



Rail Riders Making Smooth Connections; Blue Line Ridership Up

Southern Californians are learning to make transportation connections that save time, stress and money.

At Union Station, the new Metro Red Line gives Metrolink riders a quick connection to downtown L.A. From the Red Line, riders can also catch the Blue Line to Long Beach at the Metro Center Station. Average daily Blue Line boardings have jumped by 2,500 since the Red Line subway opening on January 30.

Subway transfers are boarding from both ends. Residents from the Blue Line's communities are taking advantage of the new Red Line service into downtown. Metrolink passengers coming from outlying areas are also making the easy subway transfer to the Blue Line.

Former solo driver

David Thomas of Simi Valley is one of the new rail transit riders adding to the Blue Line's ridership boost. His morning commute starts on the 6:18 a.m. Metrolink train from the Simi Valley station; he then transfers to the new Metro Red Line subway at downtown



Joint venture— The new Red Line subway in downtown Los Angeles intersects the Long Beach-to-Los Angeles Blue Line at the 7th Street Metro Center Station. Rail riders can transfer between lines in moments.

L.A.'s Union Station and reaches his Compton destination by connecting to the Metro Blue Line. He reports into his job at Cellular Pager Express at 8:10 a.m. "It's a long commute, but it's also a healthier way to go than driving," said Thomas. The train spares wear and tear on his car, as well as his nerves. "Many rail transit riders are discovering that it is extremely easy to transfer to the Red Line to get to their destination,

said Richard Alatorre, chairman of the Los Angeles County Metropolitan Transportation Authority (MTA). "As the county's rail and bus network expands in the coming years, using public transportation will become viable to many more people," he said. There'll be a new link to the Metro Rail system yearly from now until 1998,

► *Continued on page 2*

Ten of L.A. County's Most Congested Intersections

While the MTA, cities and other transportation agencies work on long-term solutions to traffic congestion, here are a few intersections to steer clear of during rush hours, listed in order of congestion severity.

See page 3 for news on the updated Congested Corridors Action Plan.

1. Pacific Coast Highway and Chautauqua Boulevard, Pacific Palisades
2. Venice Boulevard and Overland Avenue, Culver City
3. Imperial Highway and Carmenita Road, Santa Fe Springs
4. Azusa Boulevard and Amar Road, West Covina
5. Sepulveda Boulevard and Rosecrans Avenue, Manhattan Beach
6. Santa Monica Boulevard and Wilshire Boulevard, Beverly Hills
7. Wilshire Boulevard and La Cienega Boulevard, Beverly Hills
8. Fremont Avenue and Valley Boulevard, Alhambra
9. Victory Boulevard and Reseda Boulevard, Reseda
10. Artesia Boulevard and Inglewood Avenue, Redondo Beach

Source: *MTA Congestion Management Program*

Commuter Stress: Researchers Probe Impacts of Congestion on Body, Mind

Employers are increasingly aware that traffic congestion exacts high economic costs. But for drivers on the front line of the road wars, other costs hit closer to home.

So how much does that daily drive really hurt you? What are its specific effects on the body, mind and spirit? How do these effects impact home life and workplace productivity?

U.C. Irvine professor of psychology and social behavior Raymond Novaco believes that it's important to find out. Since the late 1970s, Novaco and his colleagues have been pioneering the study of the effects of long-distance commuting, on both solo drivers and those who rideshare, to see exactly what kind of a toll that long haul takes.

Negative moods

"There had been studies of stress on individual drivers before 1978," said Prof. Novaco, "but we are really the first group doing naturalistic studies of groups of people commuting."

Novaco's research measures the effects of what he calls "impedance" — or what we call being stuck in a traffic jam.

Impedance, the sense of restraint on movement and goal attainment, can be both physical and measurable, as in travel distance, or merely subjective.

Novaco reports that physical impedance is related to lower tolerance for frustration, negative moods at work, illness, job stability and overall life satisfaction.

Subjective impedance — the *perceived* dimension of restraint caused by traffic — has been linked to illness, chest pain and dissatisfaction with one's place of residence. Among Novaco's strongest findings are the effects of subjective impedance on negative mood at home in the evening.

Higher blood pressure

Novaco's work has found surprisingly close correlations between workplace problems and commuting stress. The greater the number of roads and free-ways commuters have to travel, for example, the more times they will call in sick to work. His research has also linked low commuting satisfaction to increased employee turnover and reduced productivity and morale.

One of Novaco's most disturbing conclusions is commuting's relationship to high blood pressure — the longer the

commute, the higher the pressure, Novaco finds. Bad news for a nation in which heart disease is a major killer and health care costs are out of control.

So who gets the most stressed out by traffic? It's those Type-A workaholics, right? Wrong. Contrary to what you might think, it's the more relaxed, easygoing Type-B personality who suffers more. Because Type-A people tend to be more involved in their jobs, they spend the time on the road thinking about work, not paying attention to traffic.

"It's important to question our intuitive assumptions about driving," said Novaco. "The answers are not always what you would expect."

Does sharing the ride deliver relief? Novaco says yes, if you're a passenger. One of his most recent studies measured the effects of ridesharing on 85 solo drivers, carpoolers and vanpoolers with commutes of 15 miles or more to their Irvine workplaces.

Ridesharing relaxes

The study found that ridesharing passengers have consistently lower blood pressure than drivers. Women who rideshare had lower stress levels than women who drive alone, and both male passengers and female rideshare drivers had significantly lower blood pressure and better performance on mental tests than solo drivers. These results are striking, but, Novaco cautioned, additional studies of ridesharers must be done in order to confirm and elaborate upon these results before firm conclusions can be drawn.

"Rail Riders..." continued from page 1 providing more connection options and attractive transportation alternatives.

Metrolink's Riverside line opens in June and the Orange County line begins service in December. The rail transit network will expand to include the Metro Green Line in 1994. The 20-mile Norwalk-to-El Segundo line intersects the Blue Line at the Imperial Station.

In 1995, Metrolink commuter lines will begin operating between Riverside and Los Angeles via Fullerton and between San Bernardino and Irvine via Riverside. In 1996, the first phase of the Red Line's Segment 2 opens service to Wilshire/Western. The 13.6-mile

Marketing boon

Novaco believes that by identifying the benefits of ridesharing and other transportation alternatives, his work can help pinpoint the segment of population to whom these alternatives can be most fruitfully marketed.

"Only 4% to 5% of commuters are ridesharing now," he said, "and there may be many solo drivers experiencing stress who might change their commute mode when they learn more about the physical and psychological effects that they absorb."

While much remains to be sorted out, it now seems clear that solo long-distance commuting has important long-term negative impacts on work and health that need to be better understood. If this is true, then the wisdom of projects that ease commuting anguish — from rail to vanpools — can't be measured in construction and operating costs alone. **M**



Stressful streets — Traffic jams can cause frustration, grouchiness and high blood pressure. The MTA's Congested Corridor plan is fighting back by zeroing in on specific trouble spots.

Pasadena Blue Line will begin providing service for the communities of Chinatown, Mt. Washington, Highland Park, South Pasadena and Pasadena in 1997. The Red Line's Segment 2 route along Vermont Avenue to Hollywood/Vine opens in 1998.

Rail will function as the transportation system's trunk; buses as its branches. Buses will continue to play a key role as rail lines are built, as feeders to the rail system, for local service and to provide express service in non-rail corridors.

With so many rail projects in the works, an estimated 315,000 people will be taking advantage of clean, safe and fast rail service by the year 2000. **M**

Commuter Relief: Plan Pinpoints Solutions for 11 Congested Corridors

As psychologists focus on the personal price of congestion (see "Commuter Stress", facing page), the MTA is working to relieve the pain by zeroing in on transportation needs neighborhood-by-neighborhood.

While the MTA's more broadly framed 30-Year Integrated Transportation Plan gives a panoramic view of the county's overall needs and what our dollars can buy, the Congested Corridor Action Plan, now in its second update, is a series of detailed, close-up, transportation portraits of the 11 most congested county corridors.

What does it take to earn the description "congested corridor"? Criteria include freeways with speeds of 30 m.p.h. or less for at least five hours a day, arterial intersections that experience at least one hour of severe congestion during rush hours ("severe" is defined as delays of about a minute or more), and bus routes with 20,000 or more passenger boardings per day.

Metro System "report card"

This year, for the first time, the Action Plan incorporates detailed traffic data

from the state-mandated Congestion Management Program's (CMP) network of 239 freeway and highway monitoring sites — 160 intersections, 79 key freeway segments and 90 major bus routes. The CMP's monitoring data has yielded important new information about travel patterns in congested corridors that is helping planners refine and focus their congesting-busting proposals. As well as more precisely defining traffic patterns, this data will enable the MTA to use the action plan as a "report card" on Metro System performance as projects are implemented and travel demand increases.

Detailed corridor profiles

Each corridor profile pinpoints specific problems and lists immediate, short-term and long-term strategy options. Congested corridor profiles include such information as freeway and arterial street traffic volumes and speeds, daily public transit boardings, and a rundown of existing transportation services and facilities. In addition, the profiles note the unique characteristics of each corridor, such as significant travel patterns, truck traffic volumes, projected housing

and employment growth and levels of solo driving.

The profiles then summarize the strategy options that are currently being implemented, planned or studied in each corridor.

Planning aid

The 1993 update revises initial strategies and adds new ones developed since 1991 to take into account new sources and flexibility in federal, state and local funding. The update also takes into account new regulations such as those in the Congestion Management Program, the Americans with Disabilities Act and the Clean Air Act.

In addition to the MTA itself, the county and the county's 88 cities are using the action plan to help them plan projects eligible for congestion relief funding. Using the plan as a guide ensures that regional resources are directed at our most pressing transportation problems.

In the coming months, Metro Moves will highlight each of the Action Plan's 11 congested corridors. Next month: An overview of countywide congestion relief strategy options. **M**

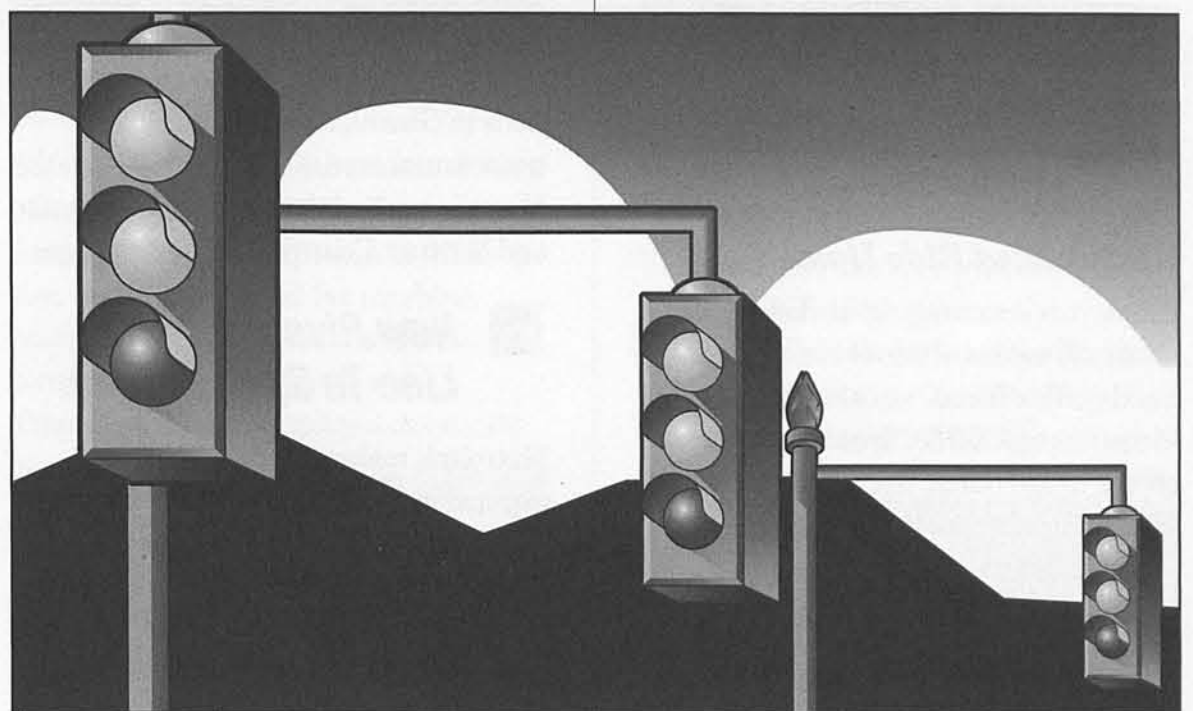
More Synchronized Signals Due

A Los Angeles computerized traffic control system received \$23.3 million for upgrading and expansion from the California Transportation Commission last month.

The Automatic Traffic Surveillance and Control (ATSAC) system, which allows motorists to drive through a succession of green lights with no red-light interruptions, has the potential to save 7.5 million hours of travel time and delays worth \$60 million in business costs.

Improvements to be made include the replacement of obsolete traffic signal controllers and communications equipment and installation of new traffic signals, vehicle loop detectors embedded in streets, traffic surveillance cameras and computer equipment at the ATSAC center.

Funds for the project were allocated to the LACTC and Caltrans from the Flexible Congestion Relief and the State



Traffic Systems Management Projects accounts. Both are funded by Proposition 111, the state gasoline tax initiative approved in 1990.

The downtown L.A. synchronized streets will cover these areas:

- 26 intersections along Temple and 1st streets stretching from the Harbor Freeway west to Vermont Avenue;
- 31 intersections on Sunset Boulevard from the Harbor Freeway west to Silver Lake Boulevard;
- 103 intersections in the western

portion of the central business district bounded by the Hollywood Freeway on the north, Figueroa Street on the east, Olympic Boulevard on the south and Vermont Avenue on the west; and on Vermont Avenue from Beverly Boulevard to Melrose Avenue.

In the San Fernando Valley:

- 162 intersections bounded by Victory Boulevard on the north, Ventura Boulevard on the south, Reseda Boulevard on the west and Cahuenga Boulevard on the east. **M**



METROLINK

Metro Red Line Boosts Metrolink Ridership

Metrolink's total average daily ridership has jumped to 4,700, up 1,000 more riders a day since January. It's an all-time high that Metrolink officials attribute to the extreme ease of transferring to the Metro Red Line subway. From Union Station, fast, frequent Red Line trains enable passengers to reach downtown destinations in just three to five minutes. Transfers from Metrolink to the Red Line are free.

Metrolink Launches Midday Trains at Reduced Fares

Metrolink is listening to passengers' requests for more options. Sixteen midday trains are now running that make round-trip commute planning easy and flexible. The new service, called FlexTrains, offers reduced-fare rides between 9 a.m. and 3 p.m. each weekday.

In addition to making Metrolink more attractive to drive-alone commuters, these additional trains create a transportation option for other groups of commuters. Now shoppers, retired people, school groups and youth organizations can use Metrolink instead of fighting congested freeways.

Guaranteed Ride Home

Employers encouraging workers to use alternate modes of travel can now offer midday FlexTrains as Guaranteed Rides Home (GRH). To entice more people to use public transit, an increasing number of companies offer Guaranteed Ride Home programs: reliable back-up transportation plans, at minimal or no cost to employees, to be used in case of emergency. Metrolink can be the newest GRH, providing reliable and convenient service.

Lower fares

Midday service features FlexFares. One-way and round-trip tickets purchased between 9 a.m. and 3 p.m. are discounted by 25% off full fares for adults and 50% off for passengers 18 years old and younger. Monthly pass and 10-trip ticket users may also use their passes on the new FlexTrains. For information, call 1-800-371-LINK and refer to schedule at right.



Real estate training—Residential home developers rode the San Bernardino Metrolink line in February to see for themselves how commuter train service can be a development boon. Potential home buyers can now consider transportation options in their purchasing decisions. The ride was co-hosted by Homes for Sale magazine.

More Trains Between Burbank and L.A.

Along with the new FlexTrains, Metrolink has added six new trains between Los Angeles and Burbank. These trains allow commuters to ride Metrolink into L.A. in the morning, switch trains, and continue to destinations in Glendale and Burbank. See trains numbered 900 through 904 on the Metrolink schedule for the Santa Clarita and Ventura County lines (facing page).

New Riverside-L.A. Line To Open in June

Metrolink makes a major network expansion this summer with the opening of a new line running six trains a day, including midday FlexTrains, between Riverside and downtown L.A.'s Union Station. Originally scheduled to begin in April, construction delays have caused the service's start to be set back two months. Stations in Riverside, Pedley, Ontario and Industry are set to open in June; two more stations, in Pomona and Montebello, will be completed later this year.

Safety Campaign in North San Fernando Valley

L.A. County Sheriff's deputies rode alongside Metrolink engineers on the Santa Clarita line early in February,

catching people and cars that crossed the tracks illegally.

The "Trooper on the Train" ride through Sun Valley, Pacoima, San Fernando and Sylmar was part of an ongoing program to raise safety awareness among drivers and pedestrians in the area where five out of seven fatal Metrolink accidents have occurred.

Special enforcement units

In addition to the "Trooper on the Train" day, the safety campaign includes deployment of special enforcement units in the San Fernando Valley where the accidents have occurred, and bilingual information campaigns to educate adults on rail safety. Metrolink's school safety awareness program, initiated a year before rail service began, has been highly successful in teaching students about rail safety. Adult safety efforts are tied to a national public awareness campaign entitled "Operation Lifesaver," in which all railroad agencies, such as Amtrak, Union Pacific and others, participate.

The special program to reduce Metrolink accidents is a joint effort of Metrolink, the L.A. County Sheriff's Department, the Los Angeles Police Department and the City of Los Angeles.

▶ *Continued on page 5*

"Metrolink..." continued from page 4

Station Opening Update


San Bernardino-Downtown L.A.

Baldwin Park	April
Upland	June
Rialto	June
San Bernardino	June
Rancho Cucamonga	Summer 1993
Fontana	Summer 1993
Cal State L.A.	Winter 1993


Santa Clarita-Downtown L.A.

Sylmar/San Fernando	June 1993
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New Expanded Metrolink Schedule

SAN BERNARDINO LINE		MONDAY THROUGH FRIDAY						
TO LOS ANGELES		FLEX						
		301	303	305	307	309	311	313
SAN BERNARDINO		 COMING SOON						
RIALTO								
FONTANA								
RANCHO CUCAMONGA								
UPLAND								
MONTCLAIR	5:21A	6:01A	6:41A	7:21A	7:51A			
CLAREMONT	5:26A	6:06A	6:46A	7:26A	7:56A			
POMONA	5:32A	6:12A	6:52A	7:32A	8:02A	10:22A	2:16P	
COVINA	5:42A	6:22A	7:02A	7:42A	8:12A	10:32A	2:26P	
BALDWIN PARK	-	-	-	-	-	-	-	-
EL MONTE	5:57A	6:37A	7:17A	7:57A	8:27A	10:47A	2:41P	
CAL STATE L.A.	-	-	-	-	-	-	-	-
L.A. UNION STATION	6:20A	7:00A	7:40A	8:20A	8:50A	11:10A	3:04P	
METRO RED LINE		METRO RED LINE SUBWAY RUNS EVERY 7 MINUTES UNION STATION TO MACARTHUR PARK; 7 MINUTES						

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SAN BERNARDINO LINE		MONDAY THROUGH FRIDAY						
FROM LOS ANGELES		FLEX						
		300	302	304	306	308	310	312
METRO RED LINE		METRO RED LINE SUBWAY RUNS EVERY 7 MINUTES MACARTHUR PARK TO UNION STATION; 7 MINUTES						
L.A. UNION STATION	9:05A	1:00P	3:45P	4:35P	5:15P	5:45P	6:25P	
CAL STATE L.A.	-	-	-	-	-	-	-	-
EL MONTE	9:25A	1:20P	4:05P	4:55P	5:35P	6:05P	6:45P	
BALDWIN PARK	-	-	-	-	-	-	-	-
COVINA	9:40A	1:35P	4:20P	5:10P	5:50P	6:20P	7:00P	
POMONA	9:50A	1:45P	4:30P	5:20P	6:00P	6:30P	7:10P	
CLAREMONT	-	-	4:36P	5:26P	6:06P	6:36P	7:16P	
MONTCLAIR	-	-	4:43P	5:33P	6:13P	6:43P	7:23P	
UPLAND	-	-	-	-	-	-	-	-
RANCHO CUCAMONGA	-	-	-	-	-	-	-	-
FONTANA	-	-	 COMING SOON					-
RIALTO	-	-	-	-	-	-	-	-
SAN BERNARDINO	-	-	-	-	-	-	-	-

03/15/93

SANTA CLARITA AND VENTURA COUNTY LINES		MONDAY THROUGH FRIDAY														
TO LOS ANGELES		FLEX														
		100	200	102	202	104	204	106	206	108	208	900	902	904	774	784
MOORPARK	5:15A	-	6:05A	-	6:45A	-	7:25A	-	-	-	-	-	-	-	8:56A	4:22P
SIMI VALLEY	5:28A	-	6:18A	-	6:58A	-	7:38A	-	-	3:03P	-	-	-	-	9:11A	4:37P
CHATSWORTH	5:41A	-	6:31A	-	7:11A	-	7:51A	-	-	3:16P	-	-	-	-	9:28A	4:54P
VAN NUYS	5:52A	-	6:42A	-	7:22A	-	8:02A	-	-	3:27P	-	-	-	-	9:39A	5:12P
SANTA CLARITA	-	5:35A	-	6:35A	-	7:30A	-	9:05A	2:40P	-	-	-	-	-	-	-
SYLMAR/SAN FERNANDO	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
BURBANK	6:02A	6:06A	6:52A	7:06A	7:32A	8:01A	8:12A	9:37A	3:12P	3:37P	4:21P	4:56P	5:31P	-	-	
GLENDALE	6:09A	6:13A	6:59A	7:13A	7:39A	8:08A	8:19A	9:44A	3:20P	3:44P	4:29P	5:04P	5:39P	9:57A	5:30P	
L.A. UNION STATION	6:25A	6:30A	7:15A	7:30A	7:55A	8:25A	8:35A	10:05A	3:36P	4:00P	4:45P	5:20P	5:55P	10:25A	6:00P	
METRO RED LINE		METRO RED LINE SUBWAY RUNS EVERY 7 MINUTES UNION STATION TO MACARTHUR PARK; 7 MINUTES														

03/15/93

METROLINK TICKETS NOT VALID ON AMTRAK

SANTA CLARITA AND VENTURA COUNTY LINES		MONDAY THROUGH FRIDAY														
FROM LOS ANGELES		FLEX														
		901	201	903	905	101	203	205	103	105	207	107	209	109	773	783
METRO RED LINE		METRO RED LINE SUBWAY RUNS EVERY 7 MINUTES MACARTHUR PARK TO UNION STATION; 7 MINUTES														
L.A. UNION STATION	7:15A	7:53A	8:10A	9:05A	1:05P	1:15P	4:10P	4:20P	5:00P	5:30P	5:40P	6:20P	6:30P	9:40A	8:00P	
GLENDALE	7:30A	8:09A	8:25A	9:20A	1:20P	1:30P	4:25P	4:35P	5:15P	5:45P	5:55P	6:35P	6:45P	9:57A	8:17P	
BURBANK	7:40A	8:16A	8:34A	9:30A	1:27P	1:37P	4:32P	4:42P	5:22P	5:52P	6:02P	6:42P	6:52P	-	-	
SYLMAR/SAN FERNANDO	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	
SANTA CLARITA	-	8:53A	-	-	-	2:14P	5:07P	-	-	6:27P	-	7:17P	-	-	-	
VAN NUYS	-	-	-	-	1:37P	-	-	4:52P	5:32P	-	6:12P	-	7:02P	10:14A	8:34P	
CHATSWORTH	-	-	-	-	1:48P	-	-	5:03P	5:43P	-	6:23P	-	7:13P	10:25A	8:45P	
SIMI VALLEY	-	-	-	-	2:00P	-	-	5:15P	5:55P	-	6:35P	-	7:25P	10:42A	9:02P	
MOORPARK	-	-	-	-	-	-	-	5:33P	6:13P	-	6:53P	-	7:43P	10:54A	9:14P	

03/15/93

METROLINK TICKETS NOT VALID ON AMTRAK

For information, call 1-800-371-LINK.

Corporate Transit Partnership Helps Businesses Coax Employees Out of Cars

The MTA's Corporate Transit Partnership (CTP), a program launched by the RTD in 1991, gives businesses the information tools they need to wean workers away from the automobile habit.

"The more a firm's employees understand how easy it is to use buses or rail lines, the more they will leave their cars at home," said Teresa Moren, director of the CTP.

Customized services

The CTP produces a variety of information specially designed for business uses. CTP can help businesses prepare their trip reduction plans in order to meet air quality regulations. CTP can also help companies qualify for federal transportation subsidies.

CTP also makes it easier for businesses to monitor commuter needs and plan transit service improvements by conducting employee surveys and analyzing commuting patterns and work schedules. The program serves companies of all sizes. About one million employees now have access to route information and other unique services through the CTP's 2,700 member firms.

"Public concerns about the environment and traffic congestion are helping us sell


the benefits of commuting by bus or rail," said MTA Chairman and L.A. City Councilman Richard Alatorre.

Hot Line info

TransLink, the CTP's personalized route planning system, gives employees direct access to public transportation information via telephone and fax machine. More than 220 Southern California companies are currently using TransLink to plan employee commutes.

TransLink provides employee itineraries three ways:

- **The "Batch" Process.** TransLink can efficiently produce personalized transit itineraries for every company employee in a single batch. Each itinerary tells the user which bus line to take, where and when to board and how much the fare costs.
- **Voice Response.** TransLink can create individual itineraries directly through a touch-tone telephone. New employees and those updating old itineraries find this feature especially helpful. It's also an advantage when planning trips to unfamiliar territory via public transportation.
- **Fax Response.** Personalized itineraries can be sent immediately via fax machine.

Both the voice and fax response services are available from 6 a.m. to midnight seven days a week. TransLink can be installed in a company's telephone system for a hook-up fee ranging from \$50 to \$100, and a modest annual service charge ranging from \$50 to \$150. For more information about the CTP, call (213) 972-4680, or write the Corporate Transit Partnership Program, 425 So. Main Street, 6th Floor, Los Angeles, California 90013. 



Special delivery—James Brady, former press secretary for President Ronald Reagan, rides Metro Access. He uses the specialized shuttle service for people with disabilities to travel to schools, colleges and community meetings to talk about the "Calling on America" campaign. The campaign seeks to increase the participation of people with disabilities in the life of communities where they live.

Businesses Get a Look at Green Line

Employees in the El Segundo area were invited to "put their boots on and get them dirty" at the Metro Green Line construction site earlier this month.

Hosted by the Rail Construction Corporation, the MTA's building subsidiary, the "Muddy Boots" briefing and

reception allowed the area's occupants to get a close-up look at the progress of the Green Line's aerial guideway. Trains traveling on the guideway will deliver passengers to four stations that will service the El Segundo employment area.

"By inviting these groups onto our sites, we were able to say 'thanks' for their patience and cooperation during construction," said Ed McSpedon, RCC's president/CEO.

The 3.5-mile guideway now under construction will branch from the freeway's terminus at Aviation Boulevard and Imperial Highway, leading into a

3-mile stretch occupied by Hughes Aircraft, Mattel, Xerox Corporation, Northrop and other employers. The guideway is at various stages of completion, with some segments finished and others still undergoing the process of installing columns and wooden formwork in preparation for concrete pours.

Along the 16.5-mile stretch of freeway under construction, the rail line's center trackbed is being readied with ballast rock and railroad ties. Most of the 10 station foundations for the freeway segment have been set.

The Metro Green Line may open as early as November, 1994. **M**

Bidding for Car Contract Includes Local Firms

Thirty-three small and medium-sized Southern California companies — many of whom are minority and women-owned — are participating in bidding for the contract to build 87 standardized light rail vehicles. The firms, which were included in the LACTC's first Products and Services Directory, have joined five local aerospace giants and four international rail car builders in contract proposals.

The high level of local firm participation became apparent when the LACTC received the proposals in early February.

The cars will be used for the Metro Green Line, scheduled for opening in November, 1994, as well as for upcoming light rail projects such as the Blue Line extension to Pasadena, scheduled to be completed in 1997. The contract

includes 85 standard light rail vehicles and two prototype vehicles to be used for testing advanced transit products.

Bid figures are being made public for the first time under the terms of SB 1440, a

L.A. Rail Car Bids

Team	Total Bid
Northrop Corp./ Bombardier Corp.	\$235,980,385
Lockheed Corp./ Hughes Aircraft Co./ Morrison-Knudsen	\$272,558,301
TRW Aerospace Unit/ AAI Corp./ Siemens Duewag Corp.	\$223,282,951
Rockwell Corp./ Sumitomo Corp.	\$303,163,574

new law authored by State Senator Quentin Kopp (Ind.- San Francisco).

The prices and terms are currently being negotiated between these four groups and a panel of car-building experts. Best and final offers are due to be released in May. Bid amounts include spare parts, tools and equipment, shipping, insurance and L.A. County sales tax. The contract will generate between \$17 million and \$23.1 million in county sales tax revenues.

In June, the MTA is expected to award the final contract, based on a point system spread over four criteria: technical aspects (35 points); cost (35 points); advanced transit product development (15 points); and domestic content and disadvantaged/domestic business development (15 points). **M**

MTA to Host Conferences

Architects to Present Station Development Ideas

Award-winning architects will present their housing development ideas for Metro Rail station sites at a symposium entitled "Emerging Designs for Transit-Based Communities: Case Studies for Three Metro Stations" on Thursday, April 8 from 8:30 a.m. to 5:30 p.m. at the downtown Los Angeles Hilton.

The symposium will explore the design feasibility and policy issues associated with implementing transit-based housing at transit stations.

"The 400-mile rail transit plan for Los Angeles County will include the construction of close to 100 rail stations. In

some areas, these stations may be the most important public works to be built for decades. The construction of these public gathering places provides a major opportunity to enhance and revitalize neighborhoods," said Michael Francis, MTA's director of real estate and joint development.

The symposium is open to the public. Tickets are \$65 and \$25 for students. For advance registration, call (213)244-6277.

MTA Vendor Fair To Spotlight Contract Opportunities

The MTA will hold its first annual Vendor Fair and Conference at the L.A. Convention Center on April 20. This

day-long event is an important chance for companies in numerous fields — from architecture and construction to personnel services and information management — to learn about MTA contract opportunities, meet key MTA officials, and more. Highlights of the fair include free workshops on Marketing Professional Services, Construction Opportunities, and DBE/MBE/WBE Contracting Opportunities.

The deadline to reserve advertising space in the Vendor Fair Program Magazine/Vendor Directory is April 2; the deadline to reserve exhibit space is April 7. Admission to the Exhibit Hall and workshops is free, but reservations are required for both. For more information about the MTA Vendor Fair and Conference, call (213)244-6871. **M**

NEWS BRIEFS



■ **EIR Approved for Metro Green Line Easterly Extension**

The Metro Green Line moved closer to the future Metrolink station in Norwalk in late February when the LACTC approved the Final Environmental Impact Report for the Metro Green Line easterly extension.

The extension is a 2.8-mile gap closure between the proposed Norwalk Metrolink station and the Green Line's eastern terminus at the I-605 Freeway. Construction of this connector would make it possible for riders to transfer between Metrolink's Orange County service and the Norwalk-to-El Segundo Green Line, scheduled to open in late 1994.

The EIR includes evaluations of the impacts of both an aerial and a subway alignment along Imperial Highway. The report estimates that an aerial option would cost \$215 million, while a subway would cost \$240 million.

The extension is one of several candidate corridors competing for funding in the county's 30-Year Integrated Transportation Plan. This spring, the MTA will choose the first candidate corridor project to be built.

For more information about the Metro Green Line Easterly Extension EIR, call Margarita Ortiz of the MTA Southeast Area Team at (213) 244-6516.

■ **Freeway Service Patrol Keeps Growing**

The Metro Freeway Service Patrol expanded in February to include another 50.1 miles on portions of five freeways. The patrol now covers 306 miles of L.A. County freeways and highways, providing free emergency assistance such as a gallon of gas, changing a flat tire, jump-starting batteries, or towing to a CHP-approved location adjacent to the freeway.

The additional areas now being patrolled during rush hours include 9.8 miles along the Hollywood Freeway (I-101) from Reseda to Las Virgenes Road; 10.5 miles of the Long Beach Freeway from Willow to Firestone; 10.6 miles on the Santa Ana Freeway (I-5) from Hollywood Way to Stadium Way; 4.7 miles of the Pasadena Freeway (I-110) from Avenue 43 to Glenarm Street, and 14.5 miles of Highway 118 from Rocky Peak Road to Route 210 at McClay.

■ **Bike Lockers Funded for Blue Line**

The California Transportation Commission has allocated \$40,000 to install bike lockers and racks at Blue Line parking lots. The funding will provide for 60 lockers and racks to be installed at the Imperial, Artesia, Del Amo, Wardlow and Willow stations. Commuters can look for the new additions in November.

■ **Bikeway Policies Update**

Development of the Countywide Bicycle Policy Document is underway. The document, expected to be completed in June, will establish MTA policies relative to funding criteria, priorities and related issues. Public input is needed. If you would like to be on our mailing list to receive bikeways public meetings notices, write to Patti Holmberg, Project Manager, Metropolitan Transportation Authority, M/S 2700, 818 W. 7th Street, Suite 1100, Los Angeles, CA 90017

■ **Consultant Selected for Exposition Right-of-Way EIR**

The LACTC has approved a consultant team for the preparation of an Environmental Impact Report on the Santa Monica-to-downtown L.A. Exposition right-of-way. The LACTC board decided to proceed with the EIR based on preliminary ridership projections of about 35,000 a day in 2010 for a light rail line.

The complex task of researching transportation uses on the approximately 12-mile route will be handled by a team of five firms: BRW, Inc./Myra Frank and Assoc./Katz, Okitsu & Assoc./ICF Kaiser Engineers/Harris Miller Miller & Hanson, Inc. The consultant team will analyze seven project alternatives and recommend five to be included in the report. The seven alternatives include light rail, electric trolley bus and bike-way using a number of different possible routes.


The cities of Culver City, Los Angeles and Santa Monica will be included in the EIR process, which will include 35 community meetings and public hearings. Portions of the alignment alternatives are close to residential neighborhoods and will require extensive analysis of noise and other possible impacts. Because the right-of-way crosses numerous major streets, the consultants will also explore the need for grade separations.

The Exposition right-of-way is one of several candidate corridor projects in the

county's 30-Year Integrated Transportation Plan. This spring, the MTA will consider which project(s) should be built first. For more information on the Exposition right-of-way EIR, call MTA Westside Area Team Project Manager Carol Inge at (213)244-6896.

■ **For the Record**

State Sen. Diane Watson (D-Los Angeles) was inadvertently excluded from the list of members of the Inner City Transit Needs Assessment Study Technical Task Force in the February issue of *Metro Moves*. The Inner City Transit Needs Assessment Study is measuring bus frequency, route needs and quality of service in South Central Los Angeles. Representatives from Watson's office are working with an interagency group to oversee the study.

For more information about the Inner City Transit Needs Assessment Study, call South Bay Area Team Project Manager Renee Berlin at (213) 244-6863. 

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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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The new MTA combines the powers, duties and responsibilities of the LACTC and the RTD. The merger is the result of legislation passed by the state legislature and signed into law by Gov. Pete Wilson. Although the merger became effective Feb. 1, the reorganization bill provides for a two-month transition period, allowing both agency boards to continue operating until April.

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