



# METRO MOVES

Metropolitan  
Transportation  
Authority

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## MacArthur Park Has a New Look

Downtown Los Angeles is a striking silhouette for a revitalized MacArthur Park. The park is located above the Wilshire Tunnel section of L.A.'s Metro Red Line Segment 2 near downtown Los Angeles — and across the street from the current end of the 18-month-old operating portion of the subway.

The eight-acre lake was drained in 1991 to enable the underground construction of a double-track tunnel and a 1,100-foot-long track for storing subway vehicles.

Then, in October, after two years of work, the site was transformed into a lake again with the help of more than 20 million gallons of water. The lake, measuring 12 feet at its deepest point, required seven days to fill.

The freshly restored lake has a new liner, fountain, pump equipment and retaining walls. The fountain operates on a 100-horsepower pump that circulates 1,900 gallons of water per minute and shoots a giant spray of water 100 feet into the air.

To help beautify the park — and in the process, spruce up a central Los Angeles neighborhood — trees, benches and lighting were also installed. The park is now a pleasant lunchtime retreat at the end of a short subway ride for downtown Los Angeles workers. **M**

## Red Line Tunnelers Achieve Landmark Breakthrough

**A**nother MTA milestone in the construction of L.A.'s first modern subway was achieved on June 23 when a giant tunneling machine pushed through the final wall of dirt separating Wilshire and Hollywood boulevards. The tunnel breakthrough at the Wilshire / Vermont station site formally ties together all of the Metro Red Line Segment 2 corridors — Wilshire, Vermont and Hollywood.

"Not only have we eliminated the last underground barrier between Wilshire and Hollywood boulevards," said MTA CEO Franklin White, "but we're closer than ever to eliminating the congestion and air pollution

barriers above ground.

"The progress we've made certainly validates the public's support for Propositions A and C, as well as the federal government's backing for our rail program," said White.

***"Not only have we eliminated the last underground barrier between Wilshire and Hollywood boulevards, but we're closer than ever to eliminating the congestion and air pollution barriers above ground."***

Vermont station requires an unusual tunnel configuration. To allow for curves and changes in direction, one tunnel is being built on top of the other where the tunnel approaches Wilshire from the north, instead of the traditional side-by-side configuration that is used throughout the rest

of the Red Line.

The recent breakthrough completes the

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# CEO Talk

BY FRANKLIN WHITE

## A Vote for HOV

In today's megalopolis, mobility can only be achieved by using every feasible form of transit. And, nowhere are these words truer



than in a car-obsessed city like Los Angeles.

The MTA's Metro System is a multi-modal approach, offering a variety of transportation options geared to meet the travel needs of L.A.'s highly diverse population. Our

planned transportation network includes 400 miles of light rail and subway lines, which tie into Metrolink's intercounty commuter train system. The MTA also has a fleet of about 2,500 buses.

Meanwhile, we will continue working hard on highway and freeway improvements. Although our rail and bus ridership numbers are impressive so far, we know that thousands of Angelenos continue to commute by automobile — and probably always will.

The problem was dramatically illustrated early this year when Los Angeles experienced a powerful earthquake that collapsed critical portions of five of our county's freeways. That's where a case for High Occupancy Vehicle (HOV) lanes comes in.

### Disaster Spurs Drivers to Rideshare

Buses, trains and HOV lanes literally saved the day for many Los Angeles commuters. HOV, in particular, was a blessing for those Santa Monica Freeway travelers who chose to rideshare. Long known as the busiest freeway in the world, the Santa Monica Freeway is a main artery for downtown workers. Working day and night the first three days after the quake, Caltrans workers turned the left-hand lane into a temporary HOV lane. Motorists who used the temporary lane were able to travel downtown in half the time as those single-occupant vehicles that had to detour on surface streets.

Because the contractor hired by Caltrans continued to work 24 hours a day, the freeway repairs were completed in a record 2-1/2 months. With the temporary lane eliminated, the carpoolers' brief respite was over. The restored freeway immediately returned to its usual, pre-quake, rush-hour congestion. A strong case for HOV had, nevertheless, been made.

### Funds Committed for HOV

In February, the MTA formally committed

\$315 million in capital funds to Caltrans for construction of 88 more miles of HOV lanes over the next four years. In July, the MTA will release an Request for Proposal to develop an HOV master plan. The idea is to integrate HOV projects with park-and-ride lots and transit centers.

We will analyze which freeway corridors need HOV lanes the most, and where they will be the most cost-effective. The plan also focuses on freeway-to-freeway direct connectors, which are one of the main features of L.A.'s newest — and perhaps its last — freeway. The I-105, also known as the Glenn Anderson Freeway or the Century Freeway, has a complete system of HOV lanes and connectors. So far, the public's reaction to these features has been positive.

### MTA/Caltrans Work Together

The MTA and Caltrans are in a partnership on this project. Next year, when the MTA opens the Metro Green Line — a light rail system down the median of the I-105 — Angelenos can experience multimodalism at its best.

Caltrans will also open the Harbor-110-Freeway Transitway next year. The high-capacity, high-speed HOV facility will begin in San Pedro and end in downtown Los Angeles — a 20-mile stretch. With its nearly three-mile long elevated structure, the Transitway is probably L.A.'s most striking transportation project so far. It will allow buses to operate between its Artesia Hub Station and downtown in about 25 minutes — a 50% improvement in travel time — without an increase in bus service hours.

The Transitway provides the perfect opportunity for multimodal interfacing with other transportation modes. By its ultimate link

with the El Monte Busway, patrons from the San Gabriel Valley, East Los Angeles, South Central Los Angeles and the South Bay area will be able to interface with both the new and existing bus and rail lines.

As you probably know, the El Monte Busway was L.A.'s premier HOV project. Completed in 1974, it has been an integral commuter link between the San Gabriel Valley and downtown Los Angeles for 20 years. Today, the Busway carries about 18,000 riders a day. It's time to add to that success.

### A New York Experience

During my years in New York [Mr. White served as New York State's Transportation Commissioner from 1985 until he came to LACMTA last year], I was a strong HOV proponent — a very unpopular stance with many New Yorkers. However, our HOV efforts came to fruition last month when the Long Island Expressway's HOV lane opened to rave reviews.

Although it may be difficult to compare driving in New York to driving in Los Angeles, the point is that the tide is turning and perseverance pays off. As the benefits of HOV become more visible in Los Angeles, more motorists will inevitably carpool to take advantage of it. Thus, there could be fewer cars on our freeways — something we can all appreciate!

In short, HOV facilities must be a vital component of any transportation system. Los Angeles is no exception. **M**

*(Editor's Note: Franklin White, the MTA's chief executive officer, will occasionally use this column to provide Metro Moves readers with his comments about current MTA and Los Angeles transportation issues.)*

## Budget Blues

### Fare Hike and Service Cuts Effectuated

In an effort to wrestle with an operating deficit and seek the best possible solutions, the MTA board has met several times over the past two months to consider a proposed FY 1995 budget.

At a special meeting on July 13, the board approved a fare rate increase from \$1.10 to \$1.35 on buses and trains, while it retained a 90-cent discount token. The board also approved the reduction of three peak-hour express bus lines, and the elimination of two local service lines.

The board meets on July 20 to vote on other aspects of the proposed budget prepared by the MTA staff.

### First Fare Hike in Six Years

The first fare hike in six years is scheduled to go into effect on September 1. To provide frequent riders a significant discount over the regular rate, the board's action main-

tains the 90-cent token, available in bags of 10. The sale of monthly passes, except for elderly/disabled, college/vocational students and K-12 students, will be discontinued after August.

The fare changes eliminate rider inequities, retain discounts for all riders who use tokens, establish a premium fare for premium service, and simplify the fare system for both the user and the bus operator.

### Service Changes

The majority of the cuts simply adjust service levels to compensate for ridership fall-off. On the positive side, the proposed savings provide \$5 million to redeploy service to inner city areas, relieving overcrowding on the MTA's most heavily-used lines.

### Tough Choices

"We've faced a number of harsh realities in recent months," said Edmund Edelman, MTA chairman and a Los Angeles County Supervisor. "We trimmed programs and staffing levels, but a fare increase was one of the hardest decisions we faced."

*(continued, page 5)*

# Strike Contingency Plan in Place

## Buses and Trains to Run in Case of Union Work Stoppage

*(EDITOR'S NOTE: This issue of Metro Moves had to go to press before it was known whether a strike will actually occur; thus, the following provides preliminary information about the MTA's contingency plan.)*

The MTA's contracts with its labor unions expired on June 30, and agreements with the operators', mechanics' and clerks' unions were not reached by that time. Thirty-six hours before an anticipated strike at 12:01 a.m. on July 18, union leaders postponed a walkout for at least a week to allow for a meeting between MTA board members and union officials. The purpose of the meeting will be for board members to hear union leaders' concerns. As of this writing, no final accord had been reached.

The MTA's nearly 4,400 bus operators are represented by the United Transportation Union (UTU), its more than 1,900 mechanics and service attendants are represented by the Amalgamated Transit Union (ATU), and its more than 600 clerks are represented by the Transportation Communications Union (TCU).

Gov. Pete Wilson has declined so far to seek a court order imposing a mandatory 60-day "cooling off" period. The governor, who has the option of invoking this state statute at a later time, noted that an immediate cooling

off period would "exhaust the last remaining authority of the governor to intervene, leaving critical bus routes vulnerable to a strike as students return to school in the fall."

Early in the negotiations, the MTA had asked the governor not to invoke the cooling off statute in hopes of reaching an early settlement with the unions.

"To protect our bus and train riders and, at the same time, not cut union members wage rates, we've appealed to the unions to help us reduce labor costs, change the current work rules — which only add to service costs but do not improve quality or productivity — and bring union health plan contributions in line with industry practices," said the MTA's CEO Franklin White. "We're willing to meet around the clock, if necessary," he added.

The MTA has reached agreements with two private bus operators that will allow deployment of more than 300 buses on 30 MTA lines if union leaders call a strike.

Contingency service would operate from 6 a.m. to 6 p.m. on weekdays only. The Blue Line and Red Line would also operate trains during those hours.

"We're also training up to 500 substitute bus operators, and we're discussing potential needs with municipal bus companies," White said. "We're optimistic that agreements with the unions will be reached, as they have been in recent years. But, we must be prepared in

case there is a walkout."

In June, the MTA began training non-contract employees and supervisors as substitute bus and train operators. They are receiving the training mandated by state law, and will be fully licensed bus and train operators.

### How to Get Around if Strike Occurs

The convenient 1-800-COMMUTE toll-free number will provide up-to-date information on MTA bus and train schedules. Modified service may be necessary, and details of the routes to be served will be available in newspaper advertisements.

The 1-800-COMMUTE number can also provide information about Metrolink service, carpool/vanpool applications, park-and-ride lots, road conditions and telecommuting opportunities.

Employers are encouraged to investigate telecommuting, staggered work hours and flexible schedules as alternatives that not only relieve traffic congestion, but also support clean air requirements. **M**

*The MTA has prepared a REGIONAL TRANSPORTATION DIRECTORY that lists all municipal bus entities, and other resources for travel in Los Angeles. To request a copy, call (213) 972-4680.*



*("Breakthrough", continued from page 1)*

upper, outbound tunnel, which is the second of four tunnel segments being dug by Metro Rail contractor Shea / Kiewit / Kenny. The bottom, inbound tunnel broke through into the Wilshire/Vermont station in May. The two tunnels will eventually connect the future Hollywood/Highland and Wilshire/Vermont stations, as well as four

stations in between that will serve Vermont and Hollywood boulevards.

The tunnel from MacArthur Park to Wilshire/Western is already completed, and the Hollywood Boulevard tunnel will reach the Hollywood/Highland station site — the end of the Segment 2 line — by October.

"We began tunneling west along Hollywood Boulevard and south along Vermont Avenue

*Jubilant Metro Rail workers pose for photos after "breaking through" on the Segment 2 tunnel for the Los Angeles Red Line subway.*

from the park a year ago, said Edward McSpedon, the MTA's executive officer of construction and president of the Rail Construction Corporation.

The contractor deployed four tunneling machines, each weighing about 200 tons, from an entry point located near Barnsdall Park in Hollywood. "Tunnel excavation is one of the most complex and difficult aspects of this project. Even so, we averaged about 100 feet a day, and in 2.7 miles of digging, excavated some 400,000 cubic yards of dirt," said McSpedon.

"The completion of this work marks a significant milestone for the hundreds of workers involved in the construction of the Red Line subway tunnels," added McSpedon. "The work these men and women are doing is important to the future of everyone in our region."

Construction of Segment 2's eight stations, tunnel lining, and track and power installation will continue, with service to Wilshire/Western scheduled for July, 1996, and Hollywood/Vine in September, 1998. **M**

# Briefly Speaking

## House Approves \$25 Million

The House Committee on Public Works and Transportation approved legislation in May that will provide Los Angeles an additional \$25 million in funding for the Metro Red Line's East Side Extension. The funding brings the total amount of federal dollars authorized for Segment 3 of the Red Line to \$1.25 billion, which includes the East Side, Mid-City and North Hollywood extensions.

The House panel also included language that provides the first step for future funding to extend the line to Atlantic Blvd. Thus, the funding covers a total of 6.8 miles of rail that will ultimately run east from Union Station

were opportunities for minority- and women-owned businesses.

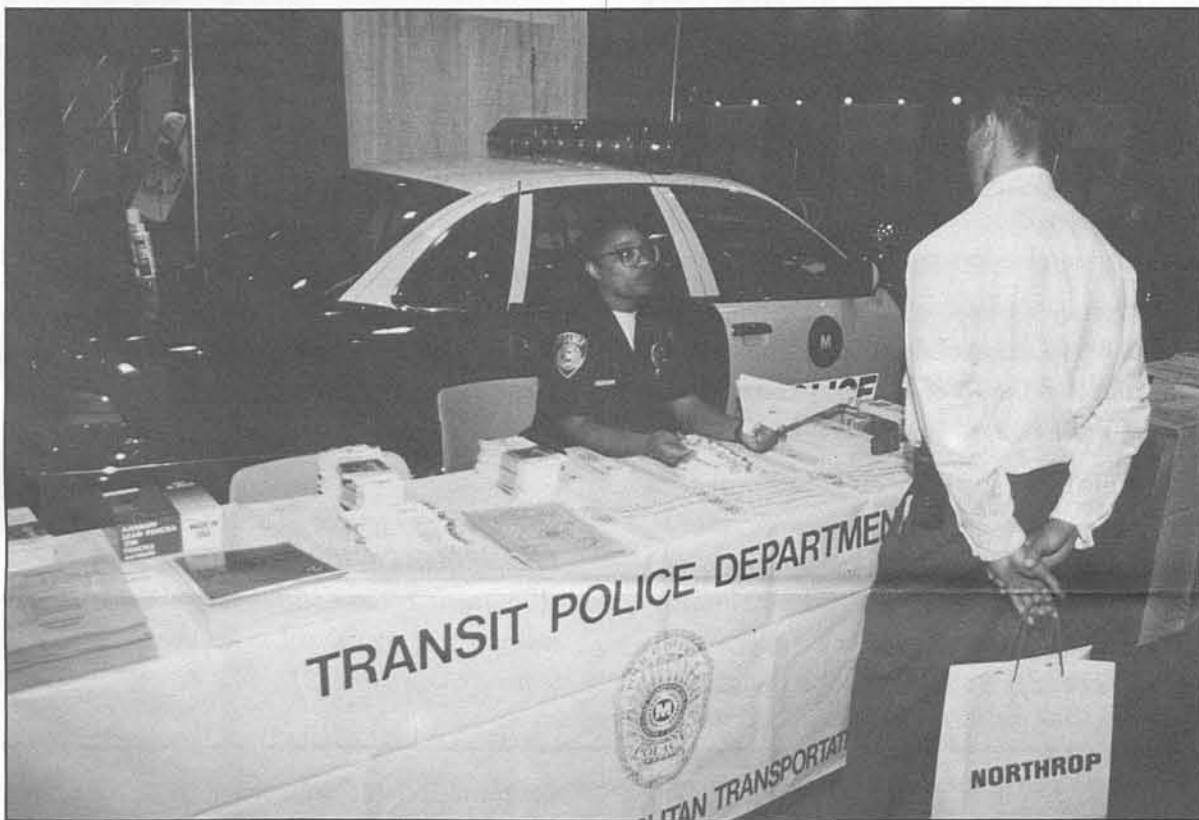
This year, more than 15 public agencies joined the MTA. Among the agencies represented were Los Angeles County and City, Ventura County and City, the California Department of Public Works, the California Department of Corrections, and the cities of Pasadena, Long Beach and Inglewood

Included in the more than 200 fair exhibits were a Red Line Subway train, an actual transit bus demonstrating clean fuels, security systems displayed by the MTA Transit Police and Cal State Los Angeles' solar-powered car.

## CTC Earmarks Funds for HOV, Metrolink and L.A.'s Environment

The California Transportation Commission (CTC) announced in April that it will provide funds for added carpool lanes, improved Metrolink service and increased environmental awareness throughout Los Angeles' County.

The largest grant, \$19 million, will be used to construct carpool lanes on the Simi Valley Freeway from the I-5 interchange to the Ventura County line, about 11.5 miles. \$2.5 million was provided to Metrolink for track and signal improvements that will allow increased speeds and enhance service in the Ventura corridor. Finally, environmental awareness in general and marine life in particular received a \$385,000 CTC grant. These funds are directed to the City of Los Angeles for the Heal the Bay project.



A Vendor Fair visitor stops to inspect the MTA's Transit Police booth.

to Atlantic Blvd. in East Los Angeles.

So far, the MTA has approved plans and certified the Final Environmental Impact Report to complete construction of the first 3.7 miles east of Union Station to Indiana St. by 2002. The first four stations will be located at Little Tokyo, 1st St. and Boyle Ave., Brooklyn Ave. and Soto St., and 1st St. and Lorena Avenue.

## Vendor Fair a Big Success

More than 2,500 visitors attended the MTA's second annual Vendor Fair on June 14 at the Los Angeles Convention Center. The fair, which is the largest public agency trade fair in California, attracted 800 to a sold-out luncheon featuring MTA Chairman and Los Angeles City Councilman Richard Alatorre as the guest speaker and Channel 9's Anchorwoman Pat Harvey as the moderator.


As the MTA's primary outreach effort to the business community, the annual event provides information about current and upcoming contract and purchasing opportunities, bringing together public agencies with private business. Opportunities for small and local businesses were emphasized, as

## County Supervisor Ed Edelman Becomes New MTA Chairman

As of July 1, County Supervisor Ed Edelman assumed the chairmanship of the 13-member MTA Board of Directors. He will act as the chairman until his retirement from the Board of Supervisors in December. The board voted that Supervisor Michael Antonovich will fill the remainder of Supervisor Edelman's term, through June 30, 1995.

Supervisor Edelman served as First Vice Chair since the MTA became official on April 1, 1993, and, according to the board's rules and procedures, was next in line to become chairman. Second Vice Chair Larry Zarian, mayor of Glendale and a City Selection Committee appointee, becomes First Vice Chair, and the board selected Los Angeles Mayor Richard Riordan as the new Second Vice Chair.

## MTA Bus and Metro Blue Line Route & Schedule Changes

Significant changes were made to 14 MTA bus and Blue Line train schedules and/or routes on June 26. Also, in line with the agency's semi-annual practice of refining its bus schedule to best meet the needs of its ridership, minor scheduling adjustments were made to 140 other MTA bus routes. Complete updated scheduling information can be obtained at any MTA Customer Information Center, or by calling (213) 626-4455, (818) 781-5890, or (818) 246-2593. 

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# People Movers

## News About the MTA's Bus and Rail Operations

### MTA Police to Patrol Metro Blue Line

Beginning July 1, the MTA Transit Police assumed responsibility for security on the Metro Blue Line. The decision to transfer the security responsibility from the Los Angeles County Sheriff's Department was made at the MTA's April 27 board meeting.

"The MTA Transit Police officers are undergoing training and orientation in Blue Line security to ensure a seamless transition," said Sharon Papa, MTA chief of police.

"They will patrol the rail cars, station platforms and grade crossings, and staff the dispatch center at the MTA's Central Control Facility in Lynwood."

The MTA Police will add 79 sworn officers during the next fiscal year, enlarging the size of the force to 425 officers. The number of security guards will also be increased to 114.

Although the Sheriff's Department had successfully handled security for the Blue Line since it opened in July, 1990, the board decided that one security force could provide greater control and efficiency. The MTA police officers already handle security for the Metro Red Line. They will also be responsible for the Metro Green Line when it opens in 1995, future Red Line sections opening between 1996 and 2000, and the future Pasadena Blue Line.

### Transit Police to Hire 12 More Officers

Thanks to a \$1.1 million police hiring grant from the U. S. Department of Justice's Police Hiring Supplement Program, the MTA's Transit Police will be able to hire 12 more officers for its community policing effort. The MTA is one of 14 entities throughout the state that will receive a portion of the \$8.9-million grant earmarked for the hiring of 101



police officers in California.

The funds are expected this summer, and when the money is received, the hiring process can begin. "This is, indeed, welcome news for everyone concerned about bus and train security," said MTA Transit Police Chief Sharon Papa.

### Hollywood Patrols

The MTA Board has authorized MTA staff to enter into an agreement with the Community Redevelopment Agency (CRA) of the City of Los Angeles for the MTA to coordinate a security guard service along Hollywood Boulevard and the areas surrounding Metro Red Line station sites in Hollywood.

The CRA, which launched a Hollywood Boulevard Security Program a year ago to deter crime and to assist visitors and residents, has opted to contract with the MTA to cut costs and avoid duplication of services. The CRA will pay the MTA up to \$500,000 for a one-year contract, while the existing

contract costs \$750,000 for a year.

The Los Angeles City Council approved the contract in July. A new MTA system-wide security contract with a private security firm, which includes the Hollywood Boulevard patrol service, is scheduled for MTA board approval at its July 27 meeting. The private security firm selected by the MTA will then provide up to 15 unarmed security officers for the Hollywood Boulevard detail.

The program will be managed by MTA Security Operations Manager Pam Murano, a civilian employee of the MTA Transit Police Department. Close coordination will be maintained with the Los Angeles Police Department.

"This is a logical and sound approach to security coverage in the Hollywood area," said Franklin White, the MTA's chief executive officer. "By combining the existing CRA program with the MTA's existing program, security planning, implementation and reporting will be better managed, which will, in turn, benefit the Hollywood community." **M**

*("Budget", continued)*

"We first identified a deficit projection of \$126 million early in FY 1994," said Franklin White, the MTA's chief executive officer.

"Because of a continued decline in ridership during the year, the deficit has increased by \$15 million."

In its recommendation for a new fare structure, MTA staff reported that nearly all other major urban areas in the United States have a base fare of at least \$1.25, approved as long ago as two years in some instances.

Further, eliminating the monthly pass makes fares more equitable among riders of different income levels. For example, the most severely financially disadvantaged riders, who cannot afford the \$42 monthly passes under the current system, pay the

\$1.10 base fare every time. In effect, they subsidize the monthly passes for more affluent riders. By eliminating the pass, misuse is significantly reduced.

"We're making the tough choices that must be made to balance this budget," said White. "At the last public hearing, riders told us they preferred a slight increase in fares over major cuts in service, and that's what we've done. All of our actions have been designed to minimize any hardship to our ridership," he said.

#### Budget Components

The \$2.9-billion budget is divided into the following key components:

- Bus and rail operations, \$647.4 million;

- Rail construction projects, \$752.3 million;
- Bus and rail capital, \$189.2 million;
- Rail planning and program support, \$17.7 million;
- Planning studies and program support, \$19.5 million;
- Freeway Service Patrol and motorist assistance, \$39.2 million;
- Paratransit service, \$18.1 million;
- Agency support, which includes funds for the new MTA headquarters building, \$80.4 million;
- Allocated capital overhead and debt service, \$247.3 million;
- Subsidy for Metrolink operations and capital, \$69.7 million, and

*(continued, back page)*

# Working on the Railroad

## Rail Construction News

### Ice Age Fossils Found

The fossilized remains of four prehistoric animals were recently recovered from Ice Age deposits deep beneath Hollywood. An alert Metro Red Line tunneling machine operator, Michael Guinther, made the discoveries.

The scientifically important fossils - the leg and toe bones of a mastodon, the left forefoot of an extinct bison, and molars from an extinct camel - are the first such remains found in the area. There's further evidence that the alluvial rock formation in the area was deposited in the Pleistocene Period and ranges in age from 10,000 to 280,000 years.

The bones have been accepted by a Metro Rail paleontology consultant, Paleo Environmental Associates, Inc., of Altadena, and they have been turned over to the George C. Page Museum at the La Brea Tar Pits for identification.

### Contract for 42 More Red Line Cars Is Approved

The MTA will buy an additional 42 cars for the Metro Red Line by exercising an option from the supplier of the cars currently being used on the Red Line. This means that by exercising the option rather than going out to bid for these cars, the MTA can save as much as \$14 million.

The new vehicles, to be provided by Italian firm Breda Costruzioni Ferroviarie (Breda), will be used on the second and third phases of the Red Line, which are scheduled to open in 1998 and 2000, respectively. The total cost for the 42 cars is \$84,654,459 and is based on a fixed-price bid originally submitted by Breda in 1988.

The Federal Transit Administration (FTA) is a funding partner on this project, and will pay one-half of the cost of the vehicles. All federal requirements on the original contract will be met, as well as those subsequently enacted. Those include U.S. assembly requirements and 60% U.S. content, as well as participation by Disadvantaged Business Enterprises.

An independent market survey of the current procurement market revealed that the MTA can save as much as \$280,398 per vehicle — or a total of \$11,776,716. An additional cost savings of \$2.6 million can be achieved by not incurring new procurement expenses for staff and consultants, White said.

### Metro Rail Construction Rolls On

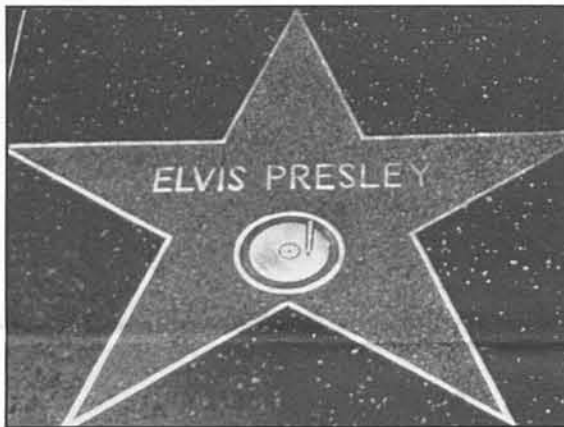
The following is a construction update on Los Angeles Metro Rail projects:

### Metro Red Line Segment 2: 30% Complete

The second segment is 30% complete, with construction proceeding along two corridors. Construction along the Wilshire Corridor is 80% complete; it extends west along Wilshire Boulevard from the Westlake/MacArthur Park Station (where the completed segment ends) to the Wilshire/Western Station.

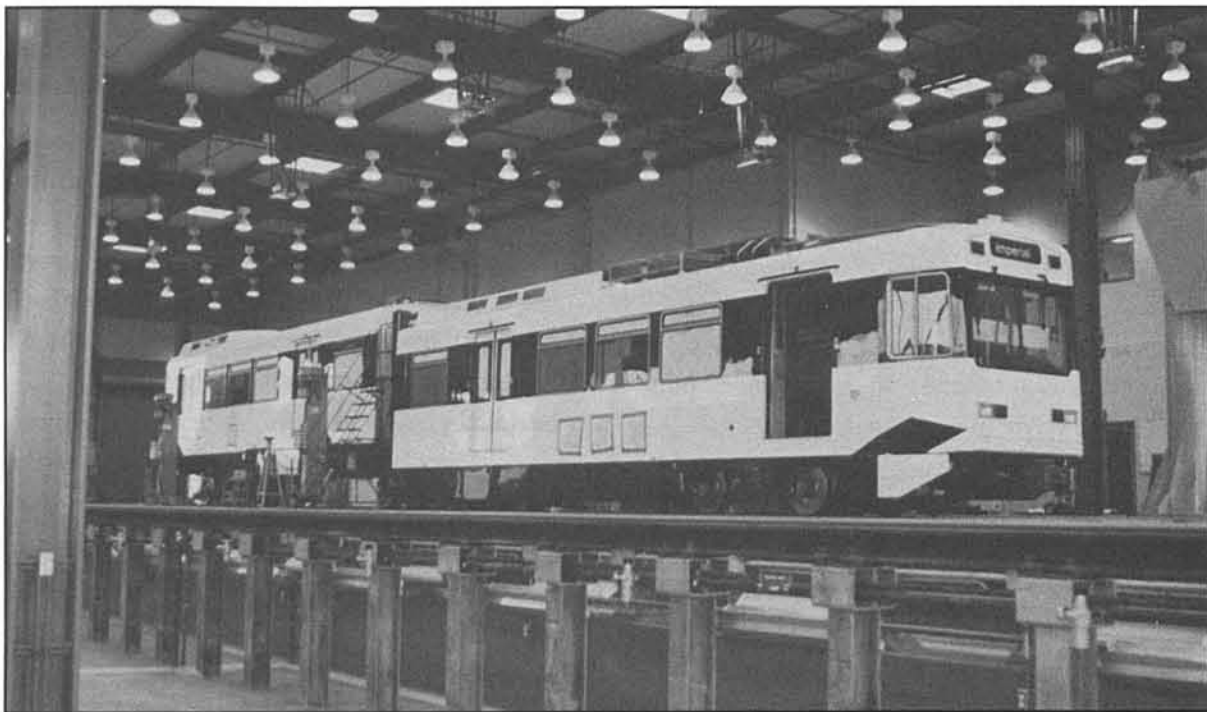
The second and longer leg (Vermont/Hollywood Corridor) turns north on Vermont Avenue and west along Hollywood Boulevard, terminating at Hollywood/Vine Station.

As mentioned in the cover story, the greatest milestones so far on Segment 2 were the May and June tunnel breakthroughs that connected all three corridors — Wilshire, Vermont and Hollywood. With the completion of the Vermont tunnel, excavation on the 6.7 mile Segment 2 is now 70% complete.



A sidelight to the Hollywood area Metro Rail story was the temporary removal of about 450 inscribed terrazzo and brass stars from Hollywood Boulevard's famous "Walk of Fame." The stars, which represent some of Tinseltown's biggest names, are located along the construction route. To avoid damage and wear during construction, the stars were carefully removed and packed in individual protective cases and professionally stored; they will be returned when construction is completed.

*First Green Line Cars Arrive! As pictured here, the vehicles are being assembled and readied for use at the Green Line's Hawthorne Yard, located on Aviation Boulevard, south of Rosecrans Avenue in El Segundo.*



### Metro Red Line Segment 3: On to Hollywood

Segment 3 of the Metro Red Line will take from six to eight years to complete, and will serve the communities of Hollywood, North Hollywood, the Mid-City and East Los Angeles, adding almost 12 subway miles to L.A.'s Metro Rail System.

Tunnel excavation began last month at the groundbreaking site, and will continue south to Universal City. Tunnel digging machines, capable of excavating at least 70 feet of tunnel a day, will get started in late summer or early fall. Early utility relocation work is under way, and trenches are being excavated for relocating water, sewer and phone utilities.

### Metro Green Line: Coming Next Year

Over the Memorial Day weekend, five rail cars arrived in L.A. all the way from the manufacturer in Japan. Ten more cars are scheduled for delivery in July. Similar to the Blue Line light rail trains, Green Line trains will be powered by overhead electrical wires and each car will accommodate about 250 passengers.

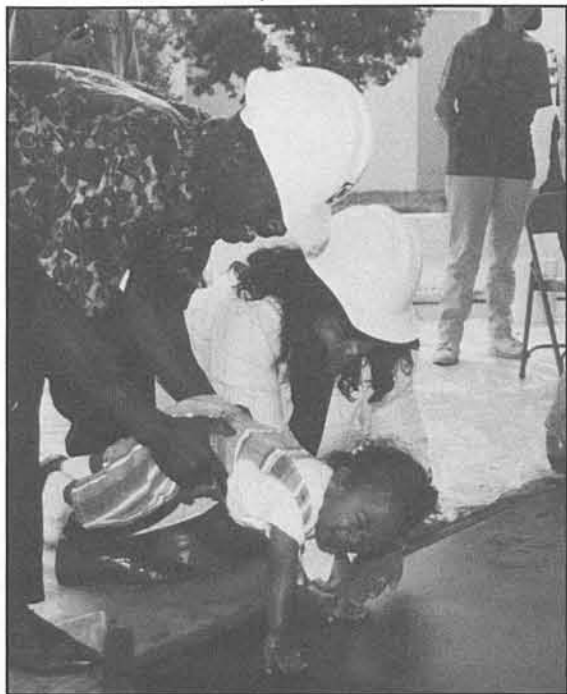
In addition to the arrival of the first Green Line cars, other recent accomplishments include installation of escalators in four of the five stations that will have escalators; the steel frames for all station canopies; near-completion of the maintenance shop; final work on the rail car washer; fire safety equipment; telephones, and landscaping.

The Green Line Automatic Train Control, which electronically regulates the speed and spacing of the trains, is 35% complete. And, finally, the Wayside Intrusion Detection System, which signals Operations Control when a person or an object is on the train tracks, is 80% complete. **M**

# Community Outreach and Education

## Budding Artists Leave Mark

Employees from nearby businesses and kids from an afterschool YMCA program got a chance to leave their mark for posterity at the future Mariposa Station of the Metro Green Line in El Segundo. Charles Dickson, the artist commissioned by the MTA to design the station, invited neighborhood children and business people to add their personal touch to the station by placing their handprints, footprints, or any other creative symbol in the wet cement.



## Angel of the City

The MTA was honored as an "Angel of the City" for the "heroic response" to the Jan. 17 earthquake. The award was presented by the Central City Assoc., a group of downtown Los Angeles business executives.

The MTA's CEO, Franklin White, accepted a medallion presented on behalf of the MTA at a ceremony on March 17. Los Angeles Mayor and MTA Director Richard Riordan, Los Angeles Police Chief Willie Williams, Los Angeles Fire Department Chief Donald Manning, and representatives from the state, Caltrans, LADOT, the American Red Cross and others also received medallions for their earthquake relief efforts.



## Students Support Rail Safety

The creative energies of 400 seventh and eighth grade students were showcased last month in Union Station's Main Concourse Room. Poems and essays were read, posters displayed and even rap songs performed, all in support of rail safety.

The students, from 22 Los Angeles County middle schools, won a contest sponsored by the MTA and Los Angeles Clippers in conjunction with National Transportation Safety Week. Representatives from the MTA, Clippers and program emcee KTTV Channel 11 Anchor John Beard awarded trophies to each winning classroom. Later, the students toured Union Station and its various modes of rail transportation: Amtrak, Metrolink and the Metro Red Line.

## Transportation Career Academies

The MTA and the Los Angeles Unified School District have selected Wilson, Locke and North Hollywood high schools as sites for

academies that will offer training in transportation trades and professions to some 600 students each year.

Beginning in 1995, the schools will offer engineering, architecture and design, and urban planning courses to students interested in transportation-oriented careers. Financing will be through a three-year, \$4-million grant that combines matching \$2-million grants from the Federal Transit Administration and the MTA, and a four-year \$1.4-million grant from the U.S. Department of Education. The money will



MTA Deputy CEO Kim Kimball chats with some of the Los Angeles County middle school students who performed or displayed their poems, essays and rap songs about rail safety at Union Station.

be used for the development of specialized courses, teacher preparation and equipment, scholarships and internships.

The career academy program is an expansion of the MTA's successful Transportation Occupation Program (TOP) that currently involves about 150 students at 17 area high schools. TOP students attend classes in transportation subjects and work as interns in real-world situations with the MTA, area transportation, public works agencies and MTA contractors.

"The Transportation Career Academies are an excellent example of how industry links with education," said Los Angeles Unified School District Superintendent Sid Thompson. "These academies will ease a student's transition from school to work."

## MTA Stages Blue Line & Bus Accident to Promote Safety

It looked like a disaster happened as a school bus lay on its side in the middle of Blue Line rail tracks. The Stephens Middle School students had makeup applied to appear injured. Adult volunteers played train victims, and the police, fire, rescue and medical agencies responded by extricating victims, establishing a triage at the site, and transporting the "seriously" injured to four local hospitals. **M**



# METRO MOVES

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produced by the MTA.

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("Budget", continued)

- Local transportation subsidies that MTA is responsible for distributing to other transit agencies, \$810.2 million.

Note: the above proposed numbers must still be approved by the MTA board, and are thus subject to possible changes.

### Internal Belt-Tightening

The proposed budget calls for belt-tightening throughout the entire agency. An agency-wide salary freeze is recommended for both represented and non-represented employees, which will save \$14 million.

A total of 515 positions were eliminated before the new fiscal year began on July 1 — a projected savings of \$27 million. The


agency also cut in half the number of outside services contracted, closed an operating division and eliminated a number of transit programs.

### Reallocated Capital Funds

The proposed budget includes all eligible, available resources to help eliminate the operating shortfall, including reallocating \$39 million in capital funds, as follows: \$20 million previously identified for matching rail capital projects and from debt service savings is available, of which \$4 million is proposed for allocation to municipal operators and \$16 million to MTA; and \$3 million more is available through the countywide formula funding procedure.

### The Good News

Despite the cutbacks, the operating budget provides the MTA with the resources to preserve its aggressive anti-graffiti efforts, to continue promoting development of clean fuel technologies, and to increase security on county transit services.

The proposed bus and rail capital improvements total \$941 million, which is sufficient to fund alternative fuel replacement and maintenance, as well as rail construction and existing system maintenance and replacement. Finally, included is completion of the Metro Green Line light rail project, as well as continued work on Segments 2 and 3 of the Metro Red Line and the Pasadena segment of the Metro Blue Line. 



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