



Los Angeles
County
Transportation
Commission

May 1992

METRO MOVES

Community Celebrates Train Yard Opening



Metro Red Line subway cars are on display at the Metro train yard in downtown Los Angeles. The vehicles are undergoing intensive testing before the service begins in June, 1993.

With this month's opening of the new Metro Red Line maintenance yard, L.A.'s first subway line took a giant step forward toward its scheduled June, 1993, operational date. The yard, located at 300 South Santa Fe St. in downtown Los Angeles, will be home to all of the train cars that will run on the 17.5-mile Metro Red Line, as well as the vehicles for future east and west extensions.

The yard began its official life May 16 with a Community Open House and dedication ceremony co-hosted by LACTC's rail construction subsidiary, the Rail Construction

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Test Trains Are Running Underground

While most of the city sleeps, subway trains are running through downtown L.A.'s Metro Red Line Segment 1. Now that all heavy construction is complete on the first 4.4 miles, the testing phase is well under way.

The third rail that supplies 750 volts of electricity to power the trains has been activated, allowing trains to operate and workers to begin the test cycle for tunnel tracks, signals and various other technological systems.

All vehicles undergo about 20 test procedures, including performance level testing of braking, acceleration, endurance and system reliability, wet track and slide protection, and passenger loads (done with lead weights).

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Buses & Trains Keep Moving During Demonstrations

Despite frayed nerves and shortened schedules, the Southern California Rapid Transit District (SCRTD) was able to keep most buses rolling throughout the county during the civil disturbances that began on April 29, following the Rodney King verdict. Service in South Central Los Angeles, however, was interrupted for the 4-day period.

Additionally, the Metro Blue Line continued daytime runs (in accordance with the curfew) between downtown Los Angeles and Long Beach — incident free despite the fact that the trains run directly through the neighborhoods most seriously affected by the riots. The LACTC attributes this safety success to the excellent security provided to the Blue Line by the Los Angeles County Sheriff's Department.

LACTC commends both the RTD and the Los Angeles County Sheriff's Department for their efforts in maintaining near normal transportation services during these chaotic days.

"Community Celebrates..." continued from page 1

Corporation (RCC), and the Southern California Rapid Transit District (SCRTD).

The festive event focused on the past, present and future of transportation in Los Angeles County. Community visitors wandered among transportation exhibits, examined the first of 30 shiny, new, stainless steel Red Line cars, and learned about projects planned to fight traffic congestion and improve mobility and air quality in the county.

A series of exhibits featured plans for 200 miles each of Metro urban rail transit lines and Metrolink commuter rail service. The Freeway Service Patrol program, upgraded call boxes, expanded bikeways, the school safety program, and the Art-for-Rail-Transit program, all now in progress, were among the transportation projects featured in the displays.

As part of the dedication ceremony, LACTC officials buried a time capsule filled with objects representing transportation in Los Angeles—past, present and future. Guests were encouraged to bring a transportation-related memento to include in the capsule. The capsule will be unearthed 30 years from now when the countywide Metro Rail System is complete.

The brand new maintenance facility consists of a 160,000-square-foot main building where the subway cars will be inspected, maintained and repaired. The indoor shop can house up to 40 cars, and track space outside provides storage for an additional 30 cars. Maintenance workers and subway technicians will inspect the vehicles daily, using a full-length open pit that allows maintenance personnel to work over and under the vehicles.

The facility also contains heavy equipment for the removal and repair of larger vehicle parts, such as motor assemblies. "In-floor hoist"

systems can lift a set of coupled vehicles, weighing 82 tons, five feet into the air. In addition to routine maintenance and special repairs, all rail cars will be scrubbed clean each day at the yard's automatic wash machine.

The Metro Red Line is being built in three segments and, when completed, will extend from Union Station to North Hollywood. Segment 1, set to open three months ahead of schedule in June, 1993, serves Union Station to MacArthur Park. Segment 2's Wilshire Boulevard corridor to Western Avenue will open in 1996; the line will reach Hollywood/Vine in 1998.

"The Metro Red Line subway is the spine of the planned 400-mile Metro system" said Ed McSpedon, RCC CEO/President. "It will serve the city's most densely populated areas, providing high-speed travel and a smooth ride below congested streets."

With the brand new maintenance yard now poised for action, only completion of car testing and final delivery of all vehicles stands between L.A. and its first subway service.

For more information, call 213/620-RAIL. ■

"Test Trains..." continued from page 1

The Rail Construction Corporation (RCC), LACTC's rail building subsidiary, is opening the line from Union Station to MacArthur Park three months ahead of schedule in June, 1993. By operating in the most densely populated areas of Los Angeles, the subway will serve as the spine of the entire Metro system.

"Rail vehicle designers are working on the first pair of Metro Red Line trains, reviewing all the technologies and making minor modifications to improve energy efficiency and maintenance procedures," said Ed McSpedon, RCC CEO/president.



"These pre-production cars allow the RCC to make adjustments on the entire fleet while the vehicles are still with the manufacturer."

The vehicle manufacturer is Breda Construction Ferroviarie Ltd. of Italy. Los Angeles will receive 30 air-conditioned, stainless steel vehicles by October. Each \$1.5-million car has a standing and sitting passenger capacity of 169.

The RCC's aggressive project schedule called for the leasing of two test trains from Metropolitan Dade County Transit in Miami to support system tests. "When we realized that our schedule to start testing in the tunnels was running ahead of the contractual delivery dates for the first Breda cars, we decided to seek a positive, creative solution by locating similar trains. Metro-Dade has very similar rail cars to ours technologically. The lease deal has allowed us to provide ample time for our manufacturer to fine-tune and prove out all design elements of these complex vehicles to ensure optimum performance," McSpedon explained.

The Breda vehicles are undergoing braking and acceleration tests during slow runs through the tunnels. A second set of Metro Red Line cars is undergoing endurance tests in Pueblo, Colo., and will arrive in Los Angeles next month. The third set arrived from Italy last month and is currently on display in the newly-opened maintenance yard on Santa Fe Ave. Trains will start arriving each month beginning in June. ■

Antelope, Santa Clarita and San Gabriel Valley Highways Sport New Cellular Call Boxes

Stranded drivers on the Antelope, Santa Clarita and San Gabriel Valley highways will soon be able to use the energy of the sun to summon help. As part of a countywide call-box system upgrade project, the LACTC has initiated the installation of 851 solar-powered cellular Metro Call Boxes along highways and freeways in the Antelope Valley and Santa Clarita Valley areas, as well as the replacement of 391 old call boxes in the San Gabriel Valley.

The Antelope Valley project calls for the replacement of 174 call boxes and installation of 172 new ones along 50 miles of Highway 14; installation and upgrading of 482 call boxes on the northern portion of the I-5 Freeway and first-time installation of 23 call boxes on Highway 138.

"With the new call boxes, drivers will have a cellular phone at their fingertips to ask for help when their cars break down, have a flat tire or an empty gas tank," said Supervisor and LACTC Chair Mike Antonovich at a recent press conference on the Foothill Freeway.

The new state-of-the-art, solar-powered cellular network is more reliable, less costly and faster than the hardwire telephone technology that has served motorists during the past 30 years.

Cellular call box users are automatically connected with California Highway Patrol operators, who then quickly connect drivers with a tow-truck service or other assistance. The system enables CHP operators to identify call-box locations as soon as users push a call box's red button, so callers don't have to give the box



Los Angeles County Supervisor and LACTC Chair Mike Antonovich demonstrates a new cellular call box for the media representatives at a recent press conference on the Foothill (210) Freeway.

number. This time-saving feature allows operators to more swiftly ascertain important information about the emergency. Combined with the Freeway Service Patrol initiated last July, the faster call-box response time helps clear disabled cars from freeways and highways more swiftly, cutting congestion.

In addition to automatic location identification capability, the new call boxes feature bilingual instructions (English-Spanish), larger pedestrian standing areas, automatic theft and vandalism alarms, and hearing-aid compatibility.

GTE Call Box Group will install the call boxes and L.A. Cellular will provide cellular telephone service under a contract with LACTC. The \$15 million countywide project includes the installation of approximately 600 call boxes in new freeway and highway locations and replacement and upgrading of 3,500 20-year-old call boxes on county freeways. The contract also includes a 10-year maintenance agreement.

So far, 1,500 call boxes have been replaced throughout the system. The project began in October of 1991 and is expected to be completed in Spring 1993.

Throughout the county, about 145 of the new boxes are being installed on state highway segments — such as Pearblossom Highway (Route 138), Topanga Canyon Blvd. (Route 27), and Angeles Crest Highway (Route 2) — that have never before had emergency call boxes.

The call-box project is financed with a \$1 surcharge on vehicle registration fees paid by motorists who live in Los Angeles County. ■



NEWS BRIEFS



■ **Transit and Industry Leaders Meet to Discuss Local Economic Opportunities in Transportation**

About 300 leaders from the private and public sectors met last month to discuss the creation of an advanced transportation manufacturing industry in Southern California that could create long-term jobs and reverse the trend of business relocations out of the state.

Hosted by the LACTC, the one-day forum enabled top engineers, educators, union leaders and transportation officials to exchange ideas on how to build and operate a world-class transportation system. The discussions focused on transportation product opportunities, legislative needs, the business environment, job training and financing that can lead to the development of a local surface transportation industry.

"This joint effort will help us to create stable and long-term jobs and to develop a home industry that will keep taxpayers' money right here in Southern California," said Neil

Peterson, executive director of the LACTC.

Participants included representatives from the aerospace/defense industry, engineering businesses, transportation consultants/contractors and government officials.

■ **Red Line Car Is A Hit At Fiesta Broadway**



A Metro Red Line display train drew at least 250,000 people out of the crowd of nearly 1 million who showed up for the Third Annual L.A. Fiesta Broadway in downtown Los Angeles on April 26.

The day-long fiesta on Broadway Street is the kick-off event for "Cinco de Mayo" celebrations among L.A.'s latino communities. Sponsored by KMEX-TV, the event spans 36 city blocks and includes live theater presentations, mini-parades, strolling musicians, food booths, and arts and crafts.

By all accounts, the LACTC booth and rail car exhibit was one of the most popular displays at the event.

Most of the crowd was familiar with Mexico's "El Metro" system, and therefore had knowledgeable queries about the operation of the L.A. Metro System. A Spanish-language video running continuously within the display train lured many booth visitors aboard to inspect the stainless steel, 169-passenger-capacity car.

■ **Improving Access to Local Ports**

The effective movement of goods throughout the county is as critical to Southern California's economy as improved commuter and personal travel. The transport of existing freight already impedes access to and from the ports along county distribution corridors. Both of the county's two major ports, the Port of Long Beach and the Port of Los Angeles, anticipate that their cargo loads will double by the year 2020.

Port access is more than a local concern. The recently adopted Intermodal Surface Transportation Efficiency Act (ISTEA) provides a national policy for improving ports access. The LACTC is part of a group recently formed to help develop and implement strategies and specific projects to improve ports access in the county. Representatives from SCAG, Caltrans, both ports, and the Alameda Transportation Authority are also part of the group.

Port access improvement funding is included in LACTC's 30-Year Integrated Transportation Plan. Funds have also been authorized under the last three federal surface transportation acts: \$58 million in 1982, \$59 million in 1987, and \$56.7 million in 1991. These funds provide more than half the dollars needed for port access improvement projects.

Planned projects in the ports areas include the widening of Alameda Street, grade crossings over Alameda Street, and improvements on Ocean Boulevard, the Gerald Desmond Bridge, Henry Ford Avenue, and Harbor Scenic Drive. ▶



Ed McSpedon, President and CEO of the Rail Construction Corporation, addresses the Economic Forum. Speakers lined up left to right at the table are James Roche of Northrop Corp., Ella Williams of Aegir Systems, and Norman Warner of Lockheed Integrated Solutions Co.

For further information, contact Diane Perrine of LACTC's South Bay Area Team, at (213) 244-6438.

■ **LACTC Approves 10 Alternative Rail Routes for Further Study in East Los Angeles**

The LACTC approved for further study 10 alternatives for the Metro Eastern Extension to East Los Angeles, at its February meeting. The alternatives resulted from a series of meetings with the East Los Angeles community and public agencies regarding preferred subway alignments.

A third round of community meetings are being held this month. For information about these meetings, and to request a copy of the Metro Eastern Extension Newsletter — which provides more information about the route alternatives and community feedback — call the East Los Angeles Metro Bilingual Hotline at (213) 244-6834. ■

Metro Awards



Santa Clarita Wins For Environmental Excellence

The winner of this quarter's Metro Award is the City of Santa Clarita, honored for its outstanding bikeways project, the Santa Clara River Bike Trail. This recreational bike path doubles as a commuter bikeway, connecting regional employment centers to major residential areas in Canyon Country, Newhall, Saugus and Valencia. The bike path will also provide access to the future Metrolink rail station and public bus stations in Santa Clarita.

The Metro Awards, previously presented monthly, are now a quarterly event.



Santa Clarita Mayor Jill Klajic (left) accepts a Metro Award from Patricia McLaughlin, the Director of LACTC's San Fernando Valley Area Team.

WHAT'S NEW IN RAIL CONSTRUCTION

New Report Calls Metro Rail Safety Program One of the Nation's Strictest

According to a report presented to Rail Construction Corporation (RCC) Board members in April, the Metro Rail construction safety program has made enormous strides in protecting workers on the job.

"After assuming responsibility for construction of the Metro Red Line's first segment, we significantly improved the safety of the working environment," Ed McSpedon, RCC CEO/president, told the board.

In 1991 — the first full year that the RCC managed the Red Line project — the incident rate fell by 40%. The Metro Red Line Segment 2 and Metro Green Line projects now have combined injury records and lost time incident rates below

national averages, the report said.

Overall, the Red Line's Segment 1 project recorded an accident rate 1.8 times higher than the National Safety Average for heavy construction reported by the U.S. Bureau of Labor Statistics. However, all construction projects experience the highest number of accidents in the initial phases of work, and subway construction historically incurs a higher accident rate.

"We now have a stringent safety program in place. We've raised the education and experience standards for safety inspectors, developed safety recognition programs, required regular worker safety training on all job sites, insisted on line management focus on safety, and implemented strict audit and enforcement procedures," said McSpedon. For all new work, the

RCC revised contractual requirements to include penalty assessments for unsafe conditions and incentives for excellent safety performance.

Other safety improvement measures instituted by the RCC include: the addition of project-wide safety training including training on handling hazardous materials; tunnel safety and gas tester training; restrictions on the use of flammable tunnel materials; required burn permits and tunnel fire watches; the addition of monthly audits; increased construction site security; and additional review procedures. Finally, the safety engineer staffing requirements must now exceed Cal OSHA requirements.

Additionally, the RCC is recom- ►

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mending the formation of a President's Safety Committee. The committee would work to further enhance rail construction safety by focusing on performance and procedure in five areas: management, training and prevention, safety awareness, accident reporting, and rewards and recognition.

Clippers Join RCC in Praise of Local Teens

The Los Angeles Clippers have joined forces with the RCC to promote and recognize the educational efforts of local teens involved in RCC's Transportation Occupations Program (TOP). Participating students were featured guests at a Clippers Saturday night game at the Sports Arena last month.

helping us emphasize the importance of teamwork in obtaining educational goals," said Ed McSpedon, RCC CEO/president. "TOP is an excellent example of various entities joining forces to achieve a goal. Here we have school districts, private firms, and students all working together with us to help young adults reach their educational goals," he added.

The partnership with the Clippers will feature billboards and posters highlighting the slogan, "Reaching for the TOP is a team effort." Also, about 1 million milk cartons will be distributed throughout Southern California carrying the Clippers' rail safety message, "Tracks are for trains, not for people — do not walk or play on or around them."



Left to right on the floor at the L.A. Sports Arena: RCC CEO/president Ed McSpedon, Clippers Representative Mitch Huberman, TOP students Earnest McCall, Thomas Hajek, and Elsa Cortez, LACTC Executive Director Neil Peterson, and RCC Board Member John Murray.

TOP students, from school districts located along the 22-mile Metro Blue Line and the 20-mile Green Line, are participants in an innovative educational program that provides career path study and training, with an emphasis in transportation-related fields. TOP is an ongoing partnership between the RCC and the Los Angeles, Long Beach and Compton unified school districts.

"Working together, the Clippers are

Participating TOP students take after-school and weekend credit classes such as technical math or computer-aided drafting and graphics. Summer and part-time jobs are offered by local engineering and construction firms—most of whom are actively involved in building the Metro System. Financial assistance is provided to students who continue their education beyond high school.

The four-year program has been a

success in the communities served by the Metro Blue Line and has recently expanded to areas along the Metro Green Line. Schools along the Metro Red Line will be invited to participate in the program next fall.

Mas Nagami Joins RCC Board

Monterey Park resident Mas Nagami has been appointed to the RCC Board of Directors.

Nagami, a retired civil engineer, was assistant director of the Los Angeles County Department of Public Works from 1987 to 1990. A UCLA engineering graduate, he has 27 years of experience in public works planning, design and construction.

"Public transit will have a major impact on Southern California in the coming years, and I'm happy to become a part of it," said Nagami. "The RCC has done a good job, and it's an honor to join the team."

As a subsidiary of the LACTC, the RCC Board is responsible for planning and administering the construction of all rail projects in Los Angeles County. Nagami replaces James T. Pott of Long Beach, who recently resigned.

Metro Red Line Station Receives Prestigious Architectural Award

The design team for a Metro Red Line station recently garnered the prestigious *Progressive Architecture* Award. The team was praised for creating an underground space "that is more than just a one-story tunnel." The Vermont/Sunset station, one of 13 projects out of 760 entries, is the first subway station to receive the design honor.

"This is a significant achievement for an architectural team and we are extremely proud to be presenting its award-winning project to the people of Los Angeles," said Neil Peterson, LACTC executive director. ▶

The architectural firm of Ellerbe Becket, with lead architect Mehrdad Yazdani and artist Robert Millar, conceived of the project as a series of layers — above ground, at the surface, a transitional pedestrian space, and below ground — treating each in a different way. An almond-shaped canopy marks the station's entry.

The underground passage to the station has a glass block ceiling providing natural light as well as a sensation of being out in the open," said

Millar. "The plaza shops, which are a direct response to the pedestrian nature of the area, are just one of the many community-oriented solutions that we developed for this public space."

Metro Rail station design is part of the LACTC's Art-for-Rail-Transit (A-R-T) program. The award-winning design is one of eight stations along the route of the Red Line's Segment 2, which opens from Union Station to Wilshire/Western in 1996 and to Hollywood/Vine in 1998. ■

Metrolink

Public Comment Urged for Metrolink Fares

Commuters who live along future Metrolink corridors had an opportunity this month to comment on two proposed fare structures for the new commuter train service.

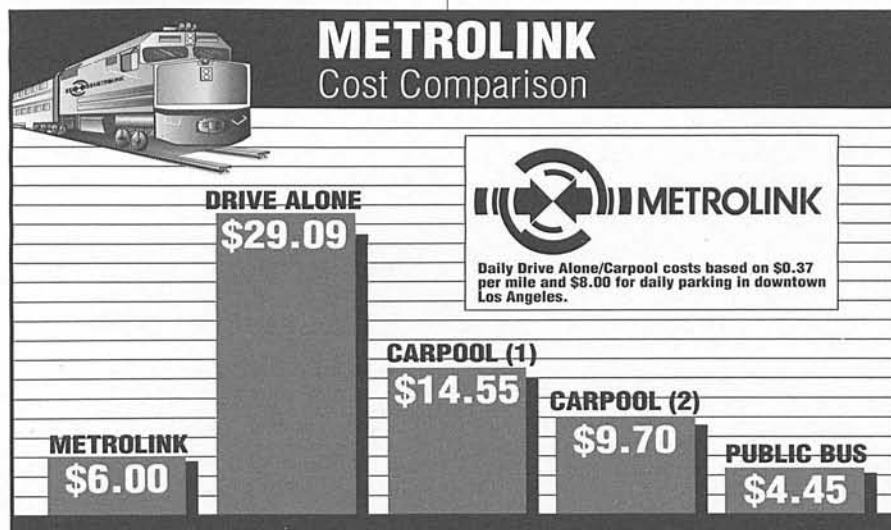
A series of nine public hearings were conducted throughout Los Angeles, San Bernardino, Riverside and Ventura counties by the Southern California Regional Rail Authority (SCRRA), Metrolink's administrative board.

Metrolink will have several types of tickets available, including one-way, round-trip and monthly passes. The frequent rider will receive the most significant savings per trip, and

fares will be based on distance traveled. Commuters will be able to purchase tickets at automated vending machines at all Metrolink stations, at the Union Station Metrolink office, or by mail.

Transfers may be issued free for connecting with local transit services such as the RTD or the future Metro Red Line subway. Elderly, disabled and youth ages 6 to 18 will ride for half of the base fare. Children 5 and under will ride free when accompanied by an adult.

The Metrolink commuter train system is scheduled to begin operation in late October and will serve Ventura, Los Angeles, Orange, San Bernardino and Riverside counties. About 9,000 people are expected to use the system daily. The board will consider a final fare structure at its June 12 meeting. ■



Legislative Update

LACTC and SCRTRD Reorganization Bill Passes

Assembly Bill 152, which merges the SCRTRD and the LACTC, passed the California Senate, as amended, on April 23. The Assembly considered the Senate amendments, and approved the bill on May 4. The merger is intended to streamline the transportation process in Los Angeles County and alleviate unnecessary duplication between the two agencies.

For further information, please contact LACTC's administrator of State Affairs, Claudette Moody, at (213) 244-6525.

\$135 Million in Prop. 108 Funds Allocated for Commuter Rail

The LACTC has received an allocation of \$135 million in Proposition 108 Rail Bond funds from the state for the construction of Metrolink commuter rail and other LACTC transit projects.

Proposition 108 is a \$3 billion rail bond initiative packaged in three increments over six years. In 1990, voters authorized the state to sell \$1 billion in general-obligation bonds for rail development. Identical \$1-billion rail proposals will be put to the voters this November and again in 1994.

These bond measures must pass in order to maintain the momentum and to expand both the Metrolink and Metro Rail projects.

The majority of the funds awarded this month by the CTC, \$90

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million, will be used for construction improvements, locomotives, cars and cabs on the Riverside, San Bernardino and Moorpark Metrolink commuter rail lines, and for commuter rail stations in Chatsworth and the City of Glendale.

The remaining portion of the funds, \$44.8 million, will be used for acquisition of rights-of-way on the Southern Pacific's Burbank Branch for use on the San Fernando Valley East-West rail transit projects.

In addition, the CTC allocated \$2.57 million in Transit Capital Improvement funds (TCI) for construction of Metrolink stations in El Monte, Covina, Pomona, Glendale, Commerce, Chatsworth, Burbank, Claremont and Simi Valley, as well as for the Burbank Intermodal Transportation Facility.

The LACTC made the funding request on behalf of the member agencies of the Southern California Regional Rail Authority (SCRRA), and local area cities.

The Metrolink commuter rail project is financed by state Propositions 108 and 116 and with local sales-tax dollars approved by voters in Los Angeles, Orange, San Bernardino and Riverside counties.

The first three lines of the Metrolink commuter rail service, San Bernardino, Moorpark and Santa Clarita, begin operation in October. ■

METRO MOVES

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