



METRO MOVES

**NEXT
STOP—
LOS
ANGELES!**



First Metrolink Commuter Train Runs Between Riverside and Los Angeles

The Southern California Regional Rail Authority (SCRRA), operators of *Metrolink*, and officials of the Union Pacific Railroad, who provided the necessary 58 miles of track, inaugurated the first passenger train service between Riverside, San Bernardino and Los Angeles at a ceremony on Jan. 10.

Officials took the train on a test run from Riverside to Union Station in downtown Los Angeles, where the symbolic signing of the \$17-million deal that brings *Metrolink* a step closer to reality took place. The ▶

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Commission Cancels Green Line Car Contract

LACTC Approves Action Plan for Locally Built Standardized "L.A. Car" for Metro Green Line

The LACTC voted at its meeting on Jan. 22 to rescind its controversial \$121.8 million contract with the Japanese-owned Sumitomo Corp. of America to build 41 automated cars for the Metro Green Line. The board's action effectively reopens bidding to build the cars.

Also, at the meeting, the Commission approved in principle a six-point plan that calls for use of a standard L.A. Car for the Metro Green Line.

Sumitomo Corp. and the Idaho-based firm of Morrison-Knudson had both bid for the contract, and Sumitomo's bid was selected by the Commission at its December meeting over a lower one from Morrison-Knudson, based upon LACTC's staff recommendation of Sumitomo's technical superiority, particularly in the production of automated transit vehicles.

The Metro Green Line is designed to run 23 miles from Norwalk to El Segundo with a 16.5-mile segment in the median of the Glenn Anderson (I-105) Freeway, and an extension to LAX. It would become the world's fourth full-scale driverless transit system if the automated technology

is used. However, the issue of automation is also being reconsidered, as use of the proposed standardized L.A. Car would provide the flexibility to upgrade the Green Line to automation later.

A major outcome of this decision is a more finely tuned LACTC focus on the following three issues:

1. Local Business Enterprise;
2. Local economic return; and,
3. A possible local manufacturing facility, operated by a private sector company.

All three of these points are addressed by this and other articles in this issue of *Metro Moves*.

The L.A. Car — A Six-Point Action Plan

The board's decision to cancel the award to Sumitomo Corp. coincided with a LACTC press conference the day before to announce a six-point LACTC action plan that would defer automation of the Green Line in favor of a standardized vehicle to be known as the L.A. Car. ▶

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"Commission cancels..." continued from page 1

LACTC Commissioners Los Angeles County Supervisor Mike Antonovich and Long Beach Councilman Ray Grabinski unveiled the plan, which had been prepared by the staff. The plan is issued to elicit comment and reaction from the public, elected officials, business, labor and community leaders, and to provide further input to the county transportation commissioners themselves.

The plan calls for the local assembly and manufacture of a newly standardized L.A. Car rail transit vehicle that can be used for the Metro Green Line. Patterned after the highly successful Blue Line car, the L.A. Car would be a basic, non-automated rail transit vehicle that would allow for upgrading at a later date to automated technology through the use of modules.

Another key feature of the action plan is the establishment of a facility within Los Angeles County, which would attract either a joint venture or a private company to produce and assemble the rail and bus transit vehicles that are needed for L.A.'s integrated Metro System.

"We have listened carefully to the concerns expressed by the public and our elected officials," said outgoing LACTC Chairman Grabinski. "The public's comments received since last month's decision have been considered, and we believe this action plan addresses the strong desire to keep the jobs generated by our transportation investment, and specifically, rail vehicle procurements, at home. It also speaks to the logic of standardizing our vehicles, deferring the cost of automation, and opening the Green Line at the earliest possible date."

Under this plan, the Metro Green Line can begin operations in February, 1995, four months earlier than currently planned.

"The modular flexibility of the



A view from above of the I-110/I-105 interchange. The Metro Green Line stations will be between the east and westbound structures of the I-105, where the Green Line will travel down the freeway median.

standardized L.A. Car provides an innovative means to incorporate state-of-the-art technology on different lines," said Antonovich, who became LACTC's chairman at the January meeting. "It also provides the best assurance that our transportation dollars will be used to pump our own economy. It is far better to open our own plant that can provide local jobs for years to come, than to simply award short-term contracts that generate only temporary employment."

This plan also provides for cancellation of the vehicle design and manufacturing contract to Sumitomo Corp. and a reconsideration of the contract with the Union Switch and Signal automated train control system. LACTC Executive Director Neil Peterson issued stop work orders on Friday, Jan. 17, for these two contracts.

Commenting on the proposed L.A. manufacturing facility, Los Angeles City Councilman Richard Alatorre, also a LACTC commissioner and RTD director, said "We envision attracting a private sector manufacturer to establish a plant capable of producing two rail cars per week, using two shifts. This will create

200 direct jobs at the outset, with many more jobs to follow as a bus assembly plant is added."

Commissioner Nick Patsouras added, "We have been working on this plan to build our own local factory for months because we could forecast the local economic implications of our 30-Year Plan. To accomplish our transportation goals, we already know that L.A. County alone will need one rail car every other week and one bus every other day for the next 30 years."

At the press conference, Commissioner Grabinski indicated that it was essential that the Commission obtain approval of urgency legislation in Sacramento to authorize LACTC to establish a 60% requirement for domestic and/or local content, allowing LACTC to grant preference to local business participation and work with a private entity to set up a manufacturing and assembly facility in Los Angeles County.

At the federal level, Rep. Julian Dixon introduced on January 29, the American Rail Industry

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Competitiveness Act of 1992 in conjunction with members of Los Angeles House delegation and other congressional leaders.

The federal legislation augments LACTC's effort to manufacture the L.A. Car by providing tax incentives and support for investment in rail car manufacturing, research and development and technology by U.S. firms, as well as other incentives including vocational education and training.

Los Angeles County Supervisor Deane Dana, also a LACTC commissioner, concluded that "we now have a golden opportunity to convert the Los Angeles economy from one dominated by military and aerospace to transportation-oriented industries and manufacturing. We will be spending \$150 billion over the next three decades to build our integrated Metro System, and there are endless cottage industries that will be stimulated to supply the

LACTC ACTION PLAN

1. Authorize design of a standard rail vehicle — the L.A. Car.
2. Require assembly of L.A. Cars in a facility located in Los Angeles County, to ensure long-term local employment opportunities.
3. Use the standardized L.A. Car on the Metro Green Line to ensure the earliest possible opening, with the option for later upgrade to driverless automation.
4. Authorize design of modules for future upgrades to automated, driverless technology.
5. Seek state legislation to:
 - Authorize minimum 60% requirement for domestic and/or local content and assembly;
 - Allow preferences for local business participation;
 - Establish a L.A. manufacturing facility.
6. Seek federal legislation to improve the U.S. railcar industry; specifically, The American Rail Industry Competitiveness Act of 1992.

transportation industry. If this plan is adopted, we will then lead an aggressive effort to reach into the bus-

ness community and let it know of the great potential for transportation suppliers and manufacturers." ■

"First Metrolink..." continued from page 1

future commuter train service will begin operation in 1993.

"This agreement with the Union Pacific marks a very important step towards delivering commuter rail service to Riverside, San Bernardino and Los Angeles County residents," said SCRRA Chair and LACTC Commissioner Jacki Bacharach.

The *Metrolink* Riverside-to-Los Angeles line will carry an estimated 2,250 inland counties passengers a day and initially include at least six train stations along the route.

"Riverside County is perhaps the fastest growing county in the nation," said City of Riverside City Councilman and SCRRA representative Jack Clarke. "*Metrolink* will provide commuters with the option to leave their cars at home, which eases traffic congestion and

produces air quality benefits. Best of all, commuters will be able to travel to their destinations in the comfort of these magnificent rail cars."

The agreement reached with Union Pacific calls for operating rights of 56 miles over Union Pacific track to Riverside, access to the Union Station area and 1.3 miles of operating rights between Hobart Junction and 9th Street thereby allowing for future expansion of Orange and Riverside commuter trains and easier and more direct access into Union Station.

"It is fitting that today, at this historic Union Station site, we are here to sign the agreement that will establish commuter rail service between Riverside and Los Angeles," said Union Pacific Executive Vice President Art Shoener. "Designed to benefit the traveling public and reduce traffic congestion —without

affecting freight service to our customers — *Metrolink* will offer an attractive alternative to the increasing congestion on today's highways and the cost of building new roads."

"I'm excited about the *Metrolink* commuter rail service on the Union Pacific line, in addition to our Southern Pacific property," said San Bernardino County Supervisor and SCRRA Vice Chairman Larry Walker. "This puts the Inland Empire, particularly the west end of San Bernardino County, in good shape for commuter rail."

Freight service to existing shippers on the Union Pacific lines will not be disrupted. Funding for the acquisition was sought from the California Transportation Commission and allocated from Proposition 108 monies earmarked for rights-of-way acquisition. Monies from Proposition 108 must be matched by local Proposition A funds. ■

Assemblyman Polanco Sponsors State Legislation to Support Local Businesses

State legislation that would grant preference to local businesses vying for transportation construction contracts was announced by Assemblyman Richard Polanco at a recent press conference. Joining Polanco were Mayor Tom Bradley and Los Angeles County Transportation Commission (LACTC) Chairman Ray Grabinski and Commissioners Richard Alatorre and Nick Patsaouras.

"This legislation will create a level playing field for the companies that are competing for transportation construction contracts with the Los Angeles County Transportation Commission," said Assemblyman Polanco (D). "Los Angeles County taxpayers need to know that we intend to keep tax dollars here in Los Angeles, and the workers of this county deserve the chance to compete and be awarded those contracts that will be the life blood of our economy in the future."

Specifically, the bill would expand the LACTC's ability to award construction contracts to businesses located within the geographic area of Los Angeles County and provide for the LACTC to adopt methods, procedures, and systems of operation and management for such a local business preference.

"Assemblyman Polanco should be commended for authoring such important state legislation," said Los Angeles Mayor Tom Bradley. "Today's announcement is good news for the workers of Los Angeles County who are out of a job and are eager to participate in the construction of one of the largest public works projects in the nation."

Polanco's idea, to compensate firms for the higher cost of doing business in Los Angeles, is the essence of the Commission's proposed Economic



Assemblyman Polanco announces Local Business Preference legislation at news conference on January 17th. Also participating were Mayor Tom Bradley (right) and LACTC Commissioner Nick Patsaouras.

Business Enterprise program. Without Polanco's bill, the LACTC would be restricted by state law to continue using the lowest qualified bidders—wherever they and their jobs are located—on contracts worth \$25,000 or more.

Given a downward-spiraling local economy due to defense and aerospace plant closures, the legislation will help to pump local dollars slated for transportation construction into Los Angeles' ailing economy.

Local Assembly Plant Proposed for Rail Cars and Buses

Polanco's bill would also let the LACTC solicit proposals for an existing or new manufacturer or a joint venture to build a transportation center where local engineers and assembly workers could work together to design and produce state-of-the-art transit vehicles, and electric and standard buses for the 21st Century.

With the recently announced aerospace and defense plant closures throughout Southern California, the

LACTC can begin to look at manufacturing of transportation vehicles, a proposal that LACTC Commissioner and RTD Board Member Nick Patsaouras has advocated.

"The buck comes from here, and it's going to stay here," said Patsaouras. "Los Angeles County can and should become an international leader in transportation and the design and construction of transportation equipment. Our workers are the best and the brightest. There is no reason why they should not be given the opportunity to compete in the world market, and this legislation we are announcing today will give them the leg up to do so."

In advocating that an assembly plant be created locally to build the thousands of buses and rail cars that will be needed over the next 30 years, Patsaouras points out that the LACTC plans call for a \$150-billion rail and bus system and that a new local transit corporation should be in place to compete for the business. In all, he said, about 7,000 buses and 500 to 600 rail cars are expected to be purchased for the system.

"The recent debate on the Green Line contract has really missed a critical point, and the point is that the trains are going to be manufactured — even if Morrison-Knudson gets in — in Boise, Idaho, not in California, not in Los Angeles County," said Patsaouras.

Finally, the LACTC has announced plans to hold an **Economic Revitalization Conference**, scheduled in March, that will bring together manufacturers, small business, suppliers and labor to address the specifics of transitioning from what was once a defense-supported economy to a transportation-driven economy. ■

NEWS BRIEFS



LACTC Produces its First "Official" Annual Report

The LACTC has published its first official annual report highlighting its activities for the fiscal year 1990-91. The report has been designed as a resource for future federal and state funding, as well as reference material for bonding requests and it was published at a reduced cost in light of the current economic climate. Copies of the report may be obtained by calling LACTC's Communication Department, (213) 244-6851.

New Chairman Steps in for 1992

At its Jan. 22 meeting, Los Angeles County Supervisor Mike Antonovich took over the reigns as the Commission's 1992 chairman, replacing outgoing chair, Ray Grabinski. Los Angeles City Councilman Richard Alatorre was elected as this year's vice-chair, which means he will become next year's chairman.

Sheriff's Department has a 2-Year Contract to Continue Providing Blue Line Security

A *Metro Moves* news brief last month inaccurately stated that Los Angeles County Sheriff's Department would be providing Blue Line Security for only one more year. Subsequent to writing that news brief, the LACTC confirmed a two-year contract with the Sheriff's Department, which means they will continue to provide Blue Line security until 1994.

Freeway Service Patrol Update

As of Jan. 10, the Metro Freeway Service Patrol assisted over 71,000 motorists — averaging 682 daily assists — since its inauguration last July. Service was extended on the I-10 Freeway east from Santa Anita to Indian Hill. Responses to surveys of persons aided by the FSP continue to reflect a superior level of service by the tow-truck drivers.

Callboxes Upgraded

The Service Authority for Freeway Emergencies (SAFE) has completed the installation of 240 new callboxes on the I-405 and I-10 freeways. This includes almost all of the callbox upgrades on the I-405 from the Marina Freeway to the Orange County line. Callboxes are currently being replaced on the Pomona ((I-60) Freeway.

The Metro Callbox System is under upgrading and expansion. Callboxes are being installed for the first time on highways such as Pacific Coast Highway, Angeles Crest, Topanga Canyon, and Highway 138. The 3,500 existing callboxes are being replaced with new state-of-the-art cellular technology. The phones are solar- and- battery- powered, and feature automatic location transmission to the CHP, more accessible sites, hearing-aid compatibility with volume controls and automatic alarms.

Blue Line Ticket Machines Exceed Performance Standards

Tattered dollars and slightly bent coins can still get you a ride on the Metro Blue Line, especially now that the system's fare machines have undergone some modifications, making them 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 performance exceeds reliability requirements," said McSpedon.

The machines are also highly resistant to theft and no break-ins have occurred.

Sixty-five of the same machines were purchased in November for use on the second segment of the Metro Red Line. All of the county's future Metro Rail will share the same ticket-vending system. ■



Automated fare machines allow Metro Blue Line passengers to board trains quickly.

WHAT'S NEW IN RAIL CONSTRUCTION

Underground Tunneling Begins on Metro Red Line Segment 2

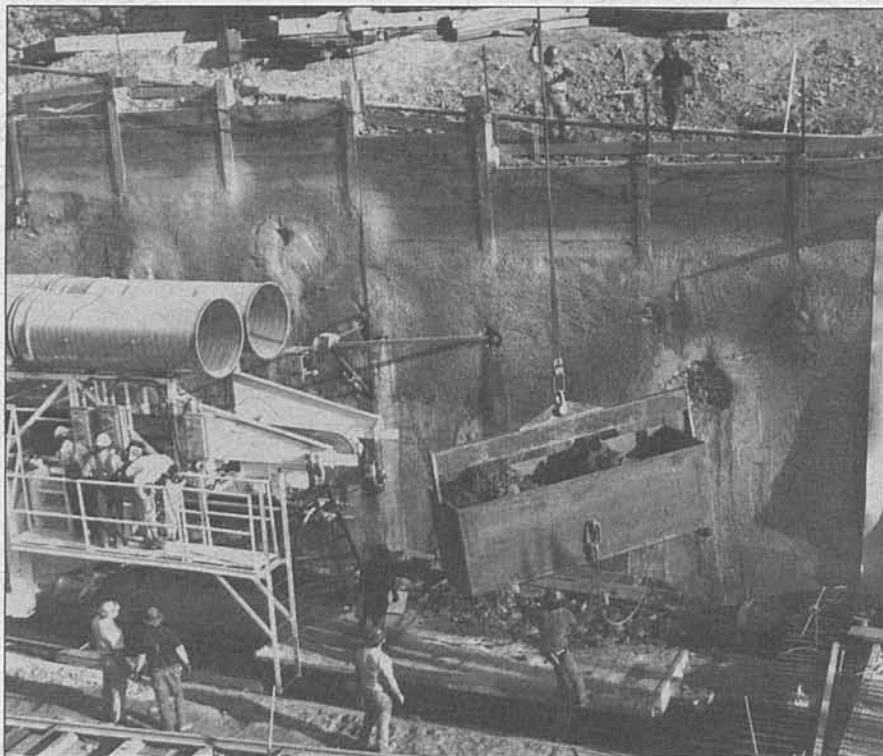
An enormous tunneling machine that will build the subway tunnels for Segment 2 of the Metro Red Line began its 60-foot plunge underground in mid-December. The tubular shield that works like a 200-ton cookie cutter pushing through the earth, will travel from MacArthur Park northwest to Wilshire/Vermont 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. About 850 cubic yards of dirt will be dug out daily by a digger in the shield that resembles a back-hoe bucket. 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



Metro Rail workers operate the giant boring machine that is helping to build L.A.'s subway system.

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 warn personnel if gas is detected beyond a threshold limit. Air ventilation fans provide underground workers with fresh air.

The \$44.5-million MacArthur Park

contract includes \$6 million for the restoration and beautification of the lake and its surrounding area.

Metro Red Line service to Wilshire/Western will begin in 1996 on this 6.7-mile Segment 2 route; service to Hollywood and Vine will open in 1998. The first segment from Union Station to Wilshire/Alvarado has recently been advanced three months to open in June, 1993.

Murray Appointed to Rail Construction Corporation

John W. Murray, Jr. has been appointed to the Rail Construction Corporation, the subsidiary of the Los Angeles County Transportation Commission (LACTC) that manages the design and construction of rail transit projects in Los Angeles County. The RCC Board consists of three appointees from the Los Angeles County Transportation

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Commission, three appointees from the RTD, and a seventh member chosen by the original six. Murray replaces the vacancy left by RTD appointee Dr. Herbert Carter.

Murray is a L.A. City commissioner on the Board of Public Works where he oversees operations on a variety of public services including street lighting and maintenance, contract administration, engineering and sanitation.

"I look forward to the exciting and challenging times ahead for the RCC," said Murray. "The Metro Rail transit system that the RCC is building today will increase mobility and improve the quality of life for all of Southern California. The opportunities for minorities and women to participate in this project are of particular importance to me," he said.

Kids Find Their Way to the TOP

Most of today's youth want to *be something special* when they grow up. Many hope to pursue higher education and learning skills to prepare them for dream careers.

An innovative educational partnership is providing this opportunity — in the form of career path building that leads to actual career opportunities — to those Los Angeles area high school students who want it.

The Transportation Occupations Program (TOP) is an educational effort between the Rail Construction Corporation (RCC) and the Los Angeles, Long Beach and Compton Unified School Districts. Each of these districts has schools located along the now-completed Metro Blue Line between downtown L.A. and Long Beach. The program is being expanded to include schools located along the Metro Red Line in the Wilshire/Western and Hollywood areas and the Metro Green Line in the Norwalk to El Segundo Areas.

By providing specialized technical instruction and job training associ-

ated with the design and construction of major transportation projects, students learn skills — in a hands-on laboratory environment — in rail system development, as well as basic lessons in responsibility, interpersonal relations and the art of transforming vision into reality.

"We've not only created vocational training consistent with the transportation industry but, at the same time, students learn about potential careers, build a career path and begin training for it," said Beatrice Lee, RCC's Educational Programs Specialist.

The program has been a success in the communities served by the Metro Blue Line. It consists of two one-year phases: The first year includes courses designed to introduce 11th and 12th graders to drafting trades and familiarize them with possible career choices. The second phase consists of more advanced courses. Both phases provide internships and on-site job experiences. In addition, scholarships ranging from \$300 to \$1,500 are awarded to college-bound students.

The only prerequisites for the program are that students be in the 11th or 12th grade, have an 8th grade competency in math and English, and it's recommended (but not required) that students take an algebra class. Students are required to maintain a C-average in all their

regular school work while participating in TOP classes in evenings and on weekends.

To date — since it was officially started by LACTC in 1986 — about 250 students have gone through the program. Fifty-eight students are currently enrolled, and 17 former students, who are now in college, returned to work last summer as interns at LACTC.

Courses range from technical math to computer-aided drafting and graphic design, and they're designed for students interested in architectural drafting, engineering and/or transportation-related careers, such as urban planning and construction management.

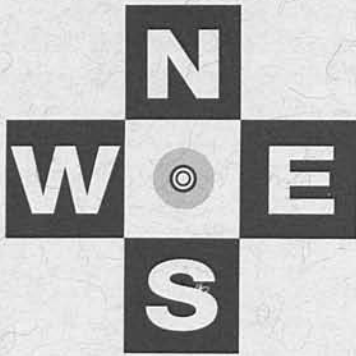
The program is supported by local engineering and construction firms — most of whom are actively helping build the Metro system — that provide on-the-job training for some of the students during the summer. TOP teachers are recruited from within the school districts, as well as some of the most prominent working professionals in the engineering and transportation fields.

The success and promise of TOP is obvious to all the participants. The students are enthusiastic and energetic, the teachers and corporate sponsors are inspired, and the RCC is happy to have played a unique role in developing the next generation of transportation leaders. ■



TOP students Jimmy Hernandez and Earnest McCall accompany an RCC employee into the Metro Red Line tunnel.

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 occasionally profile one area team or write an in-depth article about a current "hot issue". This month, the Central Area Team is featured with an article covering rail developments in line for East Los Angeles.

Central

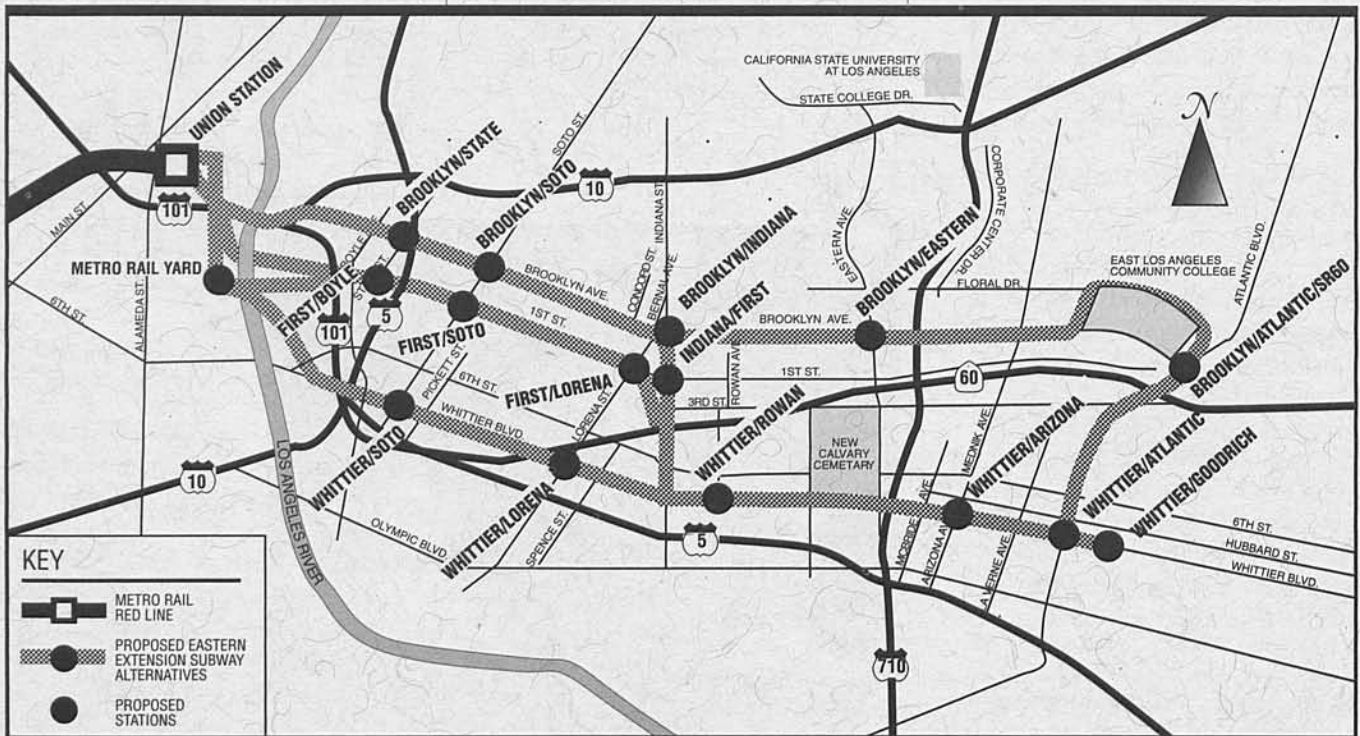
LACTC Presents Eight East Los Angeles Metro Alternatives for Community Review

Eight alternatives for the extension of the Metro Rail into East Los Angeles were presented in January to local residents, business people and community leaders at a series of open houses conducted by the Los Angeles County Transportation Commission.

The four open houses were the second in a series of meetings LACTC planners are holding to generate opinions and ideas from the local community. Four meetings were held in September and October when the Commission presented an initial set of proposed route alignments and transportation options for public review and feedback. The set of alternatives to be released this month reflects community input received during those meetings.

The East Los Angeles Metro extension is proposed to be a continuation of the Metro Red Line subway that will eventually run from downtown Los Angeles to West Los Angeles, the San Fernando Valley and the East Los Angeles area. It is the backbone of a 140-mile urban rail transit system being developed for Los Angeles county, funded by federal, state and local revenues.

Because of the significant long-term affects the project promises to have on the community, LACTC planners are engaged in an



18-month planning and review effort called an Alternatives Analysis. This process includes technical analysis of a broad range of environmental considerations, such as noise and vibration, geology, traffic and parking, cost and potential displacement of homes and businesses.

It also presents a number of opportunities for local homeowners, renters, property owners, merchants, community leaders and government agencies to express their own opinions and views on the potential route alignments. At the end of this process, which will include additional public meetings, the Commission will select one alternative as the Locally Preferred Alternative. That decision may be made as early as January of 1993.

The Locally Preferred Alternative will be advanced to the U.S. Department of Transportation for funding assistance. Once the federal government approves it, the Locally Preferred Alternative will undergo final engineering and design work. Construction on the first 2 1/2 miles of an East Los Angeles extension — which would include at least two stations — is slated to be completed by the year 2001.

“Community involvement is critical to helping the Commission select the one route alignment that will best serve the needs of the East Los Angeles community,” said Ralph de la Cruz, director of the LACTC’s Central Area Team. “These public meetings are just as important as all the technical studies undertaken by the planners and engineers.”

The eight alternatives currently under study include six rail route alignments, an option using beefed-up bus service and street improvements, and a “no build” or status quo option.

For further information, in English or Spanish, please contact the Eastside Metro Hotline, (213) 244-6834.

Land Development Workshop Held

In December, LACTC’s Central Area Team joined with the City of Los Angeles for a work-study session on land-use development around rail stations and rail corridors. The session included presentations and discussions with rail experts from at least seven cities, including San Diego, San Jose, Portland, Boston, Washington, D.C., San Francisco and Sacramento. These cities have each begun or expanded their rail systems since the 1950s, and their representatives shared their experiences at the workshop. More than 200 people attended the workshop, including the entire Los Angeles City Planning Commission. For more information, please contact Jim de la Loza of the Central Area Team, (213) 244-6261.

Southeast

Los Angeles-Orange County Adjacent Cities Information Forum

A special Information Forum was hosted on February 6 by LACTC Commissioners Jacki Bacharach and Judy Hathaway-Francis and Orange County Transportation Authority board members Bill Mahoney and Bob Wahlstrom.

Border cities face the additional transportation-related concerns of coordinating projects that cross county lines. This forum aims to ensure that the concerns of the cities are being addressed and that coordination is an ongoing process between Los Angeles and Orange Counties. Border cities in Southeast Los Angeles County and West Orange County have been invited to attend. For additional information contact Naomi Nightingale, (213) 244-6410.

A similar Information Forum for San Gabriel Valley (57 Corridor) and North Orange County cities

was held on Jan. 30. For additional information regarding this forum contact, Lupe Valdez, San Gabriel Valley Team, (213) 244-6547.

Consolidated Transportation Services Agency Workshop

Staffs of public and private fixed-routes and paratransit agencies should be on the look out for the next workshop session to be conducted by the Consolidated Transportation Services Agency. The upcoming workshop - the second in a series of four - will cover Sensitivity Training. Transit operators and paratransit agencies will be notified by mail of the dates and location. For additional information contact James Parker, Southeast Area Team, (213) 244- 6167.

San Gabriel Valley

San Gabriel Valley Cities Establish Coalition

Twenty-eight San Gabriel Valley cities have joined efforts in forming a San Gabriel Valley Transportation Coalition. The effort is being lead cooperatively by a number of cities pursuing a consolidated effort to address transportation policies and programs affecting the San Gabriel Valley.

The services of Forsythe and Associates have been contracted to:

- Evaluate the Proposed Integrated System 30-Year Plan;
- Evaluate and recommend findings on LACTC—SCRTD Reorganization; and
- Conduct a needs-assessment for the San Gabriel Valley.

The Coalition includes both elected officials and staff, and will be working with the San Gabriel Valley Association of Cities Transportation Committee. If you would like more information, contact Forsythe & Associates at (818) 967-4700. ▶

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San Gabriel Valley's Next Step in Rail Planning

The LACTC has directed its staff to investigate the potential for a study of rail route alternatives along the broad corridor between the Pomona Freeway (Route 60) and the San Bernardino Freeway (Interstate 10) in the West San Gabriel Valley. Staff is meeting with cities in this area to assess their interest in pursuing and co-funding such a study. Once city discussions take place, staff will report on the findings and further discuss the study options. If you have any questions about this project, you can call Lupe Valdez of the San Gabriel Valley Area Team at (213) 244-6547.

San Fernando Valley/ North County

New Buses for the New Year

The new year was celebrated in the Antelope Valley by inaugurating 11 brand new commuter buses. The county and the cities of Lancaster and Palmdale purchased the 40-seat coaches for about \$3 million. At present, seven commuter buses leave the Antelope Valley, with five runs to downtown Los Angeles and two to Warner Center.

The new buses are operated by the ATE Ryder Management Company under a temporary six-month contract. The County of Los Angeles, plus the cities of Lancaster and Palmdale, will select a permanent operator for commuter, local and paratransit bus service this summer.

The City of Santa Clarita also participated in the purchase of new commuter buses, acquiring 11 new coaches for its seven commuter runs into downtown.

North County Gets Glimpse of Tomorrow

North county civic and community leaders got a special update about the proposed LAX to Palmdale Rail Transit Project. Hosted by the City of Palmdale, LACTC Transportation Development Specialist George Swede gave an overview of the project, which would be a combined public/private partnership.

To date, five consortia have expressed an interest to bid on the 71.8-mile line, and proposals are due in April. Comprehensive evaluations and competitive negotiations are expected to follow before the contract can be awarded. It is estimated that the project could cost in the range of \$4 billion.

(Editor's Note: Look for a more in-depth piece about the LAX/Palmdale project in an upcoming *Metro Moves*.)

South Bay

Peninsula Cities Form New Transit JPA

The cities of Rancho Palos Verdes, Palos Verdes Estates and Rolling Hills Estates recently established the Palos Verdes Peninsula Transit Authority, a Joint Powers Authority. The Authority will oversee operation of both the dial-a-ride and fixed-route service on the Peninsula. Previously, the service was governed by two separate boards. Service parameters are currently being finalized.

LAX/Westchester Rail Task Force

The LAX Interagency Rail Transit Task Force has recommended three alternatives for rail service in the LAX/Westchester area move into the Environmental Impact Report (EIR) stage. These alternatives include a "mitigated Green Line route" similar to one approved in 1989, plus People Mover service in

the LAX Central Terminal Area (CTA); "Alternative 4," which includes Green Line service north from Aviation/Imperial to Westchester, interfacing at Lot C with People Mover service for the CTA; and "Alternative 5," which solely uses People-Mover technology north of the Aviation/Imperial station, including in the CTA.

LACTC will review the Task Force recommendation at its February meetings of the Planning and Mobility Improvement Committee (PMIC) and the full Commission itself.

The Department of Airports is also expected to take action in the near future. The two agencies will discuss how to best use these alternatives through the EIR process.

Metro Blue Line Improvements

The LACTC in December approved a Metro Blue Line System Enhancement program to reduce noise along the complete 22-mile Blue Line route. Residents have expressed concern that trains are running at a higher decibel level than originally approved in the EIR.

The Commission also adopted a Blue Line Park-and-Ride project that will alleviate the parking shortage at three Blue Line stations: Wardlow, Willow and Del Amo. The Blue Line's success in attracting ridership has resulted in overcrowded parking lots at each location. In order to retain current riders and attract new ones, the LACTC will seek solutions to this problem. In the cases of Willow and Del Amo, existing lots can be redesigned and reconstructed for more parking; however, at Wardlow, the station may have to be relocated to a more feasible site. LACTC's staff will report its recommendation to the Commission after further study. ►

Westside

Orange Line Open Houses Held

The Westside Area Team held trilingual (Spanish, Korean and English) open houses in January in communities along the proposed route of the Orange Line. For further information, contact Ellen Gelbard, LACTC Westside Area Team Project Manager, (213) 244-6894.

Santa Monica Blvd. Preliminary Planning Study

The Commission is acquiring the Southern Pacific Transportation Company's Santa Monica right-of-way, from I-405 to the Beverly Hills border.

In January, LACTC will begin the preliminary planning process for a Corridor Concept Study that will

compile previous traffic-relief proposals. The study will also compile and compare state-of-the-art congestion relief measures appropriate for the boulevard. For further information, contact Patricia Holmberg, LACTC Project Manager, (213) 244-6780.

Smart Corridor Demonstration Project

The Santa Monica Smart Corridor is an innovative hi-tech congestion management demonstration project of national significance. It is designed to improve the flow of traffic and decrease congestion. The corridor covers a 12.3-mile stretch of the Santa Monica Freeway and surrounding major streets. For further information, contact Shahrzad Amiri, LACTC Project Manager, (213) 244-6421.

Exposition Right-of-Way

LACTC Staff is providing updates to

neighborhood organizations on the preliminary planning study progress being done along the Exposition right-of-way. At this time, Westside Area Team members and consultants are determining all feasible uses of the right-of-way. For more information, contact Fred Silverman, Consultant Project Manager, at (213) 244-6896.

Citizens Advisory Committee and Coro Foundation Fellows

The Citizens Advisory Committee (CAC) replaced their January meeting with a special workshop. A group of Fellows from the Coro Foundation has been retained by the Westside Area to study the CAC and its role as a public advisory committee. This same group also facilitated the workshop, and more about this will be reported in the next issue of *Metro Moves*. ■



Legislative Update

FEDERAL NEWS

Americans With Disabilities Act Plan Reviewed by Public

The preliminary draft of the Los Angeles County Coordinated Interim Paratransit Plan is undergoing careful scrutiny by the disabled community, transportation officials and the public. The draft interim plan, which was the subject of a public hearing held on Jan. 8 at the County Hall of Administration, forms the basis of Los Angeles County's proposed implementation of the paratransit requirements under the Americans With Disabilities Act (ADA).

The draft plan sets forth a proposal to establish a network of public and private paratransit operators who will provide ADA-eligible disabled individuals with curb-to-curb transportation service. The network system would allow Los Angeles County to meet its ADA obligations without duplicating existing service provided by the county's 290 local paratransit and dial-a-ride operators.

Based on comments received in writing and at the public hearing, the LACTC will revise and expand upon the draft interim plan and prepare a first-year plan, which is required to be submitted to DOT by July 26. Public hearings will be held on the final plan in late spring.

For a copy of the draft interim plan, which is available in alternative formats, or for more information, please call Deidre Heitman at (213) 244-6744, TDD (213) 244-6908.



U. S. Congressman Bob Carr (right) of Central Michigan recently visited Los Angeles and toured the Metro Red Line Segment, which opens June, 1993. He is shown here with RCC's CEO/President Ed McSpedon (left), and LACTC's Executive Director Neil Peterson (center). Congressman Carr is the second-ranking Democratic member of the House Appropriations Subcommittee on Transportation, which recommends federal funding for all mass transit programs.

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Managing Editor
Wendy Taylor

Art Director
Anne Roubideaux

Director of Communications
Stephanie Brady



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LOS ANGELES COUNTY TRANSPORTATION COMMISSION

818 West Seventh Street, Suite 1100

Los Angeles, CA 90017

213/623-1194

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