

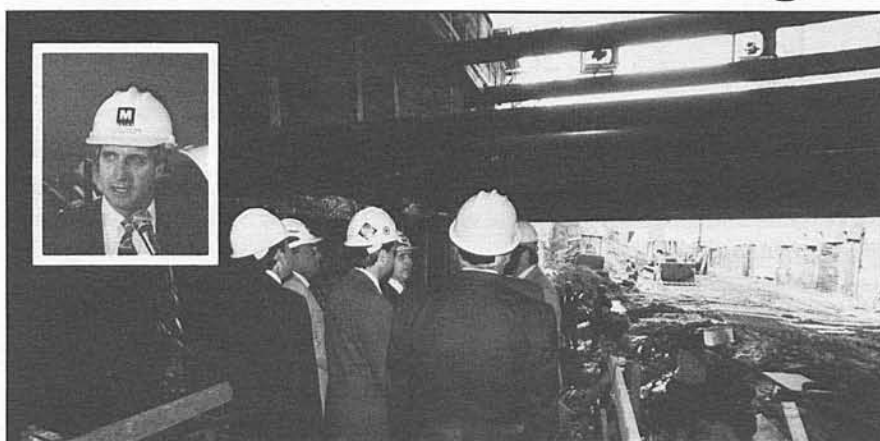
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METRO

METRO MOVES

Transportation Secretary Card Assists in Metro Red Line Tunnel Breakthrough



U. S. Department of Transportation Secretary Andrew H. Card Jr. and local transit officials view the newly joined Metro Red Line Segment 1 and 2 tunnels.

Segment 1 On Track for June, '93 Opening

New U.S. Department of Transportation Secretary Andrew H. Card Jr. is a hands-on manager. At a ceremony held 60 feet underground in the Wilshire/MacArthur Park Red Line Station late last month, Card wielded a sledgehammer to break down a steel wall separating tunnels for Metro Red Line Segments 1 and 2.

President Bush appointed Card in January to replace former Transportation Secretary Andrew Skinner. Card, who has a background in design engineering and a reputation as a skillful manager, comes to the

continued on page 2

State High Court Upholds Validity of Prop. C

Road Cleared for More Transportation Programs

In a major victory for voter-mandated transportation funding, the California Supreme Court rejected an appeal of a lower court ruling upholding the legality of Proposition C. The appeal, quashed by the court on May 19, upholds the half-cent sales tax initiative approved by voters in 1990. The end of *Vernon v. State Board of Equalization* clears the way for disbursement of the about \$400 million in Proposition C sales taxes collected annually since the Libertarian Party-sponsored court challenge began.

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Los Angeles Hosts APTA Rapid Transit Conference



Los Angeles confirmed its new status as a center of advanced transportation planning when the American Passenger Transport Association (APTA) held its national Rapid Transit Conference at the downtown Westin Bonaventure Hotel this month (June 14-17).

LACTC Executive Director Neil Peterson, RCC President and CEO Edward McSpedon, and SCRTD General Manager Alan F. Pegg all helped to kick off the conference with remarks to the General Session. In addition, planners, engineers, managers and board members from the three agencies made presentations and participated in panels on topics ranging from Automated Guideway Transit and Trolley Bus Technology to Innovative Funding and Designing Joint Development Opportunities.

Conference inspection tours naturally focused on Los Angeles County's emerging Metro System. Attendees rode the Metro Blue Line and the new Red Line subway test cars, and inspected the county's state-of-the-art operations and maintenance facilities. ■

"Transportation Secretary...",
continued from page 1

job after eight years as deputy White House chief of staff.

The tunnel breakthrough ceremony marked an important milestone in the Metro Red Line project. The subway station (where Card broke through the wall) is part of Segment 1. All heavy construction is complete and testing of trains is well under

will be lifted out of the ground by a crane and returned to MacArthur Park to begin carving out a parallel tunnel.

As the Segment 2 tunneling continues, workers on Segment 1 (from Union Station to MacArthur Park) are completing work on station features like escalators, stairwells, tiles and light fixtures. The first four of 30 subway trains have been delivered to the Metro train yard and are undergoing rigorous testing procedures. Communications and other high-tech systems also undergo testing while the trains run.

Participating in a major Metro Red Line

milestone was only part of the reason for Card's visit. The new federal Transportation Department head also toured sections of South Central Los Angeles, where the LACTC is discussing the possibility of accelerating and expanding several transportation projects. Under consideration are a Crenshaw Boulevard transit corridor study, an acceleration of extensions of the Metro Red Line into the mid-city area and East Los Angeles, and exploration of joint development opportunities at transit stations along the Metro Blue Line route. (See "Rebuild L.A.", page 4.) ■

"State High Court...", continued
from page 1

"We are pleased with the Supreme Court's decision not to review the case," said LACTC Executive Director Neil Peterson. "We can now proceed with the vital transportation programs voters approved nearly two years ago — improved bus and rail service and greater incident management on our streets and highways. That will go a long way toward rebuilding our communities and providing jobs for the Southern California region."

Proposition C funds represent a significant portion of the 80% in local and state monies that are funding Los Angeles County's recently approved 30-Year Integrated Metro Plan. The plan anticipates spending \$183 billion over the next three decades for congestion-relief projects countywide — a massive effort that is expected to generate 45,000 local jobs a year and nearly 1.4 million jobs over 30 years.



Here's how Proposition C funds will be allocated:

• **Expanded Rail and Bus Transit:** 40% (about \$160 million annually) for more rail projects, a bigger, cleaner bus fleet and increased graffiti prevention;

• **Street and Highway Improvements:** 25% (about \$100 million annually) for freeway-gap closures; increased incident management such as the Freeway Service Patrol; signal synchronization and "Smart Street" corridors; Transportation Demand Management (TDM) strategies, construction of carpool lanes; park-and-ride lots and other highway improvements;



• **Commuter Rail and Transit Centers:** 10% (about \$40 million annually) for Metrolink development and operation, construction of Transit Centers, park-and-ride lots and freeway bus stops;



• **Better Bus and Rail Security:** 5% (about \$20 million per year) to make riding all mass transit as safe as the Metro Blue Line;

• **Local Transit-Related Projects:** 20% (about \$80 million annually) distributed among the 87 cities and Los Angeles County for public transit, paratransit and related services, including improved and expanded supplemental services that cities now provide.



Helping the cities plan projects for

"This Metro Rail breakthrough truly does represent a breakthrough — in the spirit... that will always keep Los Angeles moving."

U.S. Trans. Sec. Andrew Card

way, on schedule for Segment 1's opening next June. Segment 2, now joined to Segment 1, is scheduled to open in 1996.

After relinquishing the sledgehammer to construction workers, Card took a brief ride on a Red Line test train, one of several that is running through the Metro Red Line Segment 1's 4.4 miles of tunnel.

While on board, Card met with Compton, Long Beach and L.A. unified school district high school students who are participating in the LACTC's Transportation Occupations Program (TOP). The students described the specialized technical instruction in transportation-related projects that TOP provides as part of their high school curriculum.

As Card chatted with students, Segment 2 tunneling beneath Wilshire Boulevard was pressing westward.

The mammoth 200-ton, 185-foot-long mining machine that is carving Segment 2 tunnels has progressed about two miles from MacArthur Park to Normandie Avenue, where a station is under construction. The tunneling machine will soon reach its Wilshire Boulevard/Western Avenue destination, where it

these local return funds is a priority for the LACTC. "We will be asking cities to meet with us for a workshop on the types of programs eligible during June, and, by September, we believe we can begin to disburse Prop. C funds," Peterson said. ■

LACTC/SCRTD Merger Becomes Law

The vision of a single, efficient transportation agency for Los Angeles County will soon become a reality. Gov. Pete Wilson signed the reorganization bill authored by Assemblyman Richard Katz (D-Panorama City) into law on May 19. The bill, AB-152, merges LACTC planning and SCRTD operational functions into a new Los Angeles County Metropolitan Transportation Authority. The measure, approved unanimously by both the Senate and Assembly, will save millions of dollars, eliminating costly bureaucratic duplication of function between the agencies.

Recent joint sessions held by the two agency boards, as well as the efforts of an ad-hoc LACTC/SCRTD Committee on Reorganization, will pave the way for the new MTA board's first meeting after Feb. 1, 1993. Sixty days later, the LACTC and RTD boards will cease to exist.

The two agencies have not waited until the last minute to begin planning for the merger. For months, the commission has been meeting with staff from both agencies to work out an orderly transition. Once a hotly debated issue, there is now mutual consensus that the time for merger is right. Cities across the county, from Long Beach to Claremont, clearly agree. Numerous cities sent Gov. Wilson letters urging the measure, as did the Los Angeles Chamber of Commerce and the Valley Industry and Commerce Association.

Southland cities will have significant input into the makeup of the new MTA board. In addition to the Mayor of Los Angeles, the Los Angeles County Supervisors, three mayoral appointees (including two citizens-at-large) and one non-voting member appointed by the governor, MTA commissioners will include four representatives from Southland cities chosen by the Los Angeles County City Selection Committee. The City Selection Committee consists of delegates — either mayors or their designated representatives — from each of the county's 88 cities. ■

Tow Truck Drivers to Compete in Rodeo

When these lone riders gather on June 27 for the traditional tests of skill and speed, their mounts will have four wheels instead of four legs.

The Freeway Service Patrol's (FSP), 88 dedicated drivers don't rope calves, but they definitely keep the commuter herd moving. After a year of outstanding performance, the FSP Rodeo will give these road warriors a chance to display their skills off the freeway. Held to mark the patrol's one-year anniversary,



Since July 1991, the Freeway Service Patrol has cut incident response time to about 7 minutes.

the event will be an opportunity for patrol drivers to vie for honors in a battery of challenging competitions. In addition to tests of driving accuracy, repair skills, towing ability and courtesy, the celebration will include a variety of activities and entertainment for patrol crew members, family and well-wishers.

There's plenty to celebrate. Since its initiation in July of 1991, the Freeway Service Patrol has cut the average freeway incident response time from about 17 minutes to about 7 minutes for 132,000 stranded motorists. Because every minute saved clearing an incident saves about four minutes of delay, the patrol's impact on freeway congestion has been significant.

Sporting Los Angeles County's new Metro System "M" symbol, patrol tow trucks roam Southland freeways during morning and evening rush hours. The patrol offers minor repairs and services, such as changing flat tires, providing a gallon of gas, filling radiators, and towing cars out of traffic. Simple but swift aid like this has won the program widespread praise for congestion relief and a 98% approval rating from the public.

The 88-truck Freeway Service Patrol currently covers about 200 miles of freeways. Los Angeles County's recently adopted 30-Year Integrated Transportation Plan calls for expansion of the patrol to 180 trucks covering all freeways countywide. With the release of Proposition C monies for transportation projects, expansion of the patrol can now move forward.

The Freeway Service Patrol Rodeo will take place from 10 a.m. to 4 p.m., at the Hollywood Bowl's Fairfield Parking Lots, located at the intersection of Odin Street and Highland Avenue in Hollywood. If you're a fan of the Freeway Service Patrol, stop by to share the free-wheeling fun. ■

LACTC's Rebuild L.A. Task Force Targets Job Training and Career Opportunities

They say that good things often spring from bad situations. LACTC is helping to prove the old adage by establishing a task force to investigate various ways to increase its job training efforts and provide more career opportunities for the residents of the communities most devastated by the recent Los Angeles civil disturbance.

The ultimate goal of these efforts is to increase the number of career opportunities in transportation and transportation-related industries for those who may not yet have considered such a career. The intent is not necessarily to create a new job-sourcing entity, but to tap into existing federal, state, community and union programs, and, at the same time, expand LACTC's current Transportation Occupations Program (TOP).

The task force's program is now in the planning and development stages. The group's first job is to plug into the community network to ascertain priority needs. Secondly, various targeted populations must be determined (i.e., young men, women, older adults) for each specific training or career opportunity effort. Some of the efforts being considered include:

"As we transition into a transportation-driven economy, it is imperative that we create ... long-term job opportunities."

—Gerry Hertzberg,
Alternate LACTC Commissioner

• **Expanding TOP:** This program is an educational effort between the Rail Construction Corporation (LACTC's rail building subsidiary)

and those school districts with schools located along existing or planned Metro Rail lines. High school students receive specialized education and job training associated with design and construction of major transportation projects.

Since 1987, the well-received business-education partnership has

tractors, consultants and vendors to provide additional summer jobs.

Further, an "Adopt-a-School" program has been suggested for three high schools and seven elementary schools in the affected area. The program could pave the way for future student interest in TOP.



New U.S. Dept. of Transportation Secretary Andrew H. Card Jr. meets Transportation Occupations Program (TOP) students during his recent L.A. visit. TOP is being considered for expansion as part of the LACTC's Rebuild L.A. efforts.

grown from about 40 students to its current participation rate of 124. In addition, 55 former TOP students are currently attending college on TOP scholarships.

Under discussion are plans to expand TOP to include high schools in South Central Los Angeles and the Eastside, specifically along the

Crenshaw corridor and near the Metro Red Line maintenance yard located in downtown Los Angeles. Also under discussion is a proposal to approach rail construction con-

• **Apprenticeship Programs:** Another proposal being considered by LACTC's Rebuild L.A. Task Force is to develop relationships with trade unions, such as sheet metal workers, carpenters, and electrical engineers, that have apprenticeship programs. The idea would be to provide training for union-sponsored programs to help more people reach journeyman status in those fields applicable to the transportation industry.

"By working with the trade unions early on, we can develop an effective apprenticeship program that will provide meaningful jobs for those who need it most," said Gerry Hertzberg, legislative deputy to

L.A. County Supervisor and LACTC Commissioner Gloria Molina. "As we transition into a transportation-driven economy, it is imperative that we create as many long-term job opportunities as possible for tomorrow's leaders."

A literacy-training program to prepare applicants for the tests required for the apprenticeship programs is also under discussion. Along this same line, the LACTC would work with community programs, such as the Urban League's Literacy Center, to provide training and expertise in the transportation field. ■

Studies to Step-Up Improved Mobility and Create Jobs in Crenshaw Corridor

As proposed by Los Angeles Mayor and LACTC Commissioner Tom Bradley, the LACTC agreed at its May meeting to accelerate studies for potential transportation options and alternatives for the Crenshaw Boulevard corridor. The acceleration is part of the LACTC's efforts to provide essential services to the devastated communities of South Central Los Angeles. The corridor has already been designated for study under LACTC's 30-Year Expanded Plan, but improving the area's mobility and providing employment opportunities are now considered priorities.

"Recent disturbances in Los Angeles have significantly impacted the mobility of residents in the affected areas," Bradley said. "We will make every effort to increase mobility by looking at new methods and technologies to facilitate the improvements these residents deserve."

Among the alternatives that could be explored for the Crenshaw Corridor are expanded bus services, an Electric Trolley Bus (ETB), a light rail system, and a new technology

called Suspended Light Rail Technology (SLRT). The latter would connect with planned extensions of the Metro Red and Green lines. The Federal Transit Administration (FTA) recently announced a competition for grants to support a SLRT pilot project.

"Suspended Light Rail technology could be an important catalyst to revitalize Los Angeles," Bradley said. He went on to make a motion directing LACTC's staff to prepare a tech-

nical proposal/grant application to the FTA for money for advancement of the SLRT program.

The commission also directed the LACTC staff to work with the Southern California Rapid Transit District and the Community Redevelopment Agency, as well as other key planning agencies, to develop a scope of work for other types of transportation improvements for the stricken area. ■

WHAT'S NEW IN RAIL CONSTRUCTION

Commission Agrees to Open Bidding for 15 Start-Up Green Line Cars

Intent on meeting its scheduled revenue operations date, the LACTC approved in May the release of an Invitation For Bid (IFB) to the car manufacturing industry for a limited order of 15 cars. The cars are to be built and delivered in time for the planned November, 1994, Green Line inauguration.

The 15-car order will allow initial Green Line service to begin on time by "fast tracking" the bid process. The bid process is expected to take only a month to complete, with a Notice to Proceed awarded to the winning low-bid manufacturer by August. The vehicles would be similar to and compatible with the successful Metro Blue Line cars.

The smaller first order will also make it possible to plan carefully for the procurement of 87 additional L.A. Standard Light Rail Vehicles. Splitting the bid into two orders is part of a six-point plan previously recommended by LACTC's L.A. Car Ad Hoc Committee, and adopted by the commission in January. One of the plan's main goals is to develop a strategy that would create meaningful long-term job opportunities in Los Angeles County.

During the past five months, the LACTC staff and the Ad Hoc Committee have been meeting with local aerospace and defense manufacturers to determine their interest in participating in a local Surface Transportation Industry that would utilize new technologies.

At its June meeting, the commission is expected to authorize the preparation of a Request for Proposal (RFP) for an 87-car order, to be used on the Green Line and for the

The smaller first order makes it possible to carefully plan development of a standard L.A. car.

planned Pasadena extension of the Metro Blue Line.

The modular design for the L.A. Standard Light Rail Vehicles will be upgradable to utilize automated, driverless technology. The modular cars are expected to employ advanced, state-of-the-art technologies that will serve as a model for future advanced transit products. ■

NEWS BRIEFS



Enhanced Role Planned for Citizens' Advisory Committee

The LACTC Citizens' Advisory Committee (CAC), established by the legislation that created the commission, will play a more prominent role in commission affairs when the LACTC and the SCRTRD merge early next year. Changes in the CAC's role, proposed to the commission by the LACTC's Legislative and Intergovernmental Services Committee and approved in a commission meeting May 27, will markedly increase the CAC's visibility and impact.

Each commissioner appoints four citizens to serve on the CAC. The group meets at 7 p.m. on the second Wednesday of each month, and meetings are open to all interested persons. For more information about the CAC, or to learn how to attend a meeting, contact Miriam Simmons of LACTC's Westside Area Team (213) 244-6891.

Meetings on Prop. C Funding

Access to Proposition C local return monies is high on the agenda at the next Southeast Area Cities' Issues meeting on June 24. The meeting will be held in the City of Lynwood on June 24 from 8 to 10 a.m., and will include briefings on the status of transportation projects in the area. For more information, contact Naomi Nightingale, LACTC Southeast Area Manager of Government & Public Affairs, (213) 244-6410.

LACTC's South Bay Area Team also hosted a Prop. C workshop on June 17 to educate city planners on Proposition C guidelines. For more information, call Brynn Kernaghan, LACTC South Bay Area Team Manager of Government & Public Affairs, (213) 244-6533.

West Hollywood Begins Paratransit Service

With the inauguration of the City of West Hollywood's first-ever paratransit service, the area's physically-challenged and senior residents now find it easier to get around. Cityline's four 10-passenger, lift-equipped vans concentrate on major activity centers, parks, the library, medical services and local government offices Monday through Friday, 9 a.m. to 4 p.m., Thursday through Sunday evenings, 7:30 p.m. to 3:30 a.m. Cityline connects local parking lots with restaurants and nightclubs along Santa Monica Boulevard within West Hollywood. For route information, call 1-800-447-2189.

Norwalk Mayor Joins LACTC Board

Norwalk Mayor Robert J. Arthur has been named as LACTC Alternate Commissioner for La Habra Heights Councilwoman Judy Hathaway-Francis.

Arthur replaces Robert White, who stepped down as Alternate Commissioner after retiring from 24 years of service on the Norwalk City Council.

LACTC Employees Practice What They Preach: Ridesharing!

A recent survey among LACTC staffers indicates that 72% of LACTC's employees rideshare. Compared to a 1991 survey, there has been a 2% increase in the use of public transportation, a 5% decrease in solo drivers, and a 1.6% increase in 3-person carpools. These numbers place LACTC in the top 10% of all employers within the county and sixth among downtown Los Angeles companies.

Public transit usage by LACTC employees plays a major role in meeting employee commuting needs and Regulation XV requirements.

Metrolink Stars in Rail Symposium

When more than 100 rail industry professionals roll into town next month, all eyes will be on Metrolink's recently arrived bi-level cars, low-emission diesel locomotives and new Taylor Yard equipment servicing facility.

The Second Symposium for Emergent Commuter Rail Services, to be held July 29 to August 1 at the Hyatt Regency Long Beach Hotel, will also feature updates on every commuter rail system currently being developed worldwide.

Traveling from Long Beach to Taylor Yard's downtown Los Angeles location via the Metro Blue Line, symposium participants will also get a first-hand feel for Union Station's planned role as a major hub for connections between Metrolink commuter rail, Metro Rail and bus services. For more information about the symposium, call (202) 296-6700.

TOP Students Plant Giant Sequoias

Five Transportation Occupations Program (TOP) students and a TOP alumnus joined four LACTC staff members on a trek far from the grit and din of urban transportation construction projects — to plant trees, instead of tracks.

The 280-mile trip to Stanislaus National Forest was the third such annual outing, privately financed by LACTC staff, to honor outstanding TOP students. Joined by volunteers from TreePeople and San Francisco's Peninsula Releaf project, Forest Service Staff, and members of the Me-Wuk Native American tribe, the group hiked to an area burned during the 1987 Stanislaus Complex forest fire to plant Giant Sequoia seedlings. The new Sequoia grove, dedicated to the region's Me-Wuk tribe, is marked by a granite memorial commemorating the students' journey of ecological healing. ■



First Metrolink Locomotive Arrives

Metrolink moved one car closer to operation this month, with the arrival of the first of 17 state-of-the-art, reduced-emission locomotives.

The proven locomotive design is the same used by Ontario, Canada's, extensive GO Transit commuter train service. Built by General Motors, the 16-foot-high, 258,000-pound diesel workhorse features electric traction motors that provide the smooth, quiet acceleration required for comfortable commuter service. Capable of a top speed of 88 m.p.h., the train carries 2,200 gallons of low-emission diesel fuel — the cleanest, most efficient train propellant available.

An on-board computer continuously monitors the operator's controls and the performance of major systems and components, and provides automatic override corrective action when necessary. Housed in a fully enclosed car body, the locomotive's engine, systems and components are easily accessible through protected walkways.

The locomotive, which will undergo extensive testing in the months ahead, joins the first of 70 double-decker passenger cars that began arriving in April. Initial service on the first routes of the 400-mile Metrolink commuter rail network — from Pomona, Santa Clarita and Moorpark to downtown Los Angeles' Union Station — is slated to begin in October.



Legislative Update

LACTC Receives State Funding for Metrolink, Metro Red Line and Electric Trolleys

Metrolink commuter rail and the Metro Red Line subway leapt ahead last month when the California Transportation Commission (CTC) allocated \$210.6 million in Proposi-



One of Metrolink commuter rail's bi-level, 160-passenger cars.

tion 116 funds to advance construction of these and other transportation projects.

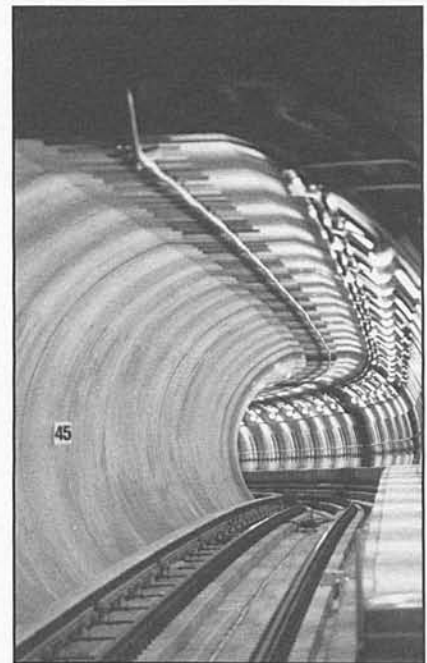
"More than \$153 million was allocated to move the Metrolink project ahead," said Neil Peterson, executive director of the Los Angeles County Transportation Commission (LACTC). "These allocations show

the strong partnership between the state and the Southern California Regional Rail Authority (SCRRA) and their mutual commitment to meet the October deadline for the opening of this valuable train service."

This CTC action included allocations for the following projects:

- **The Fullerton-to-Los Angeles Metrolink line** received \$42.6 million for capital improvements, including crossover installation and track upgrading;
- **The San Bernardino-to-Los Angeles Metrolink line** received \$67.4 million in Proposition 116 funds to improve about 60 miles of track owned by SCRRA member agencies;
- **Segment 2 of the downtown Los Angeles Metro Red Line subway** (Wilshire/Alvarado-to-Wilshire/Normandie) was allocated \$53 million for design, construction and right-of-way acquisition;
- **The Ventura-to-Los Angeles Metrolink line** received \$17.3

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An operator's-eye view of a completed Metro Red Line subway tunnel.

"Legislative..." continued
from page 7

million for track and signal work between the Burbank junction and Moorpark, as well as for the purchase of rail passenger cars;

• **The Metrolink maintenance facility**, to be located in Taylor Yard, was awarded \$22.1 million for construction;

• Proposition 116 funds were also earmarked for **Metrolink stations** in Glendale (\$2 million), El Monte (\$235,000), Burbank (\$573,000), Covina (\$650,000) and Chatsworth (\$791,000).

In a separate action, the CTC set aside \$4 million for the LACTC's **Electric Trolley Bus project** — also known as ZEV (Zero Emission Vehicle). The funds will pay for preliminary engineering, urban design, environmental analysis, route refinement and development of vehicle specifications. This award complements the \$4 million allocated in March from the state's Transit Capital Improvement Program.

Last month's CTC action, along with other recent allocations, confirms California's firm support for the county's 30-Year Integrated Transportation Plan. While funding for the plan is mostly local, state support is crucial to the 30-Year Integrated Transportation Plan's success.

Proposition 116 (the Clean Air and Transportation Improvement Act), approved by California voters in June 1990, authorized the sale of \$1.99 billion in General Obligation Bonds for rail and mass transportation. The LACTC requests Metrolink funding from the CTC on behalf of the SCRRA's five member counties and Southland cities. ■

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