



Los Angeles
County
Transportation
Commission

METRO MOVES

Metrolink Speeds to Southern California

First 3 commuter rail lines begin service October 26



Metrolink will soon begin 12 daily rush hour runs between Moorpark, Santa Clarita, Pomona, and Union Station; tickets include free transfers to connecting bus services for downtown L.A. destinations.

Back in 1990, a coordinated inter-county commuter rail system in Southern California was just a gleam in a planner's eye. Two years later, after a whirlwind design and construction schedule that many engineers initially said was impossible, Metrolink's first phase is about to begin service.

Car trips cut by 8,000 a day

On October 26, 1992, the first three

lines, traversing 140 miles from Santa Clarita, Moorpark and Pomona to Union Station in Los Angeles, will start whisking passengers to work at speeds of up to 79 miles per hour. Metrolink will strike a major blow against traffic congestion: these first three lines are expected to eliminate up to 8,000 car trips per day from regional freeways and streets. ▶

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L.A. County Cities Apply for Proposition C Money

\$1.4 billion in requests received; only \$287 million available

The LACTC received over \$1.4 billion in requests for an available pool of \$287 million in Proposition C and federal transportation funds last month from cities, municipal transit operators and other eligible agencies throughout the county. The more than 600 applications seek money for a variety of transportation projects aimed at improving mobility. To save time, the application process for Proposition C funds has been combined with the process of requesting funds under the recently-approved federal Intermodal Surface Transportation Efficiency Act (ISTEA) of 1992.

Rigorous criteria used to evaluate applications

Under the guidelines for allocation of Proposition C funds, the half-cent sales tax initiative passed by ▶

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Special Metrolink Issue

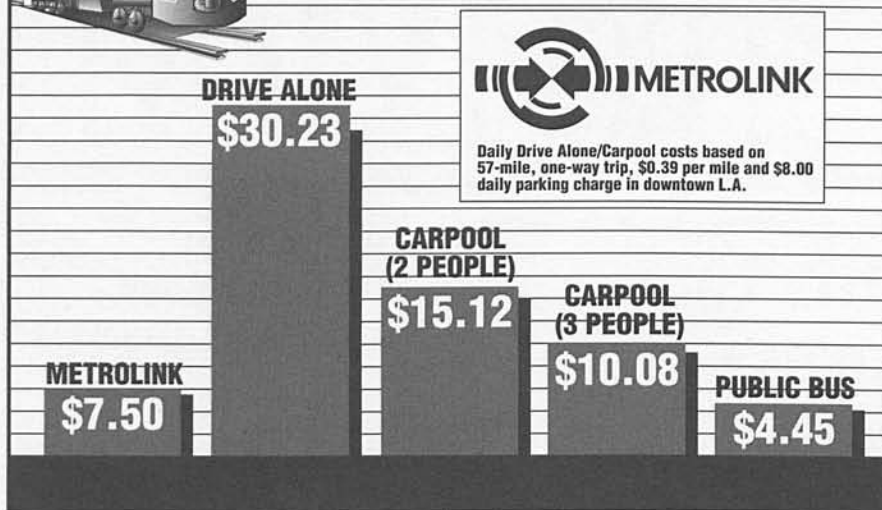
I N S I D E

**How to Save Money
By Riding Metrolink**

**Pull-Out Metrolink
Route Map**



METROLINK Cost Comparison



"Metrolink Speeds..." continued from page 1

Metrolink got rolling in 1990

It's all come about in a remarkably short period of time. Metrolink got rolling in 1990 with the purchase of 175 miles of rail right-of-way from the Southern Pacific Railroad Company. Another important 56-mile lease agreement with Union Pacific in 1991 assured crucial access to Union Station and will enable Metrolink to offer service to Riverside. Then, earlier this year, a long-negotiated agreement with the Atchison Topeka and Santa Fe Railroad brought Metrolink 340 miles of right-of-way that will, among many other advantages, greatly enhance service to Orange County.

Design and construction completed in record time

Design and engineering began soon after the first purchase from Southern Pacific.

"They told me the trains had to be running by October 1992," recollects John Rinard, Director of Engineering and Construction for Metrolink. "I answered that from an engineering standpoint, that was virtually impossible. All they said was, 'Find a way.'"

Rinard did find a way, completing \$160 million in railroad design and construction in just 18 months. The daunting project included 40 miles of new and upgraded track, extensive earthwork, dozens of grade crossings, seven new bridges, a 3,000-foot-long flyover, and a new signal system.

Eventually, 40,000 fewer cars on the road every day

When the entire 450-mile, 60-station network is operational in 1995, Metrolink will be the sixth largest commuter rail system in the nation. The system will have the potential to remove 40,000 autos per peak traffic period from the road.

Comfort, connections and reliability

Unaccustomed commuting pleasure is part of the Metrolink allure. Metrolink's sleek, double-decker passenger cars feature comfortable airplane-type seats, air conditioning/heating, bicycle racks and work tables. Transit planners hope that Metrolink's pollution-cutting locomotives, excellent door-to-door connections, and schedule reliability will combine with riding comfort to make Metrolink irresistible.

Cleanest locomotives in the nation

Cutting passenger and freight locomotive emissions is an important element of the South Coast Air Quality Management District's plan, and Metrolink staff made reducing air pollution one of their top priorities. Forty percent cleaner and 25 % more fuel-efficient than typical passenger locomotives, Metrolink's 19 new General Motors locomotives are the cleanest in the country — far exceeding industry standards.

"The goal is to achieve a total nitrogen oxide emissions (NOx) reduction of 80 percent below national average by 1996," said Richard Stanger, Executive Director of the Southern California Regional Rail Authority, the five-county agency overseeing Metrolink's development. A project to convert the locomotives to clean-burning Liquefied Natural Gas (LNG) got underway in July (see related story, page 3).

Convenient connections between Union Station and workplaces

Metrolink planners also want to ensure that commuters can reach their workplaces easily. Until the new Metro Red Line subway opens in downtown Los Angeles in March, the LACTC will provide a dedicated rush-hour bus fleet to convey passengers from Union Station's new Metrolink bus plaza to downtown Los Angeles locations. To enhance commuter mobility to and from stations along all routes, the SCRRA is working with connecting bus operators throughout the five-county region to ensure that bus and commuter rail schedules are coordinated.

Metrolink saves you money

Metrolink's ultimate goal is to provide a door-to-door commuting alternative that is quicker, more comfortable and less expensive than driving. Metrolink's fares will accurately reflect the level of service ▶

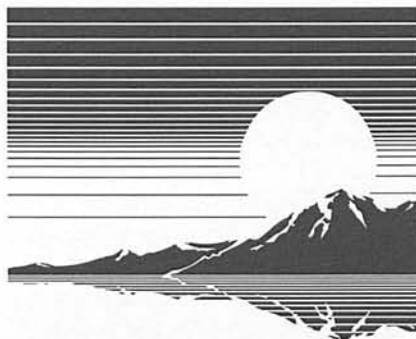
provided, as well as defray 40 % of the train's operating expenses after three years of service. (See reverse of Metrolink Fare Zone map insert for zones and fares.) For example, while a 57-mile automobile trip currently costs about \$30.23 (including gasoline, parking and maintenance), the same trip on Metrolink will cost only \$7.50.

Metrolink will also significantly reduce rush hour commuting time: the trip to Union Station will take only 50 minutes from Pomona, 70 minutes from Moorpark, and 55 minutes from Santa Clarita.

Top track priority to ensure schedule reliability

Schedule reliability will be the final critical factor in building ridership. The SCRRA's right-of-way purchases ensure that Metrolink trains will have top priority on all tracks shared with freight services.

Two years to construct a commuter rail network in the America's largest metropolitan area is an impressive accomplishment. "It's almost unprecedented," said Stanger. Southland residents will find something else unprecedented as well after October 26: the pleasure of commuting by rail. ■



Air Time

SCRRA Moves to Develop LNG Locomotive

Metrolink engines — now 40% cleaner than others — to become even cleaner

Reducing passenger and freight locomotive emissions is an important part of the South Coast Air Quality Management Plan (AQMP). Metrolink's new low emission diesel locomotives are already 40 % cleaner than all other passenger locomotives in use in North America. But within a few years, Liquefied Natural Gas (LNG) fuel could make Metrolink even cleaner. That's why the Southern California Regional Rail Authority (SCRRA), the five-county group overseeing the

development of Metrolink, is taking a leading role in developing an LNG locomotive engine.

SCRRA part of a consortium developing LNG-fueled trains

The SCRRA board approved a recommendation in July to allocate the first \$250,000 of its \$1.75 million share of a \$9.55 million multi-partner LNG locomotive development program.

"We are already starting Metrolink operation with the cleanest fleet of locomotives in North America," SCRRA Chairwoman and LACTC Commissioner Jacki Bacharach said. "But we want to do even better. This action shows that we are truly committed to finding the cleanest technology possible."

Goal is to reduce NOx emissions by an additional 35%

The goal of the LNG commuter locomotive program is to reduce nitrogen oxide (NOx) emissions, a key ingredient of air pollution, to 80 % below that of the older F40 commuter locomotives. This would be an additional 35 % less than Metrolink's current low emission diesel locomotive fleet. Coupled with the NOx eliminated from cars removed from the road by Metrolink commuters, the result would be a substantial further reduction in NOx emissions.

Conversion of Metrolink locomotives could begin as early as 1996

If the LNG research program is successful, SCRRA staff estimates it could return to the board in 1996 with a final analysis of cost compared to emission reduction benefit.

Ultimately, the SCAQMD's plans call for zero emissions locomotives for all Southern California rail. In addition to LNG, the SCRRA is also studying several other emission reduction possibilities, including fuel cell technology and overhead electrification. ■



Local community groups and local officials have been getting to know Metrolink on runs to test trains during the last few months.

"L.A. County Cities..." continued from page 1

county voters in 1990, monies can be spent on projects ranging from expanded bus and rail services to bikeways, safety and security improvements, and low-polluting, energy efficient public transit.

This year's application and evaluation procedure is more organized and thorough than ever before. In addition to the LACTC, numerous transportation-related agencies carefully scrutinized each application. The Proposition C/ISTEA application evaluation team is comprised of representatives from the California Highway Patrol, Caltrans, Commuter Transportation Services, the SCRTRD, municipal bus operators throughout the county, LACTC staff and a 25-member Technical Advisory Committee.

The team evaluates applications according to a number of rigorous criteria to identify the projects that will be most effective. These criteria include: regional significance; environmental enhancement; cost effectiveness; project ability to connect with other transportation modes; and economic development and equity. Applicants were invited to make in-person presentations in order to give the evaluators a better idea of each project's scope and significance.

The evaluation team will submit final funding recommendations to the LACTC commissioners at the board's September meeting. ■

Ventura Freeway Rail Route Study Approved

Decision on San Fernando Valley route expected by year's end

The long process of determining an east-west transit alternative for the San Fernando Valley will soon be complete. After five

New Directory Will Aid Local Rail Suppliers

The LACTC completed a new business directory in August listing hundreds of Southern California suppliers of products and services for the rail car industry.

The directory will help contractors identify local sub-contractors to participate in production of the L.A. Standardized Light Rail Vehicle and in other future rail car orders. The completed directory represents months of LACTC staff research into rail car industry product and service needs and local suppliers capable of filling those needs. The directory lists more than 500 businesses in Southern California that have either already provided rail car components or have proven technology that can be applied to the transportation industry.

The directory is part of the LACTC's efforts to encourage development of a local surface transportation industry that will create long-term employment opportunities, serving not only Los Angeles County's transportation needs but those of the global market. Creation of the directory was one of the recommendations of an ad hoc commission committee on the rail vehicle procurement process.

"The directory was developed as a tool for rail car manufacturers to help them locate qualified domestic sub-contractors. The LACTC took the initiative to identify hi-tech firms capable of producing world class parts", Executive Director Neil Peterson said. ■

years of studying 11 possibilities and listening carefully to hundreds of local residents and business people, the LACTC in August approved the long-awaited Supplemental Environmental Impact Report (SEIR) for the Ventura Freeway Advanced Aerial Technology Alternative.

The SEIR reviews the environmental impacts and possible necessary mitigation measures involved in construction of the proposed 15-station, 16.2-mile aerial guideway option. This route would extend from Universal City's Metro Red Line station to Warner Center along the median of the Ventura Freeway.

The Ventura Freeway aerial guideway option envisions lightweight trains speeding 20 feet above motorists on the Ventura Freeway, stopping at stations serving each of the major north-south arterial streets. Monorail has been the technology

most discussed for the Ventura Freeway route, but other technologies, such as MagLev, have not been ruled out.

Ventura Freeway option feasible, but some concerns remain

"What we have found during this study period is that the proposed Ventura Freeway alignment is possible to build and creates fewer environmental impacts than previous projects studied along the Ventura Freeway," said San Fernando Valley Project Manager David Mieger. "However, the study also determined that a number of impacts still exist, and that additional mitigation measures would be required to reduce or eliminate these impacts."

Comparison of freeway route with subway route

Approval of the SEIR means that ►

LACTC staff can proceed with a comparative analysis between the elevated Ventura Freeway monorail alternative and the previously approved subway route along the Southern Pacific Burbank branch paralleling Chandler Boulevard.

LACTC staff will soon present the conclusions of this analysis to the commission, including cost, time and mitigation evaluations for each route. The commission is expected to make a final decision on a San Fernando Valley route by the end of the year.

Both routes connect Warner Center with the Metro Red Line subway

Either route would link Warner Center in Woodland Hills with the planned Metro Red Line extension to Universal City. Both the Red Line to Universal City and the first phase of the San Fernando Valley line to Sepulveda Boulevard are scheduled to be completed by 2001.

For more information about the San Fernando Valley east-west transit project, call Mark Dierking of the San Fernando Valley/North County Area Team at (213)244-7174. ■

Thousands Leave Cars at Home During California Rideshare Week

Metrolink soon to join increasing rideshare options

Last year, almost a quarter of a million people fought traffic congestion and air pollution with nothing but a small piece of paper — and even more are doing the same this week.

Their powerful weapon? Pledge cards they signed at their workplaces committing them to share a ride on “Keep California Moving Day” Sept. 17. Their pledge to walk, bike, telecommute, vanpool, carpool

or use public transit to get to work may also win them one of numerous valuable prizes, including trips to Europe, Acapulco or Hawaii. And although you may not be able to enter the prize drawing, it's not too late to help them keep California moving.

To get started, visit a Rideshare Fair listed below

Numerous Rideshare Fairs are being held throughout Los Angeles all month to help you plan how to conveniently leave your car at home. Visit one, and you'll learn about Metrolink, ridesharing, alternative transit and the growing Metro System.

The LACTC's Metro Ambassadors — enthusiastic, highly knowledgeable young people trained to educate the public about the LACTC's mobility improvement projects — will be available to answer your questions.



Regular ridesharing saves you up to \$3,000 a year

Regular ridesharing can save you up to \$3,000 a year. Ridesharing can save time, too. If everyone shared a ride or used alternative transit even once a week, our freeways would flow freely once again. It's a major mobility improvement that anyone can make right now. ■

Visit a Rideshare Fair

- Sept. 16 Mid-Wilshire Area; USC University Park
- Sept. 17 City of Pasadena
 - USC Health Science Campus
 - City of Alhambra
- Sept. 18 LACTC, 7th and Figueroa, Downtown Los Angeles
- Sept. 18 Seventh Street Marketplace, 7th and Figueroa, Downtown Los Angeles
- Sept. 23 Treasurer-Tax Collector's Office, Downtown L.A.
- Sept. 24 Los Angeles Federal Building, Downtown L.A.

For information on these and other employer-sponsored Rideshare Fair locations, call (213)244-6107.

LACTC Provides Free Taxi Service to Communities Hit by Civil Disturbances

First AME Church administering countywide program

Families in riot-damaged areas urgently need transportation to obtain vital goods and services. That's why the LACTC is funding a program to provide free taxi rides for families still hindered by April's civil disturbances.

Because some local businesses and facilities were damaged during the riots, many people have been forced to travel far afield to reach childcare centers, stores, doctors, pharmacies and other essential destinations. The LACTC program, administered by the First African Methodist-Episcopal Church, provides free taxi ride coupons enabling individuals and families without transportation to obtain such services more easily.

"Several months after the civil unrest, many stores have yet to reopen. For senior citizens and others dependent upon public transporta-

tion, this free taxi ride service provided by the LACTC is crucial to our on-going recovery from the civil disturbance," said Los Angeles Mayor and LACTC Commissioner Tom Bradley at a press conference held last month to announce the program.

About 200 families use the taxi service daily

About 200 families a day are using the 24-hour service, which is expected to provide about 13,000 taxi rides over 60 days. Each \$7.00 ride coupon will cover the cost of a four-mile trip for up to five passengers, and two coupons can be used per trip. Residents of riot-affected areas are eligible for up to \$28 in coupons per month. To qualify, an applicant need only give a name, address and telephone number to the social service agency or church distributing the coupons.

Residents can obtain free taxi ride coupons from any of 42 social service and religious organizations located throughout the central and South Central areas of Los Angeles. For the nearest distribution location, call the First A.M.E. Church at (213)730-9194. ■

Greenways Demonstration Project Will Beautify Watts Towers Area

A strip of barren, littered ground adjacent to a Watts Metro Blue Line station is about to become fruitful. The Watts Urban Greenways Demonstration Project will transform a 60,000 square foot wedge of land adjacent to the Metro Blue Line 103rd Street Station into a lush, colorful pathway leading Blue Line riders toward the historic Watts Towers.

Los Angeles transportation and urban planners view the Watts project, the first to benefit from the Urban Greenways Program, as a ground-breaking demonstration of how rail transit right-of-ways can be used to link transportation facilities to the county's cultural and recreational resources.

Low maintenance greenery creates walkway toward Watts Towers

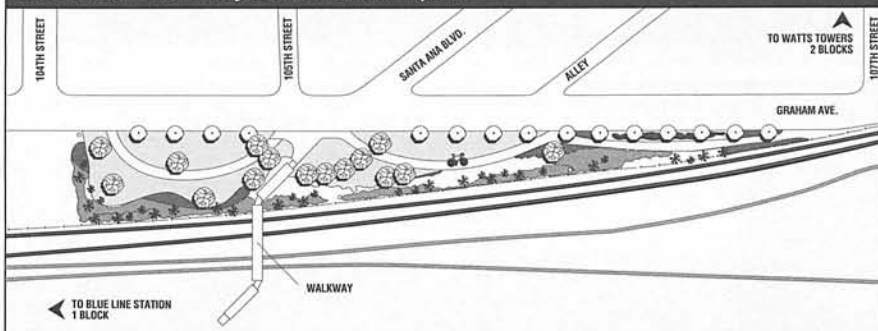
The site, located east of the train tracks between 104th and 107th streets in Watts, has experienced frequent illegal dumping. The Watts Greenways Demonstration Project provides the LACTC with an innovative way to beautify and maintain the vacant right-of-way with low maintenance, drought-tolerant trees and greenery and a bike and pedestrian path. To satisfy community and Los Angeles Police Department concerns about security, plantings were chosen that will not obscure visibility or provide places of concealment.

Alternate LACTC Commissioner Nick Patsouras came up with the idea for an Urban Greenways Program more than a year ago. The Watts site is the first beneficiary of his enthusiasm for green urban spaces that incorporate alternative

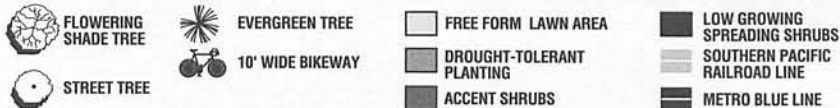


Cabs advertising a free county-wide taxi service for families affected by the riots were on display at a press conference to announce the program. The free service expands one originally run by Operation Food Basket in South Central L.A.

Watts Urban Greenways Demonstration Project 1



LEGEND



The design is currently undergoing final revisions in response to community feedback.

transit modes such as bikeways. "We want to bring the countryside back into the city," Patsouras said. "Even more, the Urban Greenways Program is a way to coalesce residents of an urban area to assist in revitalizing neighborhoods, communities, business districts, and waterfronts."

Supervisor Kenneth Hahn has been a big supporter of the effort to create more green space areas in his Second District. "I am pleased that residents of the Watts community will be a part of the exciting Urban Greenways Project."

To make the Watts project a reality, the task of finding funding sources fell to LACTC Southeast Area Team Project Manager Dale Royal. Royal and Westside Area Team Project Manager Pat Holmberg, the commission's bikeways specialist, are also working on a master plan for future Greenways projects.

Funds come from Prop. A and the Community Redevelopment Agency

While \$90,000 in Proposition A transportation-earmarked sales tax funds are paying for design and construction of the Watts project, the question of who picks up the tab for maintenance was one of the major issues that Royal had to solve.

Eventually, he was able to convince the Community Redevelopment Agency to pay for upkeep.

Royal has involved the Watts community in each stage of project planning. He worked closely with the Watts Cultural Crescent Advisory Committee on design criteria, taking the design through several revisions in response to community feedback.

Local students are learning landscape design and construction skills

Three students from the area worked with the landscape architect, Meléndrez Associates, to draft design plans. A number of local junior high and high school students will be working on construction of the project as well, which is due to begin in November and be completed by January.

Future Urban Greenways projects will beautify other transit corridors

In October, the master plan for projects at eight more sites, written by the Mountains Conservancy Foundation, will be presented for approval to the commission. The LACTC will choose the site of the next Urban Greenways project by the end of this year. ■

Long Beach, Los Angeles to Sample Electric Trolley Buses

Two lines could be operational by December 1993

futuristic non-polluting transit modes like monorail and magnetic levitation may not have reached Los Angeles yet, but some L.A. County commuters may be riding quiet, clean-running, state-of-the-art electric trolley buses as early as December, 1993.

A forward-looking joint LACTC/SCRTD plan to gradually replace diesel buses with zero emission electric vehicles on twelve bus lines got off to a vigorous start in July. The commission allocated \$25.9 million for engineering design, construction and vehicle acquisition on two demonstration lines in East Los Angeles and Long Beach.

Thirty percent of transit fleet must be zero emission vehicles by 2000

"The Electric Trolley Bus program is a step forward toward complying with clean air regulations that require the conversion of 30 % of our transit fleet to zero emission vehicles by the year 2000," said Los Angeles City Councilman and LACTC Commissioner Richard Alatorre.

Construction of the first two demonstration lines will cost \$50 million. The total project cost for electrification of all twelve routes is estimated at \$700 million.

For more information about the Electric Trolley Bus program, call Jim Lair at (213)244-6195; for information on the Long Beach line call Renee Berlin of the South Bay Area Team at (213)244-6863; for information on the Los Angeles line call Walt Davis of the Central Area Team at (213)244-6177. ■

WHAT'S NEW IN RAIL CONSTRUCTION

Methane and Concrete Testing Prove Metro Red Line Tunnels Safe

The methane control systems used in the Metro Red Line subway will prevent methane from posing a risk to public safety. This is the conclusion of an investigation conducted by Fluor, Daniel Inc., an independent consulting firm with extensive construction and mining experience.

Independent safety audit conducted

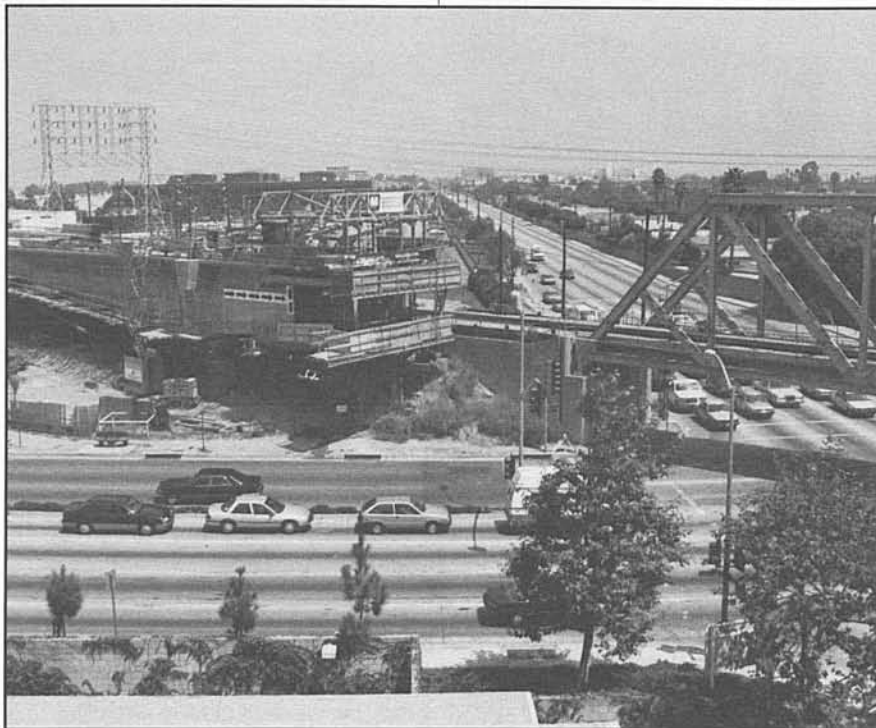
Conclusions of the investigation included an assessment of Red Line tunnel concrete construction integrity. Quality assurance tests show that the Red Line's building materials and construction exceed the RCC's design criteria, as well as national standards.

"The extent of the tests of building materials and the review of methane procedures emphasize the RCC's willingness to go to great lengths to examine concerns regarding Red Line quality and safety," RCC President/CEO Ed McSpedon said when the findings were released.

Most tunnel walls far exceed industry safety standards

The subway's tunnel walls and stations are built primarily of concrete. This concrete was subjected to a series of tests measuring its strength and thickness in comparison to standards set by the American Society for Testing and Materials (ASTM).

The concrete samples were found to have the capacity to withstand 5,600 pounds per square inch of pressure (psi) — 1,600 psi greater than the ASTM's requirements.



The RCC is building a 320-foot bridge for the Metro Green Line over the intersection of Rosecrans Ave. and Aviation Blvd. in El Segundo. A special segmental construction work method and a nighttime work schedule are being employed to minimize traffic disruption.

Thickness tests show that all 40,000 feet of the twin Red Line tunnels, with the exception of a small area near the Civic Center station, meet the 12-inch standard considered necessary for tunnel walls.

The original contractor responsible for the small patch of thinner wall near the Civic Center station is currently determining the best way to reinforce the concrete.

Advanced Green Line Bridge Construction Begins Over Busy South Bay Intersection

The Metro Green Line's engineers have found a creative way to minimize traffic disruption during construction of a bridge over one of Los

Angeles' busiest intersections.

The bridge over the intersection of Rosecrans Avenue and Aviation Boulevard in El Segundo is being built with segmental construction methods usually reserved for much longer bridge spans. Traditional bridge construction requires heavy ground equipment and large structural molding in the street. In the segmental method, sections of the concrete bridge are poured into forms suspended above the intersection. Once the concrete has set, the segment is lowered into place.

Since early August, the intersection has been closed periodically between 8 p.m. and 5 a.m. for construction — much less than would normally be necessary.

The Metro Green Line's 320-foot segmental bridge, the first such to be built in the Los Angeles region, will be completed in October. ■



Program Expansion Enhances Mobility for San Gabriel Valley Disabled

15-city service area expands to 29 cities

The successful 15-city Metro Access pilot program in the San Gabriel Valley has expanded to 29 cities. The program celebrated its expansion early in August with a roll-out ceremony of new Metro Access vans at Pasadena's Huntington Memorial Hospital.

The program expansion adds the San Bernardino Freeway (10) corridor to the Metro Access service area, giving patrons access to Cal State Los Angeles, USC Medical Center and downtown Los Angeles.

Metro Access, which began in March, makes it possible for the disabled to travel to destinations beyond city boundaries. The program, created in response to the 1990 Americans with Disabilities Act, will be expanded to serve all 88 cities in Los Angeles County within the next few years.

"Metro Access goes beyond regular local dial-a-ride services. Curb-to-curb trips are provided to anywhere in the Metro Access service area, meaning a disabled person can get to a job, a doctor's appointment, the movies, or any other destination," L.A. County Supervisor and LACTC Chairman Mike Antonovich said at the roll-out ceremony.

For more information about Metro Access, call Deirdre Heitman at (213)244-6744. ■

Commission Approves Model TDM Ordinance

New commercial buildings will soon be making it easier to get to work without a car. The LACTC recently approved a Phase I Model Transportation Demand Management (TDM) Ordinance to ensure that the design of new buildings encourages ride-sharing and the use of alternative transit.

Ordinance required by county Congestion Management Plan

The county's Congestion Management Plan requires that cities control increased traffic and air pollution due to new development before receiving their share of 1990's Proposition 111 statewide gas tax funds. TDM, a group of strategies for reducing traffic congestion, is an important part of L.A. County's far-reaching CMP.

TDM means vanpools, carpools, telecommuting, etc.

Transportation Demand Management strategies reduce car trips by creating incentives for employers and drivers to switch from solo driving to alternative transportation modes and work habits. TDM strategies can include everything from carpools, vanpools and bicycling to telecommuting and flexible work hours.

To help people change their transportation habits, the ordinance requires that new non-residential developments of 25,000 square feet or more include such facilities as a transportation information area, preferential carpool/vanpool parking and bicycle parking.

Over the next several months, the LACTC will be conducting workshops to provide local jurisdictions with all the information they need to design and implement their own TDM ordinances by the April 1, 1993 statutory deadline. ■



New Metro Access vans roll out to celebrate the inter-city transit program's expansion to 14 new cities in the San Gabriel Valley.

NEWS BRIEFS



LACTC/SCR TD Merger Proceeding on Schedule

The process of combining the LACTC and the SCR TD into the new Metropolitan Transportation Authority will be completed by the state's February 1, 1993 deadline. A 7-member Merger Steering Committee, consisting of board members from both agencies, has chosen a merger facilitator. The facilitator, attorney Walter Karabian, expects to complete work on the MTA's overall structure in late September. Once the structure of the new agency has been determined, the committee will call on LACTC and SCR TD staff volunteers to help complete the organizational picture.

SEIR to Proceed on Green Line Northern Extension

The LACTC has approved selection of a consulting team to conduct the Supplemental Environmental Impact Report (SEIR) for the Metro Green Line Northern Extension. The SEIR will include the area north of the Aviation/Imperial Green Line station to Westchester. Two routes and two technologies — Green Line and "people mover" — will be examined, along with an all-bus alternative. In addition, the study will recommend where to locate a multi-modal transportation center serving Los Angeles International Airport. For more information, contact Nelia Custodio of the South Bay Area Team at (213)244-6732.

Transit Options Studied for Exposition Right-of-Way

The LACTC has decided to hire a consultant to prepare an Environmental Impact Report (EIR) for transportation technology and route options identified as feasible on the Exposition Boulevard right-of-way.

Preparation of the EIR is expected to begin in November, after the commission reviews ridership estimates for the corridor. The EIR follows a Preliminary Planning Study that evaluated 16 route and transit mode alternatives for the right-of-way, which runs from Santa Monica to downtown Los Angeles. The preliminary planning study identified zero emission buses and light rail transit as feasible for further study on several of the route possibilities. To learn more about the Exposition Right-of-Way EIR, call Carol Inge of the Westside Area Team at (213) 244-6896.

Crenshaw Corridor Study Initiated

The LACTC gave the go-ahead in August for a preliminary planning study on the Crenshaw Transportation Corridor. In May, the LACTC identified acceleration of the Crenshaw Corridor Study as one of the ways that the commission can assist in efforts to improve the areas affected by the riots. The corridor, which runs north and south from Olympic Boulevard to Rosecrans Avenue, would connect east-west transportation corridors on or near those routes.

An inter-agency task force has been meeting to define the scope of the work, direct the study, and develop a strategy for implementing the transportation alternatives and development programs recommended. The task force includes representatives of the cities of Hawthorne, Inglewood, and Los Angeles (staff from the offices of Los Angeles city councilmembers Ruth Galanter, Nate Holden and Mark Ridley-Thomas, the Chief Legislative Analyst, Community Redevelopment Agency, L.A. city departments of transportation and planning); Supervisor Kenneth Hahn's office; Senator Diane Watson's office; the Southern California Association of Governments; SCR TD; Caltrans; and the community and business sectors, as well as the LACTC.

A draft of the study results should be available in March, 1993. For more information, please call Robert Cashin of the South Bay Area Team at (213)244-6441.

San Gabriel Valley, Northeast San Fernando Valley Studies Examine Transit Needs

Two studies examining transit needs and potential options north and east of Los Angeles moved forward during the summer.

The LACTC established a budget of \$300,000 for a San Gabriel Valley preliminary transit planning study late in July. The study will examine the feasibility of a light rail line connecting the west San Gabriel Valley to downtown Los Angeles.

The Northeast San Fernando Valley Transit Corridors Study was completed and presented to the LACTC in August. The study details the area's transit demand and two major transportation service alternatives involving surface light rail, subway and other improvements such as bikeways.

For more information about the San Gabriel Valley Route 10/60 Preliminary Planning Study, call Lupe Valdez at (213)244-6547. To learn more about the Northeast San

Corrections

In the July/August issue, the Metro Award-winning City of Lancaster Vanpool Demonstration Project was incorrectly identified as the Antelope Valley vanpool program. The Antelope Valley program is a separate project unrelated to the Lancaster vanpool.

Also in the July August issue, the City of Avalon was incorrectly listed as a sponsor of the Freeway Service Patrol Rodeo. The correct sponsor name is Catalina Island Express.

Fernando Valley Transit Corridors Study, call Mark Dierking of the San Fernando Valley/North County Area Team at (213)244-7174.

Visit Metro Village at the L.A. County Fair

An LACTC informational booth at the L.A. County Fair has been a familiar sight for years, but this year's display featuring Metrolink, the new commuter rail service starting Oct. 26, will be bigger and more informative than ever. At Metro Village, you'll find an air conditioned Metrolink trailer with a mini video theater and a Red Line subway car mock-up — plus giveaways like Red Line hats and free passes to ride Metrolink. Friendly, knowledgeable Metro Ambassadors will be on hand to answer your questions about mobility improvement projects in L.A. County. The fair tram stops near our booth between Buildings Three and Four on Redwood Street. Visit Metro Village and learn all about your expanding Metro System!

LACTC Hotline Line Generates Efficiency Improvements

Sensitive to the need to pare expenses and increase efficiency at the commission and in all county transportation services, the LACTC has, among other measures, created a toll-free hotline. Citizens as well as commission employees can call 1-800-794-7328 with suggestions for saving the taxpayers' money, simplifying our procedures, and protecting transportation property — including reports of suspected fraud, waste or abuse. All calls are completely confidential and are researched promptly. So if you've got a better idea about transportation, call us. The more bright ideas we receive, the more we can improve mobility. ■



Legislative Update

Congress Appropriates \$110 Million for Metro Red Line

The Senate and House of Representatives have both passed versions of the 1993 Transportation Appropriations Bill containing \$110 million earmarked for the Metro Red Line — a funding level higher than that received by any other project in the nation.

The agreement on Red Line funding levels makes it likely that this will be the amount approved by a House-Senate conference committee on the bill, and sent to President Bush for signature.

These dollars, allocated from the federal gas tax-funded "new start" category, will be used on Segments Two and Three of the Metro Red Line. Fifty million goes to complete Segment Two, which is currently being constructed from Alvarado along Wilshire Boulevard to Western Avenue, and along Vermont Avenue and Hollywood Boulevard to Highland Avenue. The remaining funds are designated for Red Line Segment Three, from Highland Avenue to North Hollywood, and for extensions to East Los Angeles and the mid-city area.

State and Federal Governments Speed Up Red Line Funding

Federal government accelerates \$95.6 million

Los Angeles will have immediate access to \$95.6 million federal dollars earmarked for Red Line Segment Two. The move is the first result of a new Bush administration program to award transit dollars without waiting for local matching funds. Transportation Secretary Andrew H. Card announced the action early in August. The move is intended to stimulate the sluggish Southern California economy.

In a separate, unrelated action, the California Transportation Commission (CTC) allocated \$53 million to the second phase of the Red Line in mid-July. The funds are the second half of \$106 million approved earlier for acceleration as part of an economic recovery plan for Los Angeles.

The CTC originally planned to make the funds available in fiscal years 1994/95 and 1996/97, but accelerated the monies by two years in response to a proposal made by the LACTC after the April civil disturbances (see July/August Metro Moves). The CTC also granted a one-time waiver of its proportional spending requirement.

The waiver of federal and state matching fund requirements means that local money can be used immediately for jobs programs and other projects that will contribute to the local economy. ■

METRO MOVES

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