



METRO MOVES

Los Angeles County
Metropolitan
Transportation
Authority

JULY/AUGUST 1993

210 Transportation Projects Costing \$1.6 Billion OK'd

A total of 210 projects that will result in transportation improvements and the purchase of new buses for use throughout Southern California were approved for funding by the MTA on June 30. The projects represent a \$1.6 billion transportation investment.

The projects were selected from 728 competing transportation projects, totaling more than \$6.2 billion in funding. The \$1.1 billion is available from local Proposition C revenues (the 1990



Freeway funds — More than half of the Call for Project funds will finance improvements to the freeway system, adding carpool lanes, completing highway/freeway gap closures and installing pavement detectors, closed circuit TV, changeable message signs, and expanding incident management projects such as the Freeway Service Patrol.



Bus bucks — Bus capital projects and operations will receive \$232.8 million to replace and maintain current fleets.

half-cent sales tax measure), state funds and the Intermodal Surface Transportation Efficiency Act for the next two-year and four-year funding cycles. An additional \$511 million worth of projects will be recommended to the California Transportation Commission for state funding for fiscal years 1999/2000 and 2000/2001.

Funds were distributed among a wide variety of transportation modes. Here is a sampling of projects:

- The County's freeway and highway systems, including financing of High Occupancy Vehicle (carpool) lanes and closing highway and freeway gaps: \$360 million
- Bus improvements, including vehicle replacements and new parts: \$250 million
- Electric Trolley Bus prototype project: \$10 million

► Continued on page 2

Awareness Training Aims to Aid Disabled Passengers

Able-bodied men and women are getting in wheelchairs, walking on crutches and blindfolding themselves to ride buses. The unusual exercise is part of the MTA's efforts to heighten bus-operator awareness of the needs of its disabled customers.

The trainees are left at bus stops with a destination and the routes. "They're experiencing how it is to be out there in vulnerable situations and to feel uncertain, afraid or angry," said Robert Ellison, senior training instructor. "The exercise shows trainees the position that a disabled person is in every day of his

or her life," continued Ellison. "One bad incident can change the whole day and we want to be sensitive to that," he said. "Our customer relations training stresses treating everyone with courtesy and respect."

► Continued on page 4

"Projects..." continued from page 1

- The 20-mile Alameda Corridor Project to consolidate three major freight rail lines serving the ports of Los Angeles and Long Beach: \$8 million
- Improvements to regional highways and arterials including the widening of Valley Boulevard in the San Gabriel Valley, Route 138 in the High Desert area near Lancaster, and Overland Avenue in West Los Angeles: \$60 million
- Traffic signal synchronization throughout various parts of the County: \$20 million
- Construction of 33 bikeway projects connecting to the regional bikeway network and likely to contribute to cycling as a viable commuting mode: \$18 million.
- Tele-business center in Long Beach with five offices, 40 work stations, a video conference room, and office machines to encourage telecommuting: \$1.3 million
- The Union Station Gateway Intermodal Transportation Center, consisting of a bus plaza and a 2,500-space park-and-ride lot: \$36 million

- The Burbank Multimodal Transportation Center for buses and rail lines: \$700,000

Each project was carefully reviewed by staff before it was considered for recommendation. Criteria used to measure a

project's effectiveness included whether it would help improve mobility, either as a stand-alone project or in concert with others, and whether it would improve the environment. A proposal's benefits and costs also were studied.

Project Categories

Funded projects fit into one of two funding categories — two-year and four-year.

The four-year categories are:

- Freeway Projects — including HOV lanes and Transportation Systems Management (pavement detectors, changeable message signs, etc.);
- Regional Surface Transportation Improvements — including surface street to freeway interchanges, grade separations and major capital projects to improve the movement of goods;
- Bus Capital and Operations;
- Rail Capital and Operations;

- Transportation Enhancements — including projects addressing environmental concerns such as greenways and bikeways.

Two-year categories are:

- Local Traffic Systems Management (TSM) — including signal synchronization and priority bus lanes;
- Regional Bikeways;
- Transportation Demand Management (TDM) — including vanpool and buspool services and other rideshare programs;
- Commuter Rail, Transit Centers and Park-and-Ride Facilities. **M**

Take a BLT to Go

TDM Ideas at Work



This column appears periodically to recognize innovative strategies that encourage commuters to try new forms of transportation. Transportation Demand Management (TDM) measures include

ridesharing, telecommuting, flexible work hours and incentive pricing strategies.

This month, the MTA introduces the first of five new shuttle routes designed to get workers to and from major employment centers. The "Blue Line Shuttle" or BLT provides east-west service between the Artesia Station to El Segundo, home to about 100 employers.

"The new service makes public transit attractive and easy to use for the 10,000 estimated El Segundo workers who reside along the Blue Line corridor," said Teresa Moren, director of MTA's Corporate Transit Partnership (CTP). The Blue Line's Artesia Station borders

Compton and north Long Beach, and features a 290-space park-and-ride lot.

The express shuttle will travel a 23.4-mile route along the Artesia Freeway (Route 91) and Artesia Boulevard and will circulate through the Redondo Beach and El Segundo employment centers. Travel time between destinations is estimated to vary depending on traffic conditions, with an average commute time of 30 minutes.

Commuter schedule

Shuttles will run every 20 minutes between 4:30 and 9 a.m. and 3 and 7 p.m. An MTA monthly pass is good for buses, Metro Rail lines and the shuttle. Blue Line ticket holders can buy a 25-cent transfer. Cash fare is \$1.10.

Incentives are being offered to first-time transit users through the Caltrans I-110 Rideshare Incentive Program. New riders may be eligible for one free monthly pass and \$15 per month toward their next two monthly pass purchases.

The MTA's Corporate Transit Partnership and TDM departments and the South Bay Transportation Forum worked together in developing the route,

schedule, shuttle name and promotions. Many employers surveyed staffs to measure interest in the shuttle.

"The Partnership is here to assist employers in their efforts to increase ridesharing by employees," said Moren. "Our program emphasizes using public transit as a valuable tool in getting people to work and out of single-occupancy cars."

Other shuttles

The shuttle qualified for funds under the Congestion Management Air Quality program as part of the MTA's recent Call for Projects process. The program calls for implementing transit services that are customized to the needs of employers and employees representing a range of industries.

Future shuttles will serve the Westchester/Los Angeles International Airport area; the Pacoima/Sylmar to Chatsworth route; a route from California State University, Los Angeles to a Monterey Park employment area; and the West Hills area.

For information on the shuttle services, call the CTP at (213) 972-4680. **M**

Communities Work to Combat Graffiti

More than 50,000 students, 1,500 community members and 500 business owners in Los Angeles are working to reclaim their neighborhoods from graffiti "taggers." The volunteers are conducting graffiti "sweeps" in a partnership with the MTA's Graffiti Abatement Task Force.

Businesses, churches, schools and civic groups are first visited by an MTA team, usually a bus operator, Transit Police officer and maintenance worker.

The presentation team's hard-hitting anti-graffiti messages emphasize personal responsibility and community involvement, plus legal repercussions for minors and parents, interspersed with discussions about safety and the environment.

"We make the message personal to the audience," said Martha Lopez, MTA transit officer. "We tell our school audiences about the various types of warnings, fines and sentences that can result from defacing property. This kind of trouble can lead to other things."

"The drivers wanted to be a part of this program. They use this opportunity to



Clean sweeps — Young people are learning to take pride in their neighborhoods through the MTA's graffiti abatement efforts. Here, several sixth graders have donned protective gear to clean graffiti from a bus shelter.

build a bridge from the bus to the community, eliciting its support in maintaining graffiti-free transportation in the neighborhood," said Anita Vigil of MTA's Local Government & Community Affairs Department.

Hands-on

In the hands-on part of the program, MTA maintenance workers demonstrate safe methods for using the cleaning solvents and chemicals, and provide

volunteers with protective safety gloves, goggles and masks. Together they wipe out graffiti on bus shelters and surrounding structures.

"People are concerned about the safety and cleanliness of their community. One of the best ways to fight graffiti is to eliminate it quickly and consistently. Public transit is such a vital part of many people's lives. They want to take part in keeping it safe," said Bill Gay of MTA's anti-graffiti team.

At the elementary, junior high and high school levels, students participate in specially developed anti-graffiti programs. For instance, younger children take part in art and essay contests, while older students take to the streets to wipe out the bothersome markings.

Enthusiastic teens

The program's example of success is the "clean sweeps" team at Los Angeles High School in the Mid-City area. The volunteer group grew from eight members to 48 in just a few weeks.

"The students are bound and determined to keep their school and surrounding area clean," said Vigil. "What it says to us is that we have to lead by example."

"Our role is to jump-start the effort by instituting a clean-up in the community. It's critical to let people participate in their own destiny and give them an opportunity to maintain comfortable living standards," said Vigil. **M**

MTA Awards L.A. Contract to Siemens Duewag

A team of firms that has committed to build over 92% of the MTA's next light rail car order in the United States has been awarded the contract to build 72 standardized light rail vehicles. The rail car contract, valued at \$205 million, was awarded July 28 to Siemens Duewag Corporation and its high tech partners AAI Corporation, TRW, Aerojet and Jet Propulsion Laboratory.

Siemens Duewag, the prime contractor, offered 11% domestic involvement — the highest percentage among four competing bidders — and committed to award more than 20% of its contract to disadvantaged- and minority-owned firms.

"Siemens demonstrated a strong commitment to Southern California by

agreeing to locate a manufacturing facility in an area hit hard by last year's civil unrest," said MTA Chairman Richard Alatorre. "The contract to Siemens will create a major economic and employment boost for the area."

Siemens' promise to open a facility in Los Angeles County — most likely in Long Beach — to manufacture light rail vehicle shells marks the first time the shells would be built in the United States.

The contract includes up to \$10 million for research and development of at least three advanced transportation products that will be tested on two prototype vehicles. These products will help defense firms transition into the emerging surface transportation industry, a key goal of the MTA's rail car contract. **M**

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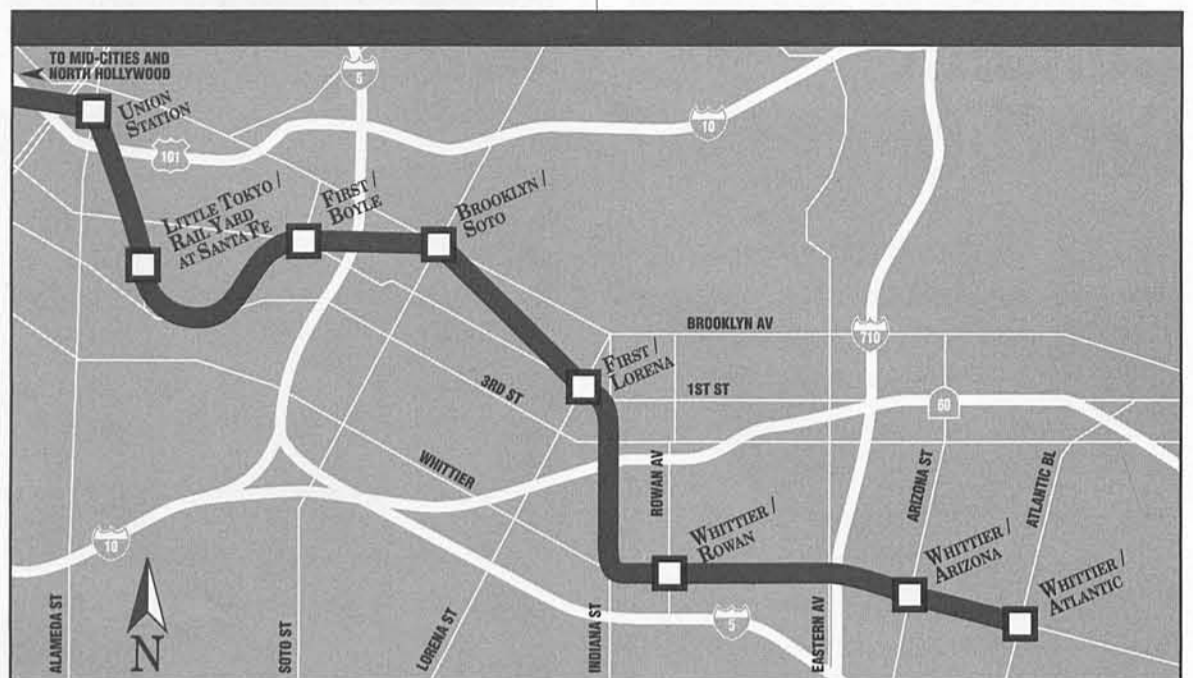
From 10 alternatives studied, the MTA has selected a 6-mile subway route and seven station locations for the Metro Red Line extension. The June action clears the way to initiate preliminary engineering and to complete all environmental requirements for the project.

"This is a historic moment and a tremendous move forward for residents of East Los Angeles," said Supervisor Gloria Molina, an MTA board member.

The new route departs from Union Station and has a terminus at Whittier and Atlantic boulevards in East Los Angeles.

7 Stations

Seven stations are planned for the route: Little Tokyo; the Mariachi Plaza at 1st Street and Boyle Avenue; Brooklyn Avenue and Soto Street; 1st Street and Lorena Avenue; and three stations on Whittier Boulevard (Rowan Avenue, Arizona Avenue and Atlantic Boulevard).



ELA Route — The East Los Angeles Metro Red Line route will provide access to the major community centers, connecting Little Tokyo to the 1st Street corridor, Brooklyn Avenue and the Whittier Boulevard shopping district.

Partial funding for the line was secured in May when U.S. Transportation Secretary Federico Peña signed an agreement providing \$1.23 billion in federal funds for three Metro Red Line extensions. The other extensions will

take the Red Line to Mid-City and North Hollywood. The East Los Angeles extension to Atlantic Boulevard is estimated to cost \$1.64 billion. This estimate will be refined once the preliminary engineering phase is complete. **M**

"Awareness..." continued from page 1

ADA emphasis

"The Americans With Disabilities Act promotes a new way of thinking for dealing with the needs of the disabled. They want access to society as a whole — access to recreation, employment and the other services the general public enjoys," explained Richard DeRock, administrator of MTA's Consolidated Transportation Services Agency.

"Transportation needs to take them to more places than the doctor's office and through the MTA's efforts, we're doing that," said DeRock. "When the system doesn't work for disabled persons, it hurts even more because often there's no alternative."

Calling stops

The MTA trains bus operators to call out the stops under three circumstances: major transfer points, points of interest and by request from a rider. "Calling out the stops is extremely important to all our customers," said Ellison. "It helps them prepare to disembark."

In a recent workshop held for Division 15 bus operators and representatives from the disabled community, participants discussed what makes for a successful ride for everyone and what are the operator's and rider's responsibilities.

"We had a lively exchange over boarding procedures for the disabled," commented Steve Tontz, MTA senior planner.

Early bus lifts

When the ADA was passed in 1990, the MTA was already providing accessibility for its disabled riders. Most buses were already equipped with wheelchair lifts. The former RTD was the first bus operator in the nation to commit to access for the disabled through the purchase of lift-equipped buses.

This commitment began in 1974, five years before any law or regulation required access. During this period, the agency refused to buy buses that were inaccessible. This forced manufacturers to find a way to supply the market and made it possible for other transit operators to join the accessibility movement.

99% fitted

Today, the MTA has the largest lift-equipped fleet in the country, with 99% of all vehicles fitted. About 500 passengers who use wheelchairs ride MTA buses daily. "The key to success is close monitoring," said Tontz. Lifts are tested before each shift. "We do constant tracking to see where we have equipment problems," said Tontz. "Occasionally, they break, and it's our job to fix them. Technology is always changing for these devices and we do our best to maintain the equipment," continued Tontz.

On any given day, about 12 of the MTA's 2,500 bus fleet has a lift in need of repair. Reports on failures are received via radio reports from operators or hotline calls from passengers.

Flash cards

Flash cards are helping visually impaired riders and bus operators to find each other at stops. The rider holds up a 3 x 6 card marked with the route number. The pilot project was suggested by an operator who observed the difficulty blind people had with finding their buses.

"There are times when bus stops are crowded and the driver can't see a passenger carrying the familiar white and red cane," according to Don Fisher of the Braille Institute. "The cards work as a tool to assist drivers in identifying visually-impaired riders."

As part of the project, 50 Institute volunteers tried the cards on 28 lines. Results of a passenger and operator survey will be evaluated and will help determine whether to expand and/or modify the flash-card program.

Other accessibility outreach efforts include:

- The disabled rider's emergency hotline: 1(800) 621-7828;
- Discounted cash fares and monthly passes, and
- Free audio cassette tapes to assist visually-impaired persons in using public transportation.

For detailed information, call to request an "Access" kit from MTA's Customer Relations at (213) 626-4455. **M**



METROLINK

Weekend Trains Run to L.A. County Fair

As a preview of permanent weekend service, Metrolink will run special weekend trains to the L.A. County Fair. MTA buses serve the fair daily.

For four weekends in September and October, trains on the San Bernardino Line will carry passengers to the fair from both the east and the west end of the route.

Monthly pass holders may ride the promotional train free of charge and other passengers may buy special 50% discount tickets. Plus, Metrolink passengers may buy discounted tickets for the fair.

Shuttles will connect passengers from the specially built Fairplex station to the front gate. Trains will serve the Fair at 9:15 a.m., 11:00 a.m., 1:00 p.m., 2:45 p.m., 5:30 p.m. and 8:45 p.m.

Along with the Fairplex station, the weekend trains will stop at all of the stations on the line, thereby opening up the opportunity for trips to destinations other than the Fair.

"People also will ride to downtown L.A. for Olvera Street and for the shopping and museums," said Richard Stanger, Metrolink executive director. "It's a great opportunity to take the family on a mini-vacation and not spend a lot of money."

The trains will run Saturdays and Sundays between Sept. 11 and Oct. 3.

Metrolink will evaluate the fair trains as an indication of the interest in permanent weekend service. For train schedule information, call 1-(800)-371-LINK; for bus schedules, call 1-800-2-LA-RIDE.

Thousands Sample Metrolink's Riverside Route

Metrolink's 4th line in its growing network — the Riverside Line — opened earlier this summer, breaking all ridership records during a promotional period. A record 132,634 people tested Metrolink during the free ride week between June 14 and June 30. For the first time in its 10-month history, a Metrolink 10-car train carried 4,000 riders in one trip.

"Metrolink offered free rides so people could become familiar with train schedules before they decided to buy a ticket or monthly pass," said Richard Stanger, Metrolink executive director. "We felt



Riverside breakthrough—The new 58-mile line, the longest in the 197-mile operating system, serves four stations: downtown Riverside, Pedley, East Ontario and Industry. All four stations feature free park-and-ride lots. Montebello and Pomona stations are scheduled to open in the future.

strongly that once commuters realize how reliable and convenient the train service is, they will eventually leave their cars at home."

Information on schedules, fares and station locations for Metrolink's San Bernardino, Santa Clarita, Riverside and Ventura lines can be obtained at any hour by calling 1-(800)-371-LINK.

New Fencing, Signs Enhance Rail Safety

Two miles of fencing and an additional 200 warning and safety signs are being installed at a Metrolink section on the Santa Clarita Line. The wrought iron fence, ranging in height from 6 feet to 8 feet, will increase pedestrian safety in the Sylmar and San Fernando areas.


The stretch, between the 118 Freeway

and Astoria Street, runs through a densely populated area, occupied by businesses, schools and a park. The Safety Enhancement Pilot Program received \$863,000 in March from the MTA.

"The majority of Metrolink accidents have occurred in this stretch," said Hal Bernson, Metrolink board member and Los Angeles City councilman. "This right-of-way has a history of pedestrian trespassing throughout the years that freight trains passed."

Before the fence was installed, safety engineers studied the situation, monitoring the daily vehicle and pedestrian violations, and will repeat the exercise to measure the success of the pilot program. "Our goal is to know how to approach all trouble spots to ensure the utmost safety near Metrolink rail tracks," said Bernson.



Future commuters — Metrolink's successful field trip program introduces area youth to the world of commuter trains. The \$2 round-trip ticket opens doors to educational and cultural opportunities found in downtown Los Angeles, such as Olvera Street, Chinatown, the Children's Museum and the Museum of Contemporary Art. Groups of 20 or more can ride mid-day trains between 8:30 a.m. and 3:30 p.m. For more information, call 1-800-371-LINK. 

NEWS BRIEFS



Call Box Special Service

A special team of operators soon will be dedicated exclusively to answering call box calls from stranded freeway and highway motorists.

The change in staffing came at the request of the MTA and was approved by the California Highway Patrol as part of a new three-year contract with the CHP to continue providing answering services for the Metro Call Box System. The contract, not to exceed \$8.5 million, will pay for 40 CHP operators to answer Metro Call Box calls exclusively, as well as for new telephone and computer dispatch equipment.

In the past, CHP operators have answered three types of calls in addition to those from Metro Call Boxes: 911 calls, calls placed by other law enforcement agencies and public information calls.

Rideshare Week

Mark your calendars for Rideshare Day, Thursday, Oct. 7, a day when thousands of people will leave their cars at home and carpool, bike, walk or take a bus or train to work. It's part of Rideshare Week '93, Oct. 4-8, a five-day celebration of ridesharing.

Employer involvement is an essential aspect of Rideshare Week. Last year more than 1,300 employers spread the word to commuters by hosting fairs, conducting contests and increasing their in-house publicity. As a result of their efforts, along with those of rideshare agencies and environmental groups, more than 134,000 Southern Californians pledged to rideshare. According to a survey conducted by Commuter Transportation Services, Inc., one-third of those who pledge to participate in Rideshare Day do so for the first time. Half of those will continue to rideshare as a result, the survey showed.

For more information on how you can get involved, call Linda Somilleda or Norma Elston-Adams at CTS at (213) 365-6887 or (213) 365-6829.

Security Study

The MTA's Security Ad Hoc Committee has ordered an independent, comprehensive and detailed financial study of all transit security, including the costs of various law enforcement agencies.

The study will include a security cost comparison of buses, Metro Rail and Metrolink, as well as operations and on-site construction. The first draft will be



Red Line record — In its first six months of operation, the Metro Red Line subway has carried about 2.49 million passengers and logged nearly 111,000 miles. The Red Line is presently carrying about 15,000 passengers on an average week-day. The system has achieved a 98% on-time performance record. Here, a Metro Ambassador directs passengers to station exits.

reviewed in this fall. The data will guide the committee in implementing high security programs.

"The safety of the riding public is paramount," said Antonio Villaraigosa, MTA board member and committee chairman. The committee also endorsed the budget's proposed 128 new transit police positions.

"The mission of our committee is to foster and ensure the safety and security of the riding public on all MTA bus and rail operating services and construction under a single umbrella safety and security program," said Villaraigosa.

Green Line Study

The Supplemental Environmental Impact Report for the Metro Green

Line's northern extension will be presented to the MTA in the fall for certification. The report examines two routes that would link the Green Line's Aviation/Imperial Station to a multi-modal transportation center at Parking Lot C at the Los Angeles International Airport (LAX).

The study includes one alternative that would continue the Green Line north to Westchester, linking it at Lot C with the proposed airport People Mover and serving the central terminal area, as well as a possible LAX/Palmdale rail line.

The second alternative brings the People Mover south to the Green Line station at Imperial/Aviation. The LAX Interagency Task force will present recommendations to the MTA on a preferred route and technology for the northern extension.



Roving office—The mobile field office for the Metro Green Line is greeted by (from left) Downey Mayor Diane Boggs; Linda Kennedy, Ward Elementary School principal; Alana Camacho, Ward student; Dave Sievers, Green Line project manager, and Travis the Owl, rail safety mascot. The van will bring construction updates to the 13 communities located along the route. For the van's schedule and construction information, call (213) 620-RAIL. **M**

Transitway to Ease Harbor Corridor

Part 4: Congested Corridor Series

Thousands of motorists who travel the Harbor Freeway daily have watched the evolution of a massive transitway, partially built directly above the freeway in double-deck fashion. The transitway, an exclusive guideway for High Occupancy Vehicles (carpools, buses, vanpools and shuttles), promises to bring traffic congestion relief to one of the County's most populated corridors.

In a continuing series on the County's Congested Corridor Action Plan, *Metro Moves* takes a look at the status of the downtown Los Angeles to San Pedro corridor via the Harbor Freeway (Route 110) and its upcoming projects to ease traffic congestion.

Residences and industries have clustered along the Harbor Corridor making it one of the county's busiest areas. It bisects Huntington Park, Inglewood, South Gate, Hawthorne, Lynwood, Lawndale, Gardena, Compton, Torrance, Carson, San Pedro and South Central Los Angeles.

In downtown Los Angeles, the corridor spills into one of Southern California's largest job concentrations. At the southern end, the Port of Los Angeles is the destination or generator of significant amounts of truck traffic.

Transitway relief

Buses, carpools, vanpools and shuttles will be able to cruise the aerial Harbor Transitway when it opens, tentatively set for late 1994. The 19.5-mile project consists of 10.3 miles of exclusive HOV lanes extending between Adams Boulevard and the Artesia Freeway (Route 91) and 9.3 miles of mixed-flow lanes between the freeway and San Pedro.

The Harbor Transitway will be served by express buses from eight park-and-ride lots and nine freeway transit stations along the I-110 freeway. A five-level interchange where the transitway meets the new Glenn Anderson Freeway (I-105) includes direct HOV connector ramps from transitway to the I-105 HOV lanes.

"By the year 2005, the transitway is expected to carry about 65,000 bus riders and 39,000 carpool and vanpool riders per day," said Jerry Baxter, Caltrans District 7 director.

"As a result, congestion on the freeway during peak commuter hours will be reduced. While those who ride the buses, carpools and vanpools that use

the transitway will receive the most benefit, all Harbor Freeway users will be able to enjoy improved mobility," said Baxter.

A current feasibility study is looking at ways to extend the transitway north and east to connect with the existing El Monte Busway at Union Station.

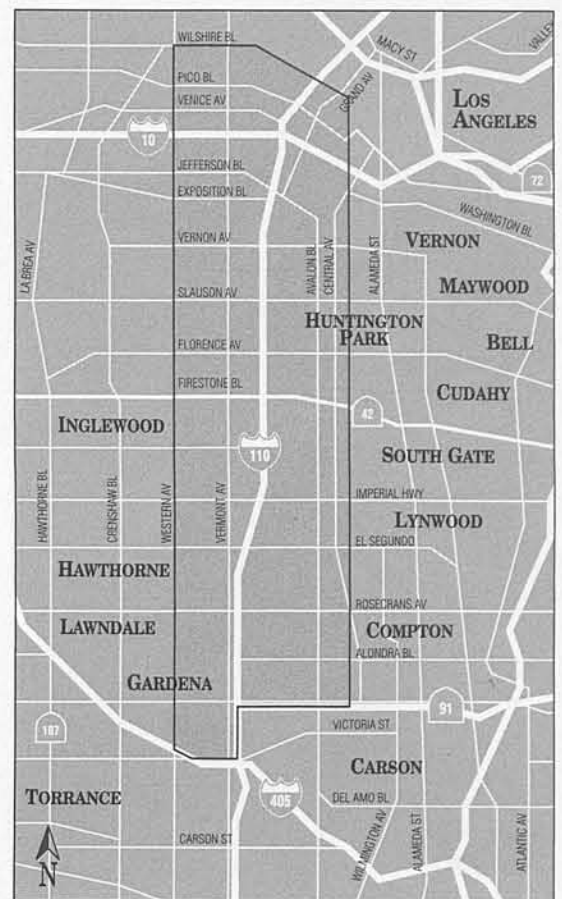
Smart streets

Research is under way to expand "smart" technology along the Harbor corridor in the future. The high-tech freeway program designed to keep traffic flowing, consists of synchronized signals, modernized ramp meters, electronic message signs, loop detectors and closed-circuit TV. All are connected to a central traffic operations center.

Alameda corridor

The Alameda Corridor project, which runs parallel to the Harbor Corridor, will consolidate freight train service for the Union Pacific, Atchison, Topeka & Santa Fe and Southern Pacific railroads into a single, upgraded track. It also calls for grade-separated intersections along the east/west arterials that cross Alameda Street and traffic signal synchronization.

The project is expected to be ready for traffic shortly after the year 2000.



Crowded stretch—This congested corridor includes the Harbor Freeway (Route 110) from the Los Angeles Business District to the Pacific Ocean in San Pedro. Average daily traffic volumes range from 298,000 to 238,000. **M**



Legislative Update

Boxer Calls for Federal Funding for Advanced Technology Bus

U.S. Sen. Barbara Boxer called for Congress to provide \$9 million in continued research funding for the MTA's Advanced Technology Transit bus project, a program she said is "a prime example of defense conversion in progress and a model project that can help our aerospace industry diversify by developing a new and promising technology."

Northrop Corporation and a group of

subcontractors are under contract to the MTA to design a lightweight, low-emissions, low-floor transit bus — the ATTB. It will incorporate state-of-the-art aerospace technologies and materials. Phase One of the project was financed by a \$4 million grant from the Federal Transit Administration and \$798,000 in Proposition C matching funds from the MTA.

Phase Two of the ATTB program, a year-long design validation project, is scheduled to begin in October at a total cost of \$10.8 million. Phase Three, estimated to cost \$14.4 million, calls for the manufacture and testing of six prototype buses and is to begin in 1995.

At its June 23 meeting, the MTA Board voted to submit a grant application to the Department of Defense-led Technology Reinvestment Project seeking defense technology conversion funding. The MTA, along with Northrop's ATTB team, also has been seeking continued funding from the FTA. Boxer has been a key supporter in Congress for continuing funding for the program. **M**

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