the Harbor Freeway.

Describing the rail and transitway projects as the "nation's best example of what the Bush Administration wants to encourage with our proposed Surface Transportation Act," Skinner referred to 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," he said.

Skinner also cited Los Angeles as a region where transit and ridesharing projects are critical

(continued on page 2) ►

(Call-boxes continued from page 1)

which the State Legislature previously designated for such purposes.

At the April meeting, the Commission officially awarded a \$15.3-million contract to GTE Mobile Communications to replace 3,500 existing call-boxes and to add about 400 new ones to the system. The 30-year-old hardwire system will be updated with advanced solar-powered cellular technology.

LACTC's Commissioners had, by virtue of the Commission's designation as the county's Service Authority for Freeway Emergencies (SAFE), previously approved replacement and expansion of the county's freeway call-box system.

California Highway Patrol operators, at its Los Angeles Communications Center, answer calls, which average 2000 a day. On rainy days, the numbers reach 3,000.

The call-box system was launched in 1962 by Los Angeles County Supervisor Kenneth Hahn to help motorists 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. Call-boxes are located about one-quarter mile from each other along the county's 500-mile freeway system.

Response time to routine vehicle breakdowns will be reduced even further with the implementation of a new Freeway Tow Service Patrol. ■

(Transportation Secretary continued from page 1)

because of environmental sensitivity to air pollution and the effects of congestion. At the same time, he said that the federal government must continue to encourage the joint efforts reflected in the Metro Green Line/ Harbor Transitway/ I-105 Freeway multimodal project.

LACTC's Executive Director Neil Peterson said, "We're 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 on Skinner'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," Peterson said. ■



L to R— LACTC Commissioner Don Knabe, LACTC's Executive Director Neil Peterson, and California's Secretary of Housing, Transportation and Business, Carl Covitz, stand behind U.S. Secretary Samuel K. Skinner as he addresses the press conference on location at a construction site high above the 110 Freeway and Imperial Hwy.

TRANSPORTATION PARTNERS

L.A. Dodgers Help RTD and LACTC Promote Metro Blue Line Safety

Public service announcements starring Dodger right fielder Darryl Strawberry and pitcher Ramon Martinez are all part of a rail safety campaign to urge motorists and pedestrians to use caution when crossing Blue Line tracks.

The campaign also includes distributing paper place mats to fast food restaurants that feature a rail safety message.

"Modern light-rail is nothing like the sluggish rail cars of yesteryear," said Southern California Rapid Transit District (RTD) Board President Nick Patsouras. "The new trains are fast and quiet, and it takes them time to stop."

The radio and television spots warn viewers that, unlike baseball, competing with the Metro Blue Line is a losing game.

RTD's Blue Line safety programs are funded by a \$90,000 FY 1991 grant from the LACTC to increase rail safety. RTD operates the Blue Line, which was built by LACTC's subsidiary, the Rail Construction Corporation. ■



NEWS BRIEFS

LACTC Participates in ECO-EXPO

LACTC participated in the 1991 ECO-EXPO exhibit at the Los Angeles Convention Center on April 12-14. Its exhibit included the Metro Blue Line Mockup, displays of rail projects under planning or construction, rail maps, transportation literature and Metro Blue Line posters.

"One of our main goals is to contribute to the improvement of air quality in the Southern California basin," said Neil Peterson, LACTC's executive director. To that end, the Commission is developing a 30-year plan aimed at building transportation facilities, promoting mass

transit use, and achieving a cleaner environment."

Prop. C Guidelines Approved

LACTC set guidelines at its April 24 meeting 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 had to adopt policy guidelines for the use of these dollars by May 6.

The guidelines are separated into five categories: a 40% discretionary fund, Rail and Bus Security, Commuter Rail and Transit Centers, Transit-Related Improvements to Freeways and State Highways, and Local Return. The 40% 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. ▶



Visitors tour the LACTC display at the ECO-EXPO.

Bus Line Recognized for Innovative Environmental Practices

Gardena Municipal Bus Lines has received LACTC's Metro Award for April. The line was commended for its innovative efforts to recycle bus tires, batteries, and water, as well as for its care in the disposal of hazardous waste materials.

The LACTC's Metro Award is presented monthly to either local cities or transit operators and their employees who have made a significant contribution to improving transportation in Los Angeles County. The focus of this month's award was to recognize a transit organization or individual who has worked to further environmental concerns related to transportation.

Earth Day Celebrated by Tree Planting on Blue Line Route

For the second year in a row, in recognition of Earth Day April 21, volunteers planted 150 trees along two Metro Blue Line locations in North Long Beach. Watering and weeding existing vegetation, and planting endangered species and drought tolerant trees were also part of the event, which took place in Veteran's Memorial Park and Los Cerritos Park.

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

Volunteers also planted drought tolerant California Natives such as Yucca, Toyon, Tan Oak and Bishop Pine. "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 trees were donated by LACTC employees. Volunteers included members of LACTC staff and their families, Honda North America, Boy Scouts of America, Long Beach neighborhood groups, the Tree People, and other environmental groups.

Commuter Rail Status Report

LACTC'S Commuter Rail Staff is making significant progress toward its first construction contract. Track and signal work will be sent out for bid in June for the first 17-mile reconstruction of the East Line to San Bernardino. The work is scheduled to begin by the end of summer.

In another development, the preliminary design of the maintenance facility is near completion. This facility, located in Taylor Yard, north of downtown Los

Angeles, will have approximately 89,000 square feet of shop space. The facility will consist of a 2-story building, which will include a maintenance and repair shop, as well as shop offices, tooling areas, and men's and women's lockerrooms.

LACTC Recognized for Excellence in Financial Planning

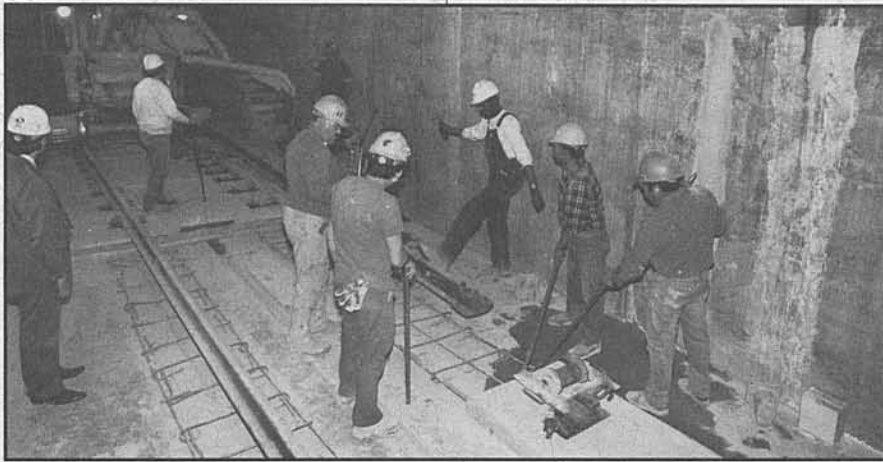
LACTC received the highest form of recognition in the area of governmental accounting and financial reporting for its Fiscal Year 1990 Comprehensive Annual Financial Report (CAFR).

For the second year in a row, LACTC received the Certificate of Achievement for Excellence in Financial Reporting from the Government Finance Officers Association of the U.S. and Canada (GFOA). The GFOA is a nonprofit professional association serving 12,300 U.S. government finance professionals. ■



LACTC's Executive Director Neil Peterson (left) congratulates Whit Ballenger, transportation director for the City of Gardena, as he receives the Metro Award.

WHAT'S NEW IN RAIL CONSTRUCTION



Construction workers in the Metro Red Line tunnel in downtown Los Angeles guide a 780-foot long rail length into place at the Westlake Station. The work marks the final rail laying for the line's first segment, which is being built by the Rail Construction Corporation, LACTC's design and construction arm.

Rail Track Laying Complete for First Segment of Metro Red Line Tunnel

The final pieces of track for the first segment of the Metro Red Line were laid on Friday, May 10. A press conference was held at the site of the future Westlake Station at Wilshire Boulevard and Alvarado Street where the track was laid 70 feet below ground. 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), an LACTC subsidiary. "Getting this track in place has allowed us to operate rail trucks throughout the tunnel to deliver

supplies and equipment for the remaining work, including the cable, traction power and train control systems."

"With the track work done in all five stations, we can now complete the station interiors and street level entrances, including the installation of ventilation fans, escalators and elevators, tile and lighting," McSpedon added.

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

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

Several yards away, 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 Metro Red Line tunnels. The vehicles will be electrically powered by a third rail running parallel to the track.

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 the subway trains approach passengers on the platform.

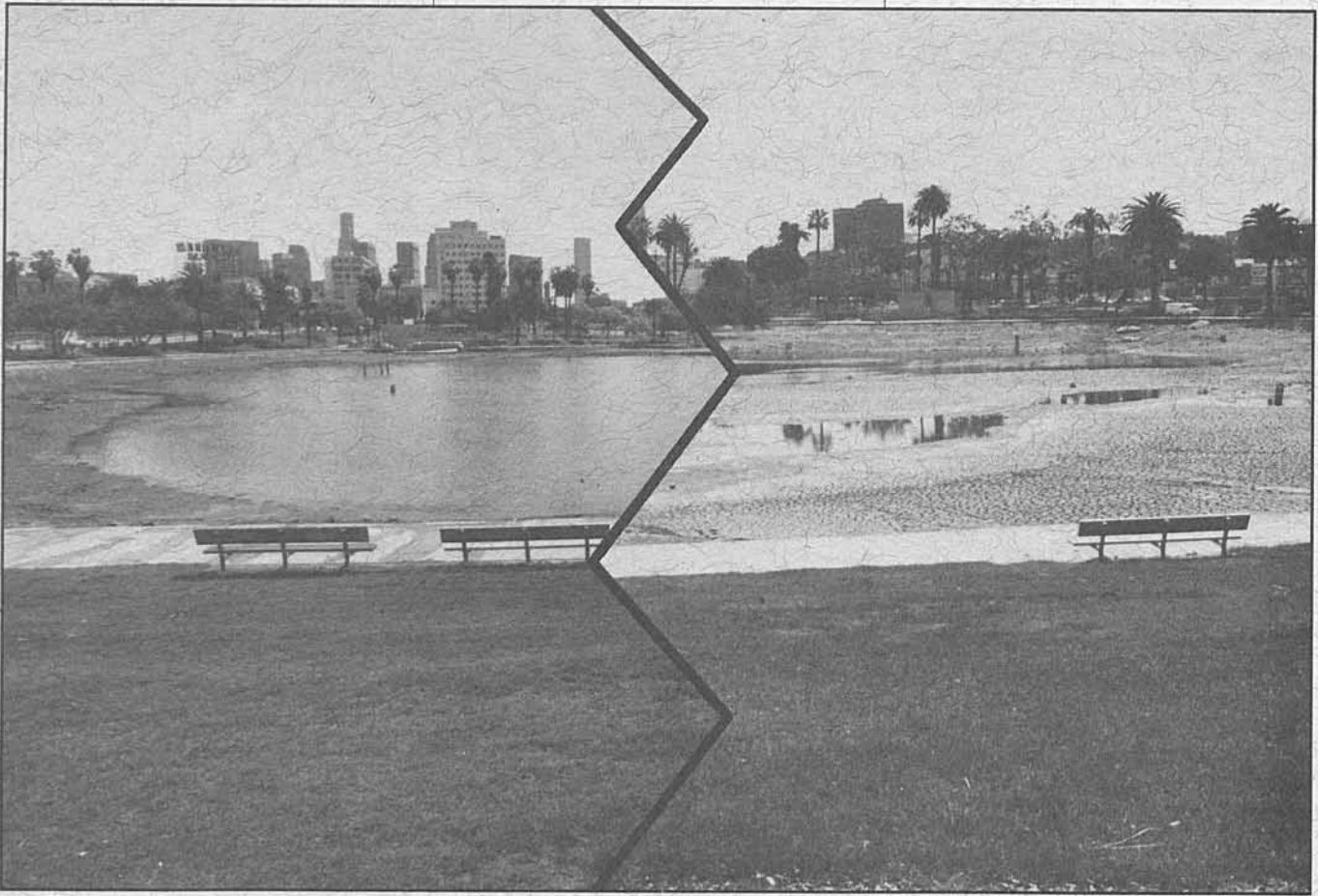
The \$26 million trackwork was done by California Engineering Contractors, Inc. of Mountain View, CA. The cost of the complete project is \$1.4 billion.

De Ja Vu at MacArthur Park?

MacArthur Park, once a gaping ravine without water, didn't become an L.A. recreational hit until 1899 when electric transit cars dropped off citizens at what was then the city's western boundary.

Now, another transit system—the Metro Red Line subway—promises to once again revitalize its grounds with \$6 million worth of improvements.

"We're going to work with the Department of Parks and Recreation to help make MacArthur ►



Dry once again! MacArthur lake is shown here in a filled state, and in its present condition, dry.

Park a more useable, pleasant recreational site," said Ed McSpedon, President/CEO of the Rail Construction Corporation (RCC). The RCC is building a Metro Red Line passenger station at Wilshire Blvd. and Alvarado, and it was necessary to drain MacArthur Lake to do so.

The 17.4-mile Metro Red Line begins at Union Station, runs through the Wilshire Blvd., Vermont Ave., and Hollywood Blvd. corridors, and turns right at Hollywood Blvd. and Highland on its way to the San Fernando Valley.

"Citizens will have better access to the park and neighborhood businesses at this Westlake/MacArthur Park Station just across the street," added McSpedon. "It opens in 1993 as part of the first 4.4 miles of the

Red Line."

The lake and a large portion of the Park will be closed for two years in order to build a "pocket track," which will store trains in an underground tunnel during operating hours.

"The Park itself will remain open to the public. Only the construction site will be fenced and closed off to ensure additional safety for visitors," said Barry Simon, a senior manager with the City's Department of Parks and Recreation.

MacArthur Park's lake was drained six years ago for long overdue maintenance; refurbishment plans call for the new walkway surrounding the Lake to be tilted slightly away from the water so that refuse and fertilizers will not flow into the

lake during rainstorms.

The lake will also receive a completely new bottom lining of asphalt, a new aeration system, pump house and fountain—all contributing to cleaner water quality.

Vandal-proof lighting on 30-foot poles, new benches, planters, and the return of two landscaped acres following the completion of rail construction rounds out other RCC enhancements.

From 1885 to 1942, the park's location as the early western boundary of Los Angeles led to its "Westlake Park" name, which was subsequently changed to honor General Douglas MacArthur, the World War II military hero. ■

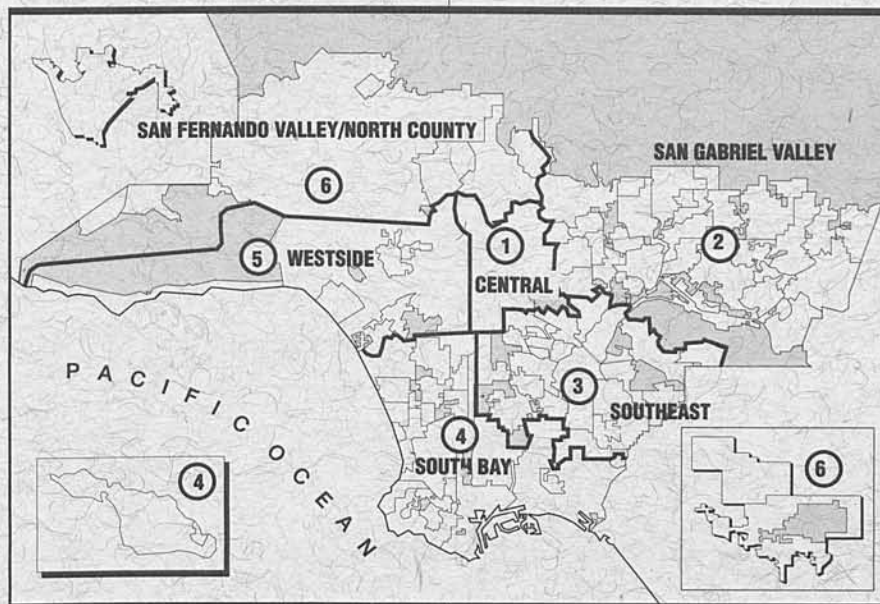
AREA TEAM NEWS

The LACTC has six Area Teams divided along geographic lines within the county. *Metro Moves* regularly covers area team developments, and the newsletter has been expanded to cover these activities more thoroughly. This issue also begins a series of articles profiling each area team, detailing current programs and developments. This month, the South Bay Area Team is featured.

- in 1994
- Five airports including the region's largest, LAX
- Two major ports at Long Beach and Los Angeles
- Three providers of freight rail service
- A growing system of bike paths
- Air and ferry service between Catalina and the mainland
- Numerous other assorted

interface of the system with bus service;

- Construction of the I-105 (Glenn Anderson) freeway, the last of the major freeways to be built in the county, including rail and bus/carpool lanes;
- Construction of the Metro Green line, the first fully-automated rail transit line in the nation. The Green Line runs in the median of the I-105 freeway, then south through El Segundo and north to Westchester. Extensions are planned on either end further south and north;
- Development of the Alameda Corridor project, which will consolidate truck and rail traffic from the ports north into Los Angeles onto a grade separated Alameda Street corridor, to relieve congestion caused on both the freeways and local streets from current truck and rail-crossing traffic;
- Looking at airport access concerns, including reactivation of the LAX Blue Ribbon Committee to address access issues in a coordinated forum of cities, the private sector and other related agencies;
- Operation of MAX, the Municipal Area Express bus service, which is a coordinated effort among cities and transit operators to bring employees from the southern part of the South Bay to the El Segundo Employment Center;
- Coordinated bus information through CTIP (Commuter Transportation Implementation Plan), with route information for all southern South Bay



Area Team Profile of the Month

Multi-modal—that is truly the word to describe transportation in the South Bay Area, which runs from LAX south to Catalina Island and east to Long Beach, and includes 21 jurisdictions. The South Bay is served by:

- Eight freeways
- Ten main bus operators, plus paratransit service in individual cities
- The county's first rail transit line, the Blue Line, with the Green Line scheduled to open

modes of land and water travel.

All of these modes respond to the area's growing congestion. The South Bay is working on innovative technologies, spear-heading cooperative efforts among its jurisdictions and the private sector, implementing ridesharing and other TDM/TSM programs, and studying the interface between different modes.

Some of the major South Bay programs underway include:

- Operation of the Metro Blue Line into Long Beach, and

"Area Team News" continued from page 7.

Bay transit operators through one telephone number;

- Construction of a coordinated bus/carpool lane system on South Bay freeways including the 110 (Harbor) transitway now being built and HOV lanes on the 405 and 91 freeways funded.

South Bay Area Team

Urban Greenways Program Approved

Residents living near sections of the more than 150-miles of Southern Pacific Railroad rights-of-way recently purchased by the LACTC may be in for a "green" surprise. LACTC approved an Urban Greenways Program at its April 24 meeting. Aimed at beautifying rights-of-way that are now barren of trees and grass, the program will be led by the South Bay Area Team staff.

The beautification will be achieved through the planting of drought-tolerant trees and greenery, and the creation of greenbelts lined with pedestrian walkways and bicycle paths.

The program was initially coordinated between the South Bay and Southeast Area Teams; the Southeast Area Team has proposed a Mid-Cities Greenway Demonstration Project to be located on LACTC-owned land along the Metro Blue Line in the City of Compton.

Congestion Management Program

To keep South Bay jurisdictions informed, a workshop was held on May 20 in Carson to review the second draft of the Congestion Management Program

(CMP). LACTC's CMP staff, and Vic Kamhi of the South Bay Area Team, discussed the specifics of the plan and responded to questions.

The draft goes to the Commission on June 26. To make comments or receive further information, call the CMP Hotline: (213) 244-6599.

Central Area

Chinatown Rail Station Wins a "Better" Location

The LACTC on April 24 took a second look at its original Chinatown station location for its Pasadena-Los Angeles Light Rail Transit project — and picked a better one.

The new site represents a potential economic boost to the area as a whole. Now planned as an aerial station, it will be located at the corner of North Spring and College streets, a central intersection in Chinatown. Originally, LACTC had planned to build a station in the "cornfield" site, a large, empty plot of land east of North Broadway, far from the lively commercial and residential neighborhoods.

The new station location not only provides the Chinatown community with a regional rail connection, but it will also offer a rail connection to the Union Station transportation center with connections to the Metro Rail and Commuter Rail systems for Glendale and the San Gabriel Valley.

Although building the aerial station at North Spring and College street location will cost about six times as much — or \$39.4 million — as building a station at the previous site, the Commission has considered that future development of LACTC-

owned land adjacent to the site will mitigate the increased expense over a long period of time. The commission is already exploring the possibility of housing and retail businesses on the site. Although retail would bring the greatest return, housing is also being considered because it is in such short supply in this area.

In addition to the aerial station, the new station plan calls for an expanded pedestrian bridge from Spring Street to Broadway, which could serve the community as a neighborhood gathering spot.

Additional environmental review work will be required to assess the impacts of the new station and the alignment segment before the selected site is officially approved. This process is expected to be completed by early July.

San Fernando Valley/ North County Area Team

Possible Rail Routes to Northwest Valley

Last month the LACTC approved a study of potential rail connections to the Northeast San Fernando Valley. This study will examine how to best connect the Northeast Valley to the Metro Rail system. Possible alternatives include extension of the Metro Red Line north from the North Hollywood Station along Lankershim Boulevard, and the possible continuation of the LA/Glendale light rail line north along San Fernando Road.

New Route 14 Vanpool Project

The LACTC approved a new incentive program designed to ►

attract riders to existing vanpools along Route 14. This is one of the most congested corridors in the county, connecting the cities of Lancaster, Palmdale and Santa Clarita to metropolitan Los Angeles. The new program is a joint effort between the LACTC, Los Angeles County Public Works, Commuter Transportation Services and the North County cities of Lancaster, Palmdale and Santa Clarita.

Highlighting the project will be a \$125 Rider Rebate available to any new vanpool rider and an additional one-time \$100 bonus to any new vanpool rider who also has a child in a licensed child care facility. In addition, vanpool riders requiring an emergency ride home outside of the normal vanpool schedule will not be stranded, thanks to a voucher-type Guaranteed Ride Home program.

San Gabriel Valley Area Team

Foothill Freeway Express Service Begins

Foothill Transit began operating Line 690, its Foothill (Route 210) Freeway express service, on Monday, May 13, 1991. Line 690 will run Monday through Friday; the cost is \$2.25 one way, or a monthly pass may be purchased for \$80. The service is wheelchair accessible.

Line 690 will provide westbound morning stops at Claremont, San Dimas, Glendora, Azusa, Monrovia, and a variety of stops in Pasadena along a loop formed by Lake Avenue, Union Street, Fair Oaks Avenue and Walnut Street.

For further questions, contact Joyce C. Baner at Foothill

Transit, (818) 967-3147.

Southeast Area Team

Rail Gap Closure

The Commission approved at its March meeting an EIR/Route Refinement Study for the Green Line easterly extension to the planned Norwalk Commuter Rail Station. This approximately 2.5 mile extension would close the "rail gap" between the Metro Green Line and the commuter rail corridor at the planned commuter rail station in Norwalk. Limited commuter service already exists between Oceanside and Union Station and will stop in Norwalk once the station is built.

The study was recommended so that proper planning and development of the Norwalk Commuter Rail Station could take place and so that LACTC could have the information necessary to plan the ultimate rail interface with Orange County, which is already under study.

The Metro Green Line easterly extension and a continuation of that extension southeasterly along the Santa Fe right-of-way is one way Orange County has proposed to connect to the Metro Green Line.

The estimated cost of the EIR/Route Refinement Study is \$350,000 and will be equally shared between the Commission and the City of Norwalk. The study should be completed by June, 1992. Because of its regional significance, it has the support of the Orange, San Bernardino and Riverside counties as well.

Mid-Cities Transportation Zone

The Mid-Cities Transportation Zone is a proposal to replace

publicly operated buses with privately operated buses on several bus routes in the Southeast Area and to provide more local control of those services. Beyond a normal private contracting arrangement, declaring a group of cities a "Transportation Zone" allows the cities to retain and earmark the cost savings from contracting for more service in their area and make service decisions at the local level.

Currently, the Mid-Cities Transportation Zone proposal is no more than a concept, and cities, with the help of an independent consultant, Forsythe & Associates, are deciding whether they want to proceed with a Zone pre-application.

Southeast Transportation Focus Group

The Southeast Area Team holds a Transportation Focus Group meeting several times a year to review the area's current transportation issues with city staff representatives, community organizations, area developers, and local elected officials.

The main topic of April's meeting, which was held in the City of Compton, was LACTC's Thirty Year Transportation Financial Plan. Steve Gleason, of the Commission's Capital Planning Department, told the group that the financial plan is considered a "planning tool" to match resources with alternative combinations of bus, rail and highway programs. The plan's objective, which will be presented to the Commission for adoption in June, is to identify the most effective means of improving mobility in Los Angeles County. ►

Westside Area Team

Under Study: Transit Uses for Exposition Boulevard Right-of-Way

A preliminary planning study to determine appropriate transit uses for the Exposition Boulevard right-of-way, which connects downtown Los Angeles to Santa Monica, was approved at LACTC's meeting on April 24.

The study, which will take about five months to complete, will help to narrow down the transportation options along the corridor, as well as contain possible route modifications. These options can then be studied in greater detail during a formal Environmental Impact Report (EIR) process. Some of the technology options being considered for the Exposition corridor include light rail, electrified bus, electrified roadway, high-occupancy vehicle lane, and bikeways.

The Exposition Boulevard right-of-way was purchased in November 1990 by the LACTC as part of a 150-mile right-of-way purchase from Southern Pacific Railroad Company. The 11-mile segment to be studied runs from Vermont Avenue west to downtown Santa Monica. ■



Air Time

LET'S GO ELECTRIC FOR CLEANER AIR!

Last month we talked about the 1991 Draft Air Quality Management Plan (AQMP) now out for public comment and due for adoption by the SCAQMD in late June. The 1991 AQMP has two categories of transportation measures aimed at reducing emissions — cleanup of the vehicle fleet and transportation supply and demand measures. The 1991 AQMP calls for two-thirds of the emission reductions from on-road mobile sources to come from cleaning up the vehicle fleet. The other one-third will come from measures designed to reduce single-occupancy vehicle travel, such as rail, bus transit and ridesharing.

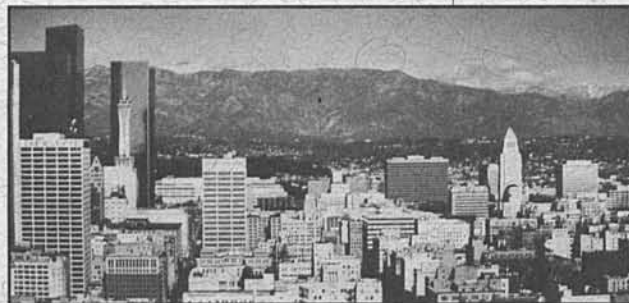
What drives the achievement of a "cleaner" vehicle fleet is technology advancement and incentives to produce and deploy clean vehicles. In contrast, emissions reductions from use of transit and ridesharing rely on changes in

travel behavior. For this reason, our belief is that more emphasis should be placed on vehicle fleet cleanup as the most reliable means to achieve emission reductions from mobile sources.

To that end, a more aggressive program of incentives to electrify the vehicle fleet should be developed for individuals and firms to purchase electric vehicles. In addition to its rail program, LACTC is supporting the electrification of buses and has a study underway to determine the extent of a 2010 electrified bus network and implementation strategy.

Cities and counties have the ability to make a similar sure-bet investment in clean air by using Proposition C and forthcoming AB 2766 vehicle registration fee monies to purchase electric vehicles. Successful examples of electric vehicle usage are the Los Angeles Department of Water and Power's 10-vehicle program and the City of Santa Barbara's "Waterfront Shuttle," which uses a 22-passenger electric bus manufactured by Bus Manufacturing USA of Goleta, CA. The Santa Barbara bus is 95% less polluting than a comparable diesel vehicle.

Contact either your LACTC Area Team representatives or LACTC's Air Quality Management staff, Rebecca Barrantes or Jim Ortner, for more details; the latter can be reached at either (213) 244-6739 or 244-6865, respectively. ■



We can expect more days like this in L.A.



Legislative Update

Federal Legislative Update

Local Congressmen Urge Federal Funding for L.A.'s Metro Rail

Three California congressmen appeared before a House Appropriations Subcommittee hearing on May 1 to request the \$188 million in federal funding needed to complete construction of the second segment of the Metro Red Line.

Rep. Julian Dixon (D), representing southwest Los Angeles, Rep. Tony Beilenson (D), representing West Los Angeles and the west San Fernando Valley, and Rep. David Drier (R), representing the east San Gabriel Valley, each urged the approval of the full amount requested, which is the amount required in fiscal year 1992.

Dixon cited the great success of the Metro Blue Line, spoke about the substantial construction progress to date on the Metro Red Line, and reported that all tunneling on the first 4.4 miles has been completed, with the last 1,000 feet of rail about to be installed that week.

"The funds we are requesting today," he said, "will complete the \$667-million federal share of this 6.7-mile, eight-station extension from MacArthur Park to Wilshire and Western Avenue, and then north from Vermont to Hollywood Boulevard, and then west to Holly-

wood and Vine, with the total project costing \$1.4 billion."

Although none of the Metro Red Line will actually be routed in his district, Drier also recommended approval of the federal funds because "...the Red Line will provide the backbone for an integrated system of light, heavy and commuter rail threading throughout Los Angeles County...it is a vital element in our regional effort to reduce vehicle emissions and traffic congestion, leading to improved air quality throughout Southern California."

State Legislative Update

The 12.6-billion state deficit is directly impacting transit and highway funds. Over the past few months, the LACTC has been working with other local transportation authorities to ensure that transportation interests are represented in state budget negotiations. Although many transportation programs are funded by dedicated fuel tax monies, the debt service for the rail bonds approved by the voters in June, 1990 is paid out of state General Fund revenues. At this time, the questions for the governor and state legislators are, what level of rail bonds should be issued and from what state funding source should the debt service on these bonds be paid?

Local transportation authorities estimate that \$1.3-billion in rail bonds need to be issued this year

for projects to stay on schedule. Different options for funding the debt service of the bonds include:

The state General Fund;

- The Transportation Planning and Development (TP&D) Account, currently funding transit operations and rail capital projects;
- Accelerating the imposition of the one-cent gas tax increase due on January 1, 1992 by six months to fund this year's rail bond debt service; and,
- Increasing the gas tax to fund seismic retrofit projects, initially, and rail bond debt service after the retrofit projects are completed.

State Highway Funds.

- The deadline for approving the state budget is June 15.

Questions on the State program may be directed to Claudette A. Moody, LACTC's Administrator of State Affairs, (213) 244-6525. For any questions regarding the Federal program, contact Bevan Dufty, LACTC's Administrator of Federal Affairs, (213) 244-6555. ■

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