



METRO MOVES

Los Angeles
County
Transportation
Commission

OCTOBER 1992

All Aboard Metrolink A "How-To"

On October 26, three Metrolink lines will begin operation, connecting communities in Los Angeles and Ventura counties with Union Station in downtown L.A. Metrolink service operates Monday through Friday, except on certain holidays. See page 2 for schedules.

1. Plan Your Commute



Call 1-800-371-LINK for Personal Commute Planning. We'll tell you exactly how to get from your door to your destination.

Beginning next month, a personalized computer itinerary and a Line and Station Map will be sent to you as well as your specific fare.

2. Figure Your Fare Based on Distance Traveled

Metrolink fares are based on commuting distance, measured in "zones." The price of any ticket or pass is based on the number of "fare zones" traveled.

The map shown above right illustrates the fare zones.

Locate your starting and destination stations on the map, then count the number of zones you will pass through on the trip, including the zones in which you begin and end your trip. For example, a trip from Pomona to Union Station travels through three zones.

Then, refer to the fare chart above. Select the row which represents the correct number of zones and the column for the type of ticket you wish to buy.



Fare Chart

TICKETS				
# OF ZONES	10-TRIP	ONE-WAY	ROUND TRIP	MONTHLY PASS
1	25.00	3.50	6.00	80.00
2	35.00	4.50	8.00	112.00
3	45.00	5.50	10.00	144.00
4	55.00	6.50	12.00	176.00

3. Buy Your Ticket

At the station, purchase your ticket or pass prior to boarding the train. Ticket vending machines are located at every station. The type of ticket best suited for you will depend on how often you plan to ride Metrolink.

Ticket Types

	One Way
	Round Trip
	10-trip
	Transfer Upgrade
	Monthly Pass

Close-up of ticket vending machine ticket type choice buttons— If you plan to ride Metrolink often, buying a monthly pass saves you time and money.



A clean break — Powerful low-emission Metrolink locomotives give both you and the air a break from automobiles.

There are four types of tickets you can buy as well as a monthly pass. If you are taking a bus to catch the train, ask for a transfer on the bus. At the train station, buy the discounted "transfer upgrade" ticket and be prepared to show both after you board.

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Metrolink Train Schedules

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High School Students
Go To Work On The Metro

Telecommuting

4. Transfer to a Bus or Shuttle at Union Station

The main Metrolink passenger terminal is located in Los Angeles. From there, passengers can make connections to a combination of user-friendly services.

During the first weeks of service, Metro Ambassadors will guide you to the following connections:

- You can transfer free to Metrolink Shuttle buses, operated by the city of L.A. Department of Transportation. Buses will make frequent runs along two downtown routes, one serving the Civic Center and Bunker Hill, and one serving the Financial District and South Park. The Metrolink Shuttle buses service the bus plaza adjacent to the tracks. See routes below.

- RTD buses will pick up and deliver passengers either at a street-level bus plaza on the northern end of Union Station, or at surrounding street corners near Union Station or across from Union Station on Alameda Street.
- Amtrak Intercity Service buses, corporate-operated shuttles, and taxis will serve the street-level loading area located at the southern end of the station.
- DASH routes B and D will also be available to serve Metrolink riders. Board at the DASH bus stop located on Alameda at Los Angeles street, directly across from the entrance to Union Station.

Metrolink Train Schedules

Pomona to Los Angeles Inbound to Union Station (AM)

MNTC	CLMT	POM	COV	BLPK	ELM	CSLA	LA
—	—	5:26	5:37	—	5:54	—	6:20
—	—	6:11	6:22	—	6:39	—	7:05
—	—	6:51	7:02	—	7:19	—	7:45
—	—	7:26	7:37	—	7:54	—	8:20
—	—	8:01	8:12	—	8:29	—	8:55

Los Angeles to Pomona Outbound from Union Station (PM)

LA	CSLA	ELM	BLPK	COV	POM	CLMT	MNTC
3:45	—	4:09	—	4:26	4:40	—	—
4:30	—	4:54	—	5:11	5:25	—	—
5:15	—	5:39	—	5:56	6:10	—	—
5:45	—	6:09	—	6:26	6:40	—	—
6:25	—	6:49	—	7:06	7:20	—	—

Ventura County to Los Angeles Inbound to Union Station (AM)

MRPK	SIMI V	CHAT	VAN N	BURB	GLEN	LA
5:06	5:21	5:34	5:46	5:57	6:05	6:30
5:51	6:06	6:19	6:31	6:42	6:50	7:15
6:31	6:46	6:59	7:11	7:22	7:30	7:55
7:16	7:31	7:44	7:56	8:07	8:15	8:40

Los Angeles to Ventura County Outbound from Union Station (PM)

LA	GLEN	BURB	VAN N	CHAT	SIMI V	MRPK
4:10	4:30	4:38	4:49	5:01	5:14	5:36
4:45	5:05	5:13	5:24	5:36	5:49	6:11
5:30	5:50	5:58	6:09	6:21	6:34	6:56
6:20	6:40	6:48	6:59	7:11	7:24	7:46

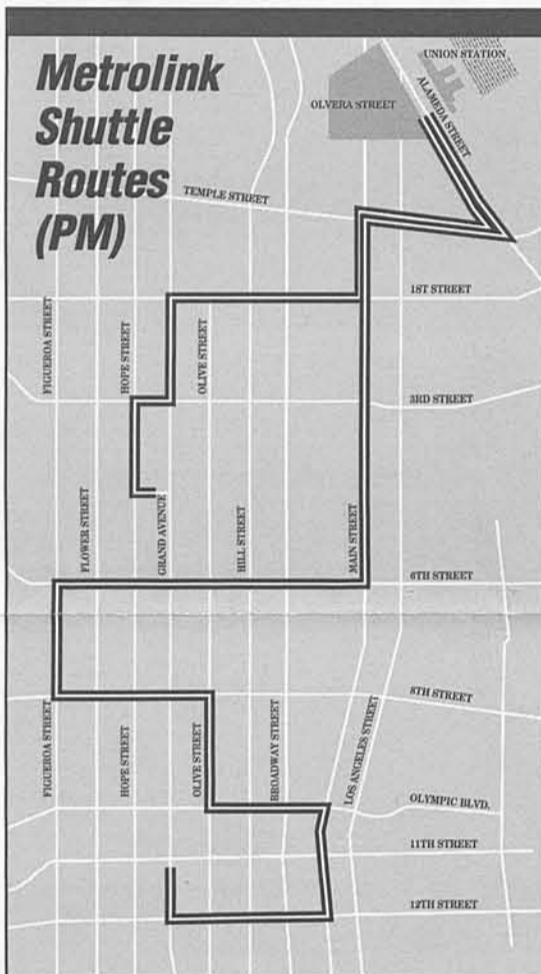
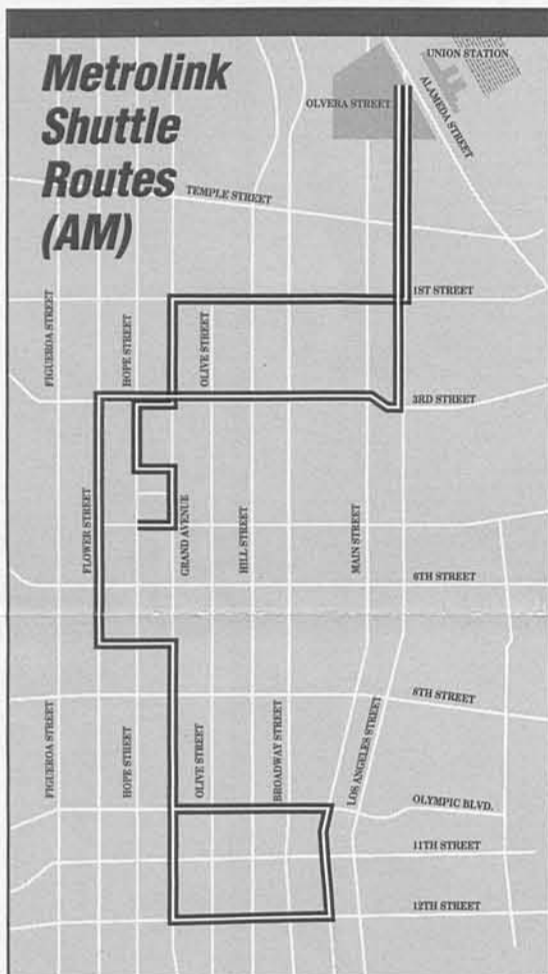
San Clarita to Los Angeles Inbound to Union Station (AM)

ST CLARITA	SYL/SF	BURBANK	GLENDALE	LOS ANG
5:31	—	6:07	6:15	6:40
6:26	—	7:02	7:10	7:35
7:21	—	7:57	8:05	8:30

Los Angeles to Santa Clarita Outbound from Union Station (PM)

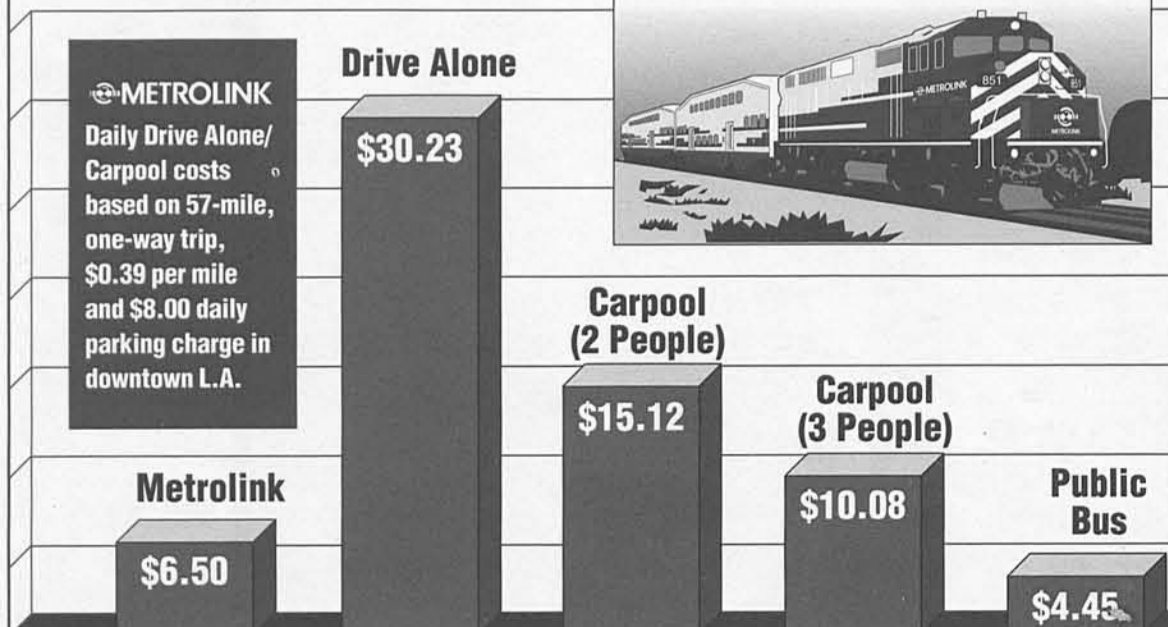
LOS ANG	GLENDALE	SYL/SF	BURBANK	ST CLARITA
4:15	4:35	4:43	—	5:22
5:20	5:40	5:48	—	6:27
6:10	6:30	6:38	—	7:17

Please note — Stations listed without times are those that will be opening soon.



For more information about Metrolink, please call 1-800-371-LINK

METROLINK Cost Comparison



Bargain Ride — Taking Metrolink saves you the costs of gas, parking and maintenance for driving the same distance. It also can reduce your stress and the unreliability of freeway driving time.

LACTC Creates Strategy for Developing Local Transportation Industry

The LACTC believes that Southern California's high-technology firms can capitalize on the emerging nationwide renaissance of rail transit. To help, the commission has formulated a strategy for stimulating a local surface transportation industry.

The LACTC's efforts come at a time when regional firms, most notably in aerospace and defense, are scaling back due to a decline in federal funding. These cutbacks are causing the loss of thousands of jobs. Converting local industries to the development and manufacture of transportation products can bring many of these jobs back.

The commission's strategy for building a surface transportation industry includes four elements that address both short- and long-term goals.

- **Identify local companies now able to supply rail products and**

services. To accomplish this, the LACTC created a business directory of area firms that rail contractors can use to find local suppliers. The new directory, completed in August, lists more than 500 Southern California companies capable of providing services to the rail-car building industry.

- **Include 60% domestic content requirement in all Requests For Proposals.** While rules requiring that contract bids include local and state jobs would jeopardize \$31.5 billion in federal matching funds for local transportation programs, the LACTC can and will require a high domestic content in all of its contracts. The commission's new 60% Domestic Content Requirement is the maximum level feasible.
- **Facilitate local development of high-tech transportation**

products. By encouraging rail manufacturers to work with local high-tech firms, especially in aerospace and defense, the LACTC will help develop innovative products with proven transportation applications. The commission's new Advanced Transit Products Development Program (ATPDP), now included in all Request for Proposal (RFP) requirements, calls for rail car builders who receive LACTC contracts to invest in developing high-technology solutions to modern transportation challenges.

- **Research and Development.** The LACTC has set aside \$12 million to fund product research and development for prototype products developed by the partnership of hi-tech, aerospace and defense firms with the car building community.

The LACTC can't single-handedly create an economic revival in Los Angeles. But it can leverage public dollars to encourage the development of a lucrative local surface transportation industry. The commission's new policies are now in place. If Southland defense and aerospace industries respond, a town best known for traffic jams could turn into a transportation industry mecca. **M**

Commission Buys S. P. Saugus Line

Pact includes properties in Canoga Park, Chatsworth, Burbank

The LACTC has reached a \$67.8 million agreement with the Southern Pacific Railroad Company to purchase the 67-mile Saugus line from downtown Los Angeles to Palmdale and other properties in Canoga Park, Chatsworth and Burbank.

The Saugus line will be used for future extensions of Metrolink to Saugus and Lancaster. Metrolink is the commuter rail service scheduled to begin operation Oct. 26 (see cover story).

"The purchase also gives us additional access into downtown's Union Station via Southern Pacific's bridge over the Los Angeles River, and paves the way for future service to Ventura County," LACTC Chairman and L.A. County Supervisor Mike Antonovich said when the agreement was announced.



Business connections — About 200 high-tech business owners from Los Angeles County participated in the first Standard Light Rail Vehicle workshop sponsored by the LACTC. The workshop was an opportunity for companies capable of producing products and services for the rail industry to meet international car-builders and subcontractors.

Rights-of-way for Glendale/Burbank rail line

In addition to the Saugus line, the LACTC's latest Southern Pacific acquisition includes:

- The Canoga Park and Burbank segments of the Burbank Branch: These will provide the full right-of-way for the proposed Burbank/Glendale light rail line while assuring minimal interference with railroad service during construction;

- Two non-operating parcels in Chatsworth for future Metrolink park-and-ride lots and other uses;
- Additional properties and rights, including radio frequencies for train operations.

The agreement also opens the door for Ventura County to purchase the Santa Paula Branch, a 28-mile line located entirely within Ventura County, for a future rail connection between Ventura and Santa Clarita. **M**

New Federal Report Declares Red Line Safe

In a long-awaited report, the Metro Red Line construction project has received a clean bill of health for its safety standards from the U.S. Department of Labor, Division of Occupational Safety and Health Administration (FedOSHA).

Low potential for "catastrophic event"

FedOSHA's report said that the agency "did not find any evidence that the potential for the occurrence of a catastrophic event in the tunnel or stations

was high..." The 120-page report, released earlier this month, went on to say that "the lower-than-expected violation yield was an indication that employee safety on the Metro Rail project was generally being adequately addressed." Inspectors spent a total of 824 hours inspecting Red Line tunnels and stations. According to the report, the amount of time inspectors spent on the Red Line for this report was equivalent to 51 separate standard tunnel safety inspections.

Restores Red Line's good name

"The FedOSHA report vindicates the LACTC, its subsidiary, the Rail Construction Corporation, and the construction crews who are doing such a great job in the tunnel," RCC President and CEO Ed McSpedon said. "It restores the good name of the Metro Red Line project." **M**



Fish Fossils — Paleontologist Trudy Stubbs examines marine sediments found 65 feet below Wilshire Boulevard, where Segment 2 of the Metro Red Line subway is under construction.

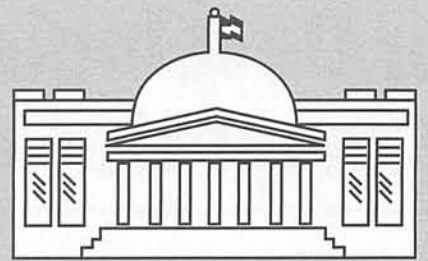
Something Fishy Discovered Down Under

Signs of early marine life believed to be from the Miocene period (five to 10 million years ago) are being discovered in the underground construction sites of the Metro Red Line Segment 2.

Several hundred small fossils have been found on the site, including a rare, fully intact sand dollar and the rib bone of a whale.

"The types of things we are looking for are seashells, plant material and skeletal pieces," said paleontologist Trudy Stubbs, who is working on the project.

Teams of archaeologists and paleontologists monitor Metro Red Line work sites on a regular basis. The fossils are protected by the California Environmental Quality Act and will eventually be donated to the Los Angeles Museum of Natural History. **M**



LEGISLATIVE UPDATE

Congress Finalizes \$110 Million for Red Line

In a tremendous victory for Los Angeles County, Congress recently approved \$110 million for the Metro Red Line — the spine of a planned 400-mile rail transit network.

The funds are provided by the 1993 Transportation Appropriations Bill (H.R. 5518) which slashed the "new start" projects of most other cities by 15%.

The action represents the first federal funding to extend Metro Rail to East Los Angeles. Sixty million dollars will be divided equally among each of the three extensions that comprise the Red Line's Segment 3 — the East L.A., North Hollywood, and mid-city lines. The Red Line's Segment 2, now under construction along Wilshire Boulevard, will receive the remaining \$50 million.

State Law Spurs Transportation Research

Governor Wilson recently signed into law a bill dealing with the California Transportation Research and Innovation Program. AB 3096 (Katz) provides direction for Caltrans in the development of a transportation research and development program. **M**

Receive Metro Moves Every Month

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Angels Flight Gets Wings Again

Defunct since 1969, the Angels Flight Funicular will soon be carrying passengers up and down Bunker Hill again. The LACTC recently allocated \$785,000 in Proposition C and federal transportation funds to help the Community Redevelopment Agency rebuild the historic hill-climbing line. The funicular, shown here as it appeared in the 1960s, will run from Third and Hill streets to Olive Street at the summit of Bunker Hill, sporting its original design as well as new safety equipment and provisions for the disabled.

Transportation officials see Angels Flight as an important connection between the nearby Pershing Square



The restored Angel's Flight Funicular (shown here as it appeared in the 1960s) will enable Red Line passengers debarking at the Pershing Square Station to reach Bunker Hill destinations such as the Museum of Contemporary Art.

Metro Red Line station, Bunker Hill and the Broadway and central shopping districts.

"It's a very important transportation link. It will complete one piece of the puzzle," said LACTC Commissioner Nick Patsouras.

The city's funicular is one of more than 100 transportation improvement projects throughout the county that the commission approved in September. Both the Angels Flight Funicular and Segment 1 of the Red Line are slated to open in March. **M**

Inner City Students Beat Job Market Blues

Twelve engineering and architecture students from such local schools as Manual Arts High School, L.A. Trade Tech and Compton City College aren't worried about getting jobs after they graduate. They're already gaining priceless — and paid — experience in advanced computer aided design (CAD) that makes them confident employers will want to hire them.

The students, part of the Rail Construction Corporation's (RCC) Transportation Occupations Program (TOP), work for Daniel Mann Johnson Mendenhall, an engineering design consulting firm employed by the RCC on the Metro Red Line and the Pasadena Blue Line extension.

The firm has been hiring TOP students for several years, thanks to the efforts of Charles Daniel Sr., supervisor of engineering applications. After working with the RCC's TOP program to design a training curriculum for drafting and CAD, Daniel convinced his firm to hire a few students part time. Now he has a dozen working for him, doing sophisticated CAD systems tasks previously per-

formed by workers with several years of experience.

Inner city kids are a resource

"There's an idea out there that high school and college students can't operate this technology. I say they can. Engineers are just now realizing that inner city kids are a resource. These kids are now basically driving the success of DMJM's CAD implementation systems," said Daniel. "If you prepare them and give them opportunities, they can do the job."

TOP courses prepare students for real jobs

All 12 youths in the DMJM CAD department went through a year of special TOP after-school and Saturday classes to prepare them for work experience.

Now they support the engineering staff with such vital CAD systems management tasks as scanning drawings into the computer and updating CAD manuals. Each has a special assignment and responsibilities, including writing weekly reports to their supervisor, Daniel. "It's

training they couldn't get anywhere else," Daniel said.

"I never learned any of this at Long Beach. I learned Auto CAD from TOP classes," said Victor Altamirano, a Long Beach City College civil engineering major.

"We have the opportunity to learn the Microstation software — something a lot of engineers don't even know. It'll be easier to get jobs," added L.A. Trade Tech student Sylvester Maya, also a civil engineering major.

Cutting edge computer aided design

"They're on the cutting edge of the emerging CAD technology," Daniel declared. "We're implementing approaches and applications with CAD that haven't been used before in the transportation industry. Workers with this kind of experience don't exist here; most of our employees are imports. These kids are the foundation of a new high-tech transportation industry work force in Los Angeles." **M**

Telecommuting Lets You Work Close to Home

Businesses and public agencies with employees in the Antelope Valley will soon be able to save money and boost productivity by taking advantage of a new Telebusiness Center sponsored by the County of Los Angeles.

First year's rent offered free

Scheduled for a December opening, the 2,500 square foot facility in Lancaster will offer 20 offices and cubicles rent free for the first year.

Telecommuting tenants will sacrifice nothing in amenities. The state-of-the-art center will include computers and communications equipment, copy and fax machines, conference and meeting rooms, access to a teleconference facility, security and free parking.

The new Antelope Valley center, which will receive \$154,000 from the LACTC to help offset first year operating costs, is only one of 22 Transportation Demand Management projects being funded by the LACTC with Proposition C and federal Intermodal Surface Transportation Efficiency Act (ISTEA) monies.

Telecommuting boosts worker productivity

The telecommuting rationale is increasingly powerful. A 1991 study of hundreds of telecommuting L.A. County employees reported that measurable productivity increased by 20 to 40%. In addition to raising employee productivity and morale, telecommuting enables businesses to avoid the costs of sponsoring van-pools and other trip reduction measures required by the Air Quality Management District's (SCAQMD) Regulation XV.

The regulation requires companies with more than 100 employees to file traffic reduction plans outlining how they intend to reduce employee car trips. The SCAQMD reports that 12.6% of employers filing plans currently offer telecommuting and work-at-home programs.

Telecommuting on the rise

Numerous employers, including Pacific Bell and the County of Los Angeles, are

continued on page 7

Artwork Makes Blue Line Station a Better "Gathering Place"

To artist Jackie Dreager, a rail station is not just a stop on the way to somewhere else. Each is "A Great Gathering Place." The title of her sculpture, recently unveiled at the Wardlow Station in North Long Beach, refers to the way the piece entices passengers to get close, to read its inscriptions, to touch, and to sit.

At the station's drop-off area, Dreager has installed a fiberglass and bronze circular table-top that serves as the resting place for a large globe made into a sundial. Observers can actually tell the time anywhere on Earth simply by counting the meridians, spaced one hour apart. On the table next to the globe lies a book entitled "Adobe Days," an historical novel set in nearby Rancho Los Cerritos.

The poem inscribed on the tabletop, "Planet on a Table" by Wallace Stevens, focuses on humankind's place in the world. To tie the work's elements together, said Dreager, "All the materials have a translucent quality so that they play with the sunlight."

Passengers standing on the station platform or riding on the train can view three large abstract forms installed on



Judy Lawne

Timely contribution — Artist Jackie Dreager poses beside her sundial installation, entitled "A Great Gathering Place", at the Blue Line's Wardlow Station in North Long Beach.

the station's embankment. A fourth stands by the table in the parking lot drop-off area. The pieces reflect space-age design. "The repetition of the geometric and circular shapes of the pods and comets are symbolic of universal unity," Dreager explained.

Artworks are planned for each Metro Rail station through a process that involves input from a community advisory group of residents and business leaders. The group produces a community profile that assists artists in developing their ideas. Artists are chosen by a panel consisting of two community members and three arts professionals.

Other artworks for the Metro Blue Line are currently on display through Nov. 21 at the FHP Hippodrome Gallery in Long Beach. **M**



New Pylons Point Out Metro Red Line Stations

This sleek 12-foot stainless steel column in front of the new Metro Red Line Civic Center station is the first of nine currently being installed at Red Line Segment One stations throughout downtown Los Angeles in preparation for the subway's March opening.

"The pylon is an immediately identifiable marker that will provide clear, direct access to the new Metro Rail stations," said LACTC Executive Director Neil Peterson. "It is part of the LACTC's commitment to provide a system that is both user-friendly and meets high design standards." **M**

"Telecommuting" continued from page 6 already reaping the benefits at Southland telecommuting centers in Riverside, Ontario and North Hollywood, in addition to telecommuting from homes.

With telecommuting expected to continue increasing by about 30% a year, according to the New York-based research company Link Resources, working away from the office is on its way to becoming a permanent and commonplace part of the urban business scene.

For information about obtaining space at the Antelope Valley center, call the Antelope Valley Telebusiness Center Hotline, (213)974-2634, or Nancy Apeles, (213) 974-2637. **M**

Final Draft of Congestion Management Plan Released

After nearly two years of work, the LACTC is close to completing its first ever countywide Congestion Management Program (CMP).

The Final Draft 1992 CMP, released in mid-September for review by the CMP Policy Advisory Committee and Technical Forum, local jurisdictions and the public, will be presented to the commission for adoption in November.

As the county's legally designated Congestion Management Agency, the LACTC is responsible for creating and implementing a CMP by Dec. 1. The plan requires that urbanized areas control increased traffic and air pollution due to new development before receiving their share of 1990's Proposition 111 gas tax funds.

The Final Draft CMP includes changes made after numerous comments by L.A. County's cities, businesses and citizens. One important change eliminates a proposed mitigation fee that developers creating more congestion would have paid in lieu of meeting CMP trip reduction requirements.

The mitigation fee was being considered as part of the CMP's "deficiency plan" guidelines. The CMP requires local jurisdictions to either maintain current levels of traffic flow on streets and highways, or to prepare deficiency plans to reduce the impact of increased congestion.

For more information about the CMP, call the CMP Hotline at (213) 244-6599. **M**

NEWS BRIEFS



Criteria Set for Evaluating Candidate Corridor Projects

The process of deciding which candidate corridor projects will be the first to receive transportation improvements moved another step forward last month when the commission approved a list of evaluation criteria.

After the draft Los Angeles County Integrated Transportation Plan was released in May 1991, interest in increasing the number of rail lines to be built prompted the commission to make room in the plan for eight more projects. These eight candidate corridors, plus two additional corridors, are now being evaluated according to criteria developed with extensive input from cities, agencies and individuals.

The criteria include such factors as existing corridor congestion levels, corridor employment and population density (current and projected 2010), local land use policies, projected ridership, project cost and cost effectiveness, and system connectivity.

The commission expects to review evaluations of the 10 corridors and select the first projects for funding in about six months.

Corridors Under Evaluation

Los Angeles to Glendale/Burbank

Exposition Park Branch Line to Vermont Avenue

Green Line Easterly Extension to Norwalk Transit Center

Green Line Multimodal Transit Center to Westchester Parkway

Pasadena to Irwindale or Azusa

Exposition Right-of-Way from USC to Santa Monica

Green Line South Coast Extension from El Segundo to Torrance

I-10/Route 60 Corridor

Crenshaw Corridor

Santa Monica Boulevard from I-405 to Beverly Hills

Metrolink Trains Roll in Orange County

Starting Sept. 1, the Orange County Transportation Authority (OCTA) began using new bi-level Metrolink trains for its popular daily commuter rail service between San Juan Capistrano and Union Station in Los Angeles.

The double-decker Metrolink passenger

cars and low emission locomotives were purchased with Measure M funds approved by Orange County voters in November 1990.

The new Metrolink trains now plying the San Juan Capistrano route replaced equipment on loan from Caltrans.

The OCTA will also use Measure M funds to expand the service in December 1993 to include three more round-trip runs daily, service to Oceanside, and double the number of stations. To fulfill Measure M's mandated transportation plan, OCTA will add six more round trips by late 1995.

Using Metrolink trains in Orange County is part of the Southern California Regional Rail Authority's plans to create a 450-mile regional commuter rail network that will be the nation's sixth largest.

Metro Award for Monterey Park

This quarter's Metro Award goes to the City of Monterey Park for its expanded and improved Spirit Transit System service. The LACTC honors Southland cities four times annually for demonstrating outstanding initiative and achievement in the area of mobility improvement.

The four-route, 25-cent Spirit Transit System run by the Monterey Department of Parks and Recreation was originally designed to transport people from residential areas to Monterey Park City Hall during daylight hours. After studying local transit demand, the city decided to reconfigure Spirit's routes to



Harry Panagiotes, Monterey Park superintendent of recreation, and Yukio Kawarantani, chairman of the recreation and parks commission, accept an LACTC Metro Award for Monterey Park's Spirit Transit System.

stop at shopping centers, business centers, recreation facilities, movie theaters and schools, including Cal State L.A.'s bus center, where passengers can transfer to RTD buses.

In addition to redesigning routes, Spirit Transit switched from trolley-style buses to higher capacity, air-conditioned, low-emission diesel buses equipped with lifts for the disabled. **M**

METRO MOVES

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FAST FACTS


If you want to decrease your fuel consumption by 100%, leave your car at home and walk, bike, carpool, vanpool or take public transit to work a few times a week.

When you do drive, here are a few facts, courtesy of Commuter Transportation

Services, Inc., that will help you save money and cut pollution:

Turn it off. Idling at restaurant drive-through windows adds nearly 15 tons of carbon monoxide to the air in Southern California each day. Switch your engine off when using a restaurant drive-through window or when stopped in traffic jams. Cars use less gas when starting from a warm engine than when idling for more than 60 seconds. Better yet, stop using drive-through windows altogether.

Roll them up. When driving on the freeway or at speeds above 40 m.p.h., open windows create wind resistance, so your car has to work harder. Open the vents instead of rolling down your windows. Even running the air conditioner is more fuel-efficient than open windows.

Get going. An engine doesn't need to idle for more than 10 seconds after you start it — 30 seconds in very cold weather. So limit engine warm-up. Drive slowly for the first two or three minutes, allowing your car to grow warm in motion. 



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