



Funding Contract Signed for Red Line's 3 Branches

A full-funding contract that commits \$1.4 billion in federal, state and local dollars to the construction of the Metro Red Line Segment 3 was signed May 14.

This third phase of the subway, totaling 11.6 miles, will branch in three directions through different parts of the city, and is scheduled to be completed by the year 2000.

The agreement, of which the largest chunk is \$1.23 billion in start-up funding from the Federal Transit Administration, is a fundamental step toward starting Segment 3's construction.

Economic boost

"The impact of this project is more than transportation-related. The infusion of federal funds for Red Line construction will boost the economic vitality of all Southern California," said Mayor Tom Bradley. Estimated local employment resulting from the project is 68,300 jobs in construction, engineering, design,

retail, real estate and other related fields.

The subway will extend 6.3 miles from Segment 2's Hollywood/Vine stop to North Hollywood, with two stations located at Universal City and at Lankershim and Chandler boulevards. From the Segment 2 Wilshire/Western station, the subway will extend 2.3 miles to the Mid-City area with two stations at Olympic and Crenshaw boulevards and at Pico and San Vicente boulevards.

The Red Line will also serve the East Los Angeles community with an approximate 3-mile extension from downtown's Union Station to Whittier/Lorena.

Branching in two directions, Segment 2 of the Red Line is currently under construction. The leg from Segment 1's MacArthur Park/Westlake station to Wilshire/Western is expected to open in 1996; the leg that heads north via Vermont Avenue from Wilshire to Hollywood Boulevard and Vine Street will open in 1998.

► *Continued on page 2*

Eastside Line Is 'About Time' Says Peña

As officials signed the contract securing funding for the Metro Red Line extension, the MTA neared its decision on an East Los Angeles rail route.

Eight rail line alternatives identified in the Eastside Corridor Alternatives Analysis were scheduled for review at the MTA's June 23 meeting. The Board was expected to select the Locally Preferred Alternative.

The routes were developed through a process that involved scoping meetings, advice from Eastside residents, businesses and representatives and comments received from public agencies.

3-mile extension

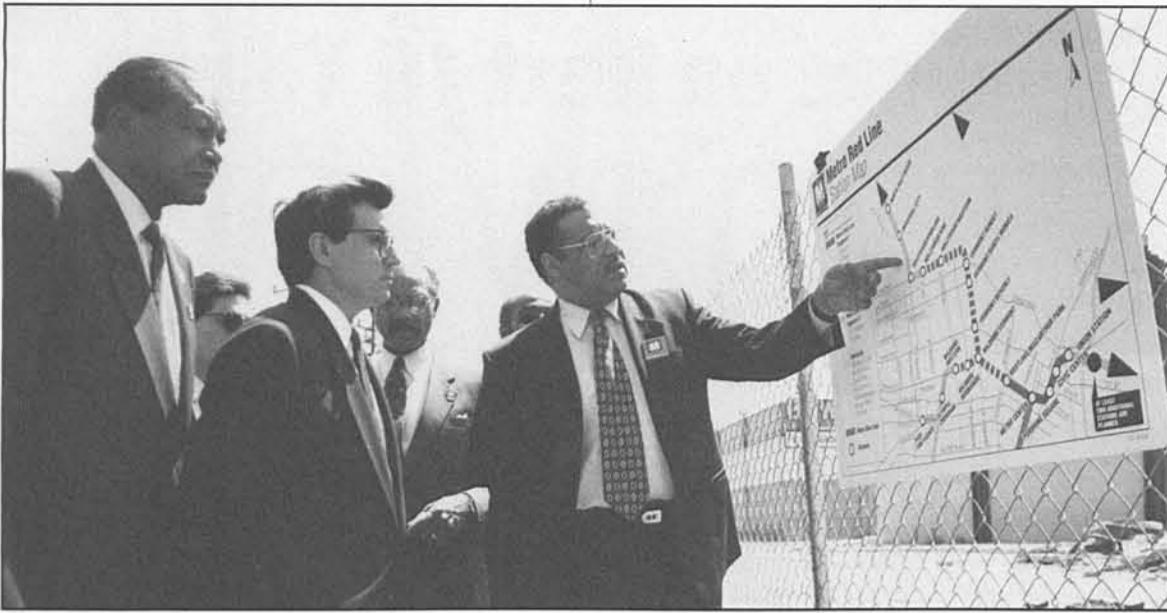
The rail line will run east from the Red Line terminus at Union Station for about 3 miles with at least two stations. The eight alignments under consideration include segments on Brooklyn Avenue, 1st Street, Indiana Street, Whittier and Atlantic boulevards.

During last month's funding contract ceremony in Evergreen Park, public officials praised the Eastside plan. "With the signing of the Full Funding Agreement for the Metro Red Line, President Clinton has shown his commitment to equity in federal resources. The Eastside

► *Continued on page 2*



Sunny ceremony — MTA Chairman Richard Alatorre welcomes about 500 people to the funding contract signing ceremony for the Metro Red Line's Segment 3 at Evergreen Park in East Los Angeles. The Red Line vehicle mock-up on display in the background gives everyone a preview of the trains that will serve the area.



Metro map — Congressman Julian Dixon (right) points out the subway's Segment 3 branches to Mayor Tom Bradley and U.S. Secretary of Transportation Federico Peña at the Mid-City site of the future station at Pico and San Vicente boulevards. Franklin White, MTA's CEO is pictured in back.

"Funding..." continued from page 1

Community partnership

Members of the East Los Angeles community gathered under a glaring sun in Evergreen Park last month to hear officials praise the Eastside plan and to meet U.S. Secretary of Transportation Federico Peña. "It's a wonderful day to be here to represent President Clinton," said Peña. "He believes that the federal government should work in partnership with people. This Full Funding Grant Agreement is about more than building a concrete subway. It will build a foundation of hope and opportunity for this community."

"Today's agreement wouldn't have been possible without the steadfast commitment of Congress and the cooperation of local officials," said MTA Chairman Richard Alatorre. "We are very enthusiastic about being able to extend the three segments simultaneously."

State funds account for \$311 million (13%) of Segment 3 costs; the local contribution is \$743 million (30%).

Mid-City ceremony

Immediately following the Eastside ceremony, officials met with leaders of the Mid-City area at the site of the future Pico/San Vicente station. The area was hurt by last year's civil distur-



Mariachi music — The Garfield High School Mariachi Band gets the festivities started at the Evergreen Park ceremony. Student and teacher musicians say they are anxiously awaiting the subway that will serve their community.

bances and will benefit from the subway investment. "The Red Line can uplift the economic development and return of communities along Crenshaw, Korea Town and Mid-City," said Congressman Julian C. Dixon.

"Pico/San Vicente will be a gateway for Westside access. It's an excellent interim terminus until the subway can be built to Beverly Hills, Century City and finally, Westwood. At this location, we have good street access, ample parking and a bus turn-around facility," added Dixon. **M**

"Eastside..." continued from page 1 will finally be included in the regional program for mass transportation and share in its benefits," said Gloria Molina, Los Angeles County supervisor and MTA board member.

Building communities

"The agreement to extend the Red Line subway to the Eastside will mean more and better service for the transit-dependent population in the

area," noted MTA Chairman Richard Alatorre.

"The money we spend on our transportation system should build communities up. And, that's exactly what this grant will do," said U.S. Secretary of Transportation Federico Peña. "You deserve the best this country has to offer. You can attract new jobs and investments with this project. It's about time," he told the crowd of about 500. **M**

Budget Approval Expected; \$20 Million Savings Proposed

A proposed \$3.4 billion 1994 fiscal year budget that anticipates \$20 million in savings resulting from the recent merger, was recommended for approval in June (prior to Metro Moves press time.)

The draft budget, incorporating a 9% increase over last year, provides funding for bus and rail operations, an aggressive rail construction program and other mobility projects.

Fair fares

Under the plan, MTA bus and rail fares would remain the same next year while efforts are launched to cut costs, increase revenues, enhance bus security and combat graffiti on MTA buses.

The recommended budget included:

- \$1.2 billion capital improvement program primarily for rail construction projects;
- \$1.1 billion for a local transportation subsidy program;
- \$700 million for bus and rail operations;
- \$300 million of debt service and
- \$148 million for a bus capital procurement program.

Cutting back

About 250 positions could be eliminated according to the draft. At the same time, needed positions would be added to the Metro Green Line staff, and 130 transit police would be hired to primarily improve bus security.

"The merger has provided us the opportunity to reduce duplication of functions," said Franklin White, MTA chief executive officer.

Operations, construction

MTA's bus and rail operations divisions will continue their aggressive anti-graffiti efforts, promote the development of alternative fuel vehicles and technologies and prepare for the November, 1994, Metro Green Line opening.

► Continued on page 8

Plan's Review Focuses on Next 10 Years

The MTA is looking at ways to minimize revenue losses totaling \$2.9 billion over the next 10 years. The shortages are mainly caused by a decrease in sales tax collections due to the recession, an operational shortfall, and a reduced ability to leverage revenues through bonding.

The shortfall was identified in a recent review of the MTA's 30-Year Integrated Transportation Plan. When the plan was adopted in 1992, it was anticipated that there would be \$183 billion over a 30-year span to pump into bus and rail operations, construction of a modern rail system, highway improvements and Transportation Demand Management strategies.

"A 30-year plan can serve as a framework, but it is virtually impossible to accurately predict a project's outcome that far in advance. Our efforts to mitigate this shortfall focuses on a review of the next 10 years," said Franklin White, MTA's chief executive officer.

Recession reaction

"The 30-year plan was to be heavily bonded, with most of the funds spent in the first 10 years and paid over the next 20, as it should have been," said White.

"The recession is here and experts predict there won't be a quick turnaround. We have to cope with reality and the consequences. We're looking at the financial and program aspects and asking ourselves what is actually deliverable.

"We do know that there will be more

"We do know that there will be more emphasis on the bus system, making it more attractive to the public by steering funding to tackle overcrowding, security issues and graffiti."

emphasis on the bus system, making it more attractive to the public by steering funding to tackle overcrowding, security issues and graffiti.

"A lot of money is spent on building a rail system," White went on. "We've studied the rail corridors to assure that each line is justifiable for the amount of people that travel within a specific route. We've found that there a good reason to warrant building rail. The subsidies will be high

during the initial years, but when the system is completely expanded, subsidies for rail lines will actually become lower than bus subsidies."

Revenue drop

Analysts believe that a \$1.4 billion revenue drop from Propositions A and C, the sales tax measures, can be attributed to the lingering recession and the loss of more than 200,000 jobs in Southern California aerospace and defense industries.

"We plan to maintain as much of our construction program as we can," said White. "We are working on a new timetable, and exploring the possibility of restaging projects in order to move ahead. White promised to put the MTA on a solid track of performance and plans to present specific recommendations in the coming months on how to deal with the shortfall.

Subway schedule

White assured the Board that the revenue decline would not impact construction of the Metro Red Line's Segment 3. Funding for the subway extensions has been earmarked, and maintaining the construction schedule is a condition of receiving federal assistance. **M**

After-School Bus Graffiti Curbed

A successful pilot program that reduces bus graffiti and vandalism by placing adults on MTA buses after school may soon be expanded.

In operation for two years, the Adult-in-Bus supervision program calls for adult volunteers to ride special MTA buses called "school trippers." School tripper buses handle the overflow of passengers during the late afternoon when school lets out. Many of these buses serve junior high schools, where hundreds of young teens rely on public transportation to get home.

Peer pressure

"It's at the junior-high age that students are most vulnerable to peer pressure and introduced to vandalism and tagging," said Bob Williams, assistant general manager of the MTA's Customer Relations Department.

According to graffiti task force members who monitor the problem, a majority of graffiti on buses occurs during the hours immediately following the end of the school day.

"The presence of an adult lets the young passengers know that vandalism, rowdiness and graffiti are not tolerated on the public bus system," Williams explained. "We look for volunteers who ride the buses regularly themselves, usually a parent, a PTA member or someone from the school staff. In exchange for their time, volunteers receive a complimentary bus pass."

Volunteers are simply along for the ride and aren't required to take disciplinary actions. They are only asked to serve as an extra set of eyes to identify abusers of passenger rules and regulations.

Disciplining abusers

What happens when abusers of the system are caught? They're reported to school officials and their special student discount card privileges could be taken away. However, transit officials encourage schools to first take a series of other disciplinary steps which can range from a letter being sent home to school detention. "Student discount cards are a privilege, not a right," declared Williams. "We ask

students to recognize that privilege through this program."

Information on repeat offenders may be submitted to a special MTA transit police unit called GHOST (Graffiti Habitual Offenders Suppression Team). The unit specializes in vandalism crimes by monitoring "hot spot" routes, riding undercover and arresting offenders.

Hot-spots covered

The pilot project has proved so successful along the two routes it serves, that four more routes considered "hot-spots" for taggers are being added.

"We want to protect our new buses, as well as steer youngsters in the right direction," Williams added. "The on-board program has resulted in a decline of offenses such as graffiti, sharing bus passes, climbing through windows, foul language and fighting on the buses that serve these students. The trips are calmer than previous rides and bus operators, school staffs and parents are happy with the effort." **M**

What's New in Rail Construction?

Wilshire Work Continues

The construction of a subway station has been compared to building a high-rise office tower, turned on its side beneath the street.

Construction workers are meeting that challenge below Wilshire Boulevard where the Metro Red Line Segment 2 project is under way.

The mining of the twin tunnels for the Wilshire segment was completed ahead of schedule last year.

Building 3 stations

Construction progress on the three massive Wilshire stations is evident. The Wilshire/Western station is about 70% complete. Now that the station roof is in place, workers are backfilling the site, burying the station structure as the first step of street restoration. Construction continues on the station's emergency exits and air shafts. Crews may remove the wooden decking that serves as a bridge over the construction site and restore the street by the end of the year. At the Wilshire/Normandie station,



Underground — Workers walk through the subway station construction site below the intersection of Wilshire Boulevard and Vermont Avenue. During construction, vehicles continue to pass above on planked streets.

where work is 50% complete, concrete placement is well under way. Once excavation of a station is completed, the concrete is poured in stages, starting at the bottom and continuing upward. These pours have now reached the mezzanine level. Backfilling and restoration of the surface at Wilshire/Normandie will begin after the station's concrete roof and walls are set. Concrete work is also in progress at the Wilshire/Vermont station. Reaching 100 feet in depth, this unique station will include two passenger platforms at

different levels to accommodate riders bound for Vermont Avenue and Hollywood Boulevard stations, in addition to those headed to Wilshire Center.

1996 opening

Once Wilshire Boulevard is restored in the Western and Normandie station construction areas, most of the remaining construction work will occur completely underground.

After a period of train and facilities testing, the Red Line's Wilshire extension will open in July, 1996. **M**

New Environmental Lab Cuts Delays

Analyzing samples of suspected contaminated soil, water or air on Metro Red Line subway projects used to sometimes delay construction up to a week. But now subway engineers who encounter possible hazardous materials are able to expedite testing thanks to the MTA rail division's new Environmental Laboratory. Engineers working on Segment 2 can get the go-ahead that it is safe for workers to proceed within hours.

Substantial savings

"The savings involved in having our own environmental lab will be substantial," said Shala Craig, a Ph.D. in environmental engineering with Engineering Science, Inc., a subcontractor to Parsons-Dillingham, the Red Line construction managers.

"Miners excavating the tunnels and stations commonly hit soil contaminated with benzene (a chemical used in refining petroleum), oil casings and undocumented underground fuel tanks," Craig

continued. "We used to have to wait in line at expensive outside labs. Now we can cost effectively do routine analysis ourselves, saving time and a lot of money."

Beyond minimizing construction delays, determining the nature and extent of hazardous contamination is the first step in Craig's most important job: protecting the health of workers. Chemical analysis enables Craig's group to determine what measures, such as respirators or special protective clothing, are necessary in order to comply with the California



Test tubes— Jay Officer uses a purge trap tool to catch volatile hydrogens for analysis in the new environmental lab.

Department of Occupational Safety and Health (CalOSHA) regulations for worker safety.

Shoe-string budget

The lab was established about three months ago on a shoe-string budget. Operating only part-time, as needed, the lab occupies a trailer at the Metro Red Line Maintenance Yard, and employs highly trained personnel from Engineering Science, Inc. Two industrial hygienists trained to work in the field are on call to retrieve samples of suspected soil, water or air from construction sites at any time.

Water monitoring

In addition to emergency responses, the lab has been able to take over the ongoing monitoring of waste water required by regulatory agencies at all construction sites. The monitoring was formerly performed by outside laboratories at a much greater cost.

► Continued on page 5

TOP Teens Get Ready to Work

About 200 teens are gearing up to go to work this summer in transportation-related jobs.

The young people are getting oriented to the workplace through the MTA's Transportation Occupations Program, commonly known as TOP.

TOP administrator Beatrice Lee leads orientation sessions designed to prepare students to practice good work behaviors, including appropriate dress, punctuality, safety practices at construction sites and payroll procedures.

"For many, this is their first job opportunity," said Lee. "The students work all year long at extra coursework related to engineering, architecture and design. The summer jobs give them the hands-on experience that rounds out the TOP curriculum."

This is the eighth summer that the interns have been hired by other government agencies and contractors that do business with the MTA. Students will be



TOP tour — Elvia Hernandez (left), an instructor in the Transportation Occupations Program (TOP) for high school and college students takes a group on a subway station tour to familiarize the teens with the new underground environment.

working for the city of Los Angeles at the Bureau of Engineering, Public Works Commission, Department of Water and Power and the Department of Transportation. The cities of Compton and Long Beach will put students to work in their harbor, engineering and

environmental departments.

Firms working on the Metro Rail system consistently support the summer jobs effort by creating positions for the teens. The MTA also sponsors several of the student workers. **M**

"Lab..." continued from page 4

The lab is equipped with the minimum instruments required for analysis of the kinds of contaminants most commonly encountered during Red Line construction. Its equipment includes an infrared spectrometer to analyze oil and grease, a gas chromatograph to analyze petroleum hydrocarbons, benzene, toluene, ethylbenzene, eylene (BTEX) and other contaminants; a wet chem lab with such instruments as a Ph meter and a conductivity meter, and a fit-test chamber to check protective respirator equipment that workers and field hygienists may be required to wear.

Petroleum byproducts

"Ninety-nine percent of our environmental problems on the Red Line are associated with petroleum byproducts," said Craig. "Benzene has been the most common contaminant." Because Segment 2 is suspected to run through the old Los Angeles oilfields, Craig expects a big influx of work soon. The lab's personnel has been gearing up by doing trial runs on the most common types of soil, air and water contaminants to make sure equipment and procedures run smoothly. **M**

Construction Loans Help Merchants

Anovel Construction Enhancement Loan Program (CELP) aimed at making available short-term loans to merchants and property owners located near Metro lines is helping merchants cope with subway construction. The program is the first of its kind to be undertaken by an American public sector agency.

"The MTA now has broader flexibility to manage construction and, at the same time, better respond to the needs of businesses located near Metro Rail construction sites," said Richard Alatorre, MTA chairman.

Essential component

"We want to assist property owners near Metro Rail construction so that they will remain on the sites and be able to reap the benefits once the rail lines open," said Frank White, MTA chief executive officer, when the loan program was

announced last month. "Although the program can't address all the concerns regarding construction, it is an essential component to an overall construction mitigation plan. We are committed to maintaining good relations with construction corridor businesses."

\$25 million

The MTA has contracted with the East-West Federal Bank to administer the program. Initial funding for CELP is \$25 million and comes from Propositions A and C revenues.

Business boost

Anticipated rail ridership, combined with increased patronage of businesses near Metro stations, is expected to generate substantial economic profit for neighboring business. This boost to businesses is expected to assist credit recipients make payments. Loan payments will be recycled to provide more loans to other businesses located along future Metro Rail construction. **M**

The Congested Corridors Series that appeared in the past three issues of Metro Moves continues next month.



METROLINK

Rider Survey Says Most Drove Alone

It was standing-room-only during the free-ride week offered to commuters from San Bernardino County's three new Metrolink stations during May.

Based on results from the first survey of current passengers, these trial riders seem likely to be sold on Metrolink.

Passengers awarded Metrolink a 9.8 rating (on a 0-10 scale) for cleanliness,

reliability, courteousness and professionalism of crews. Fifty percent of riders consider Metrolink a better value than driving, carpooling or the bus, and about half of all riders receive a transportation allowance from employers, averaging about \$57.30 a month.

Fewer cars

Sixty-five percent of Metrolink's passengers used to drive alone, 15% rode in a carpool or vanpool and 20% rode a bus. Estimates are that the trains are responsible for removing about 16,000 cars each week from the region's free-ways. "The results of this survey confirm that Metrolink is doing what we set out to do — get people out of their cars," said Larry Walker, Metrolink board chair-

man and San Bernardino County supervisor. The air quality improvements provided by these new rail systems are almost as important as the mobility they provide.

Among the passengers surveyed, 75% of Ventura County line riders, 74% of Santa Clarita line riders and 55% of San Bernardino line riders formerly drove alone.

Double reliability

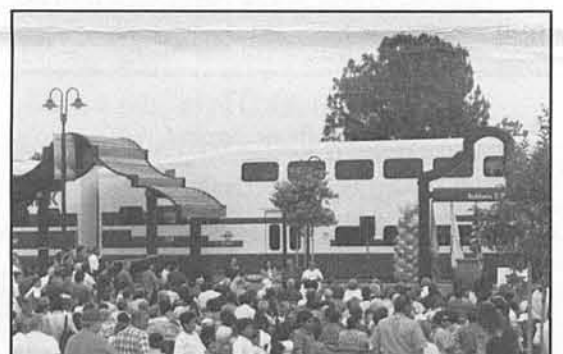
As far as reliability of Metrolink versus their previous means of transportation is concerned, riders rank it twice as high.

Other findings show that the Metro Red Line, Metrolink shuttles and MTA buses transport 71% of riders once they reach Union Station in downtown Los Angeles.

The on-board survey was conducted during a recent five-day period by Commuter Transportation Services and Facts Consolidated research firm. **M**



Rail line — Inland Valley residents climb aboard a Metrolink train at the Upland station, one of the four new stations added to the San Bernardino Line in May. Other stations are at Baldwin Park, San Bernardino and Rialto. The new access to the commuter train service is helping to set ridership records. May ridership was at an all-time, non-promotional period high of 6,504, reflecting a 33% increase from the prior two weeks.



Meeting Metrolink — Crowds gather at the new Baldwin Park Station opening ceremonies. Trains began serving the site on May 26.



Legislative Update

Thomas Sayles, state secretary of business, transportation and housing, has been named by Gov. Pete Wilson to serve as ex-officio member of the MTA.

Sayles, a native of Los Angeles, replaces Jerry B. Baxter, Caltrans District 7 director, who had been ex-officio member of the Los Angeles County Transportation Commission as well as the MTA. Baxter and James W. van Loben Sels, Caltrans director of transportation serve as alternates. An ex-officio Board member has a voice but no vote in proceedings.

Prior to his most recent state appointment in January 1993, Sayles had

served as commissioner of the state Department of Corporations and as head of the state's revitalization task force. He also is a member of the RLA board of directors.

Sayles earlier had worked as the senior counsel for TRW's Space and Technology Group, a supplier of military and commercial space systems. He was also an assistant attorney in the U.S. Attorney's Office, civil division, in Los Angeles and served as a deputy attorney in the California Attorney General's Office.

The MTA board consists of 13 voting members, and one ex-officio member appointed by the governor. **M**

NEWS BRIEFS



June Project Selection Expected

The MTA board has decided which of over 700 competing transportation projects in the county will receive funding for the next several years.

During the past two months, an MTA ad-hoc committee has been reviewing proposals and listening to oral presentations on 728 projects totaling \$6.2 billion, aimed at reducing congestion and improving air quality. The MTA was expected to vote on the final projects at its June 23 meeting.

About \$1.1 billion of local Proposition C revenues, state funds and the Intermodal Surface Transportation Efficiency Act monies are available for the next two-year and four-year funding cycles.

Each project competed within its mode category and was evaluated based upon criteria which included: regional significance, intermodal integration, environmental enhancement, cost effectiveness, project need, equity and economic development, prior commitments and leveraging of funding sources.

Blue Line Ridership Breaks Record

The Long Beach-Los Angeles Metro Blue Line is breaking records for ridership again.

The Blue Line carried an average of 42,600 passengers every weekday in March, a record ridership level since the system opened in July, 1990.

An estimated 1.1 million passengers boarded the Blue Line in April, the fourth time ridership has climbed above the million mark during a one-month period. "Recent station-to-station ridership surveys clearly indicate that more people are using the Blue Line since the Red Line subway system opened in January," said Franklin White, MTA's chief executive officer. "We expect this trend to continue as rail and bus service expands in the future."

Average Saturday ridership is now 22,700, while average Sunday ridership is 20,000. The Blue Line intersects with the Red Line at the Metro Center Station at 7th and Flower streets in downtown Los Angeles.

Electronic Bulletin Board

Anyone with a computer and modem can now review a list of MTA contract opportunities by dialing (213) 244-6040. The Electronic Bulletin Board includes a six-month look-ahead of rail construction contracts projected to be let. Vendors can also use the service to access a list of all firms in the vendor database. The service also features a calendar listing of MTA Board and committee meetings and events.

Our Planet Earth

The Our Planet Earth display at the

California Museum of Science and Industry this month features the Metro Red Line subway car mockup.

"Part of our mission is to improve our community's quality of life. By supporting the Our Planet Earth celebration, we are educating the younger generations to use the new clean-air transportation options available in Los Angeles today," said Franklin White, MTA chief executive officer.

Bike Path, Greenway to Border Train Tracks

Santa Clarita is putting land purchased by the MTA for a future Antelope Valley Metrolink line to good use. Next summer, bicyclists will be able to safely pedal to the Santa Clarita Metrolink intermodal station along an off-street bikeway lined with trees and plants.

Last year, the MTA completed purchase of Southern Pacific tracks to the Antelope Valley. Local planners decided to adopt the Southern Pacific route for a landscaped bike path known as a greenway, saving the city \$600,000 in real estate costs. The bike path is funded in part through an MTA competitive grant of Proposition C funds, as well as a local bond initiative used for various capitol projects in the city.

"It's a win-win deal," said Peter De Haan, project manager for the MTA's North County Area Team. "The city saves some money and we're able to save right-of-way maintenance dollars." Santa Clarita will maintain the bikeway and adjacent landscaping. 



Metro Access Gets 'A' Grade

If Metro Access riders had their way, what would they change about the service? Absolutely nothing, according to most.

Metro Access is the specialized shuttle service for people with disabilities unable to board and disembark from a regular bus or train. In a recent user survey, a majority of riders gave an overall grade of A or A- for the service (61%), and 86% agreed that it is the most efficient, timely and user-friendly transportation that they have used to date.

Drivers providing the service were ranked as being courteous, efficient and

sensitive to passenger needs. The main destinations for Metro Access customers are medical facilities and shopping centers.

Expanding service

"Riders really appreciate that the service takes them to destinations beyond their city limits, something most dial-a-ride services are unable to do," said MTA Chairman Richard Alatorre.

Metro Access currently provides para-transit service to individuals with disabilities in the 29 cities of the San Gabriel Valley as a requirement of the Americans With Disabilities Act. The service, designed to expand throughout the county, will be available to central and western areas in late summer. For more information on Metro Access, call (213) 244-6284. 

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Managing Editor

Roberta Tinajero

Assistant Editor

Carol Wald

Art Director

Anne Roubideaux

Graphic Design/Illustration

Joe Simpson, Jr.

Staff Photographer

Kelly Harriger

Deputy Director of

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Alice Tolbert-Wiggins

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"Budget..." continued from page 2

Construction will continue to focus on the Metro Red Line Segment 2 and the Metro Green Line, as well as on improvements to rail grade crossing and

construction-site safety and the start of the Pasadena Blue Line project.

The budget draft noted that there is a \$95-million funding shortfall for bus and rail operations. The draft proposed using

reserve funds to close the gap only for this coming year. Long-term solutions could include changes in service delivery as well as seeking new funding sources. 



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