



News

RTD-133

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JUL 12 1985

GARY S. SPIVACK
DIRECTOR OF PLANNING

Contact: Marc Littman/Jim Smart

(213) 972-6323

July 11, 1985

FOR IMMEDIATE RELEASE

RTD BOARD GIVES FINAL APPROVAL FOR METRO RAIL BENEFIT ASSESSMENTS

RTD directors July 11 gave final approval to the establishment of two benefit assessment districts, one in downtown Los Angeles and the other in the vicinity of Wilshire and Alvarado, to support construction of the first four mile phase of the Metro Rail subway.

The RTD Board acted after the Los Angeles City Council May 31 sanctioned the District's plans to raise \$130.3 million from the private sector to help pay for construction of Metro Rail's first phase.

"This unprecedented support by the private sector for a modern rail project is the key to securing federal funding for both the initial segment of the project, and, eventually, the balance of the 18-mile subway that will link downtown Los Angeles and North Hollywood via the Wilshire Corridor," RTD Board President Nick Patsaouras said.

Five stations are planned along the first four mile stretch of the subway line. The sites include: Union Station, First and Hill Streets, Fifth and Hill, Seventh and Flower, and Wilshire and Alvarado.

More....

1st Add.

A single benefit assessment district is proposed to encompass a half-mile walking distance around the first four stations. The second district would envelop the Wilshire and Alvarado station within a one-third mile walking distance of the proposed underground facility.

Pending Congressional action on a federal commitment for Metro Rail this summer, owners of some 3,100 parcels of office, commercial, retail, and hotel and motel property would receive annual assessments starting later this year.

Annual assessments would continue through the year 2008 or until \$130.3 million in bonds are redeemed.

All residential property except for hotels and motels will be exempted from assessments, as well as parcels owned and occupied by charitable non-profit organizations and public land in public use.

An appeals process also will be implemented and rates will be reviewed every two years.

A flat rate will be applied to the square footage of assessable property improvements or the land, itself, whichever is greater in size. The initial assessment per square foot will be 30 cents. The maximum rate will not exceed 42 cents.

RTD directors have pledged that the revenue generated by benefit assessment districts will only be used for construction of Metro Rail stations and not to subsidize operations.

More....

2nd Add.

RTD formulated the outline for its benefit assessment plan based on input from a 33-member task force of local businessmen and public agency representatives, many of whom represent firms or constituents who will be subject to the levies.

It will cost an estimated \$1.25 billion to construct the first Metro Rail segment including the cost of building central control facilities, a train storage yard and maintenance shops that will serve the entire subway system.

As future Metro Rail extensions gain federal funding approval, an additional \$40 million will be generated through benefit assessment districts established along the remainder of the Metro Rail alignment.

RTD Board president Patsaouras pointed out that property owners are being asked to invest only a small fraction of the financial benefits they will realize by owning land near a Metro Rail station.

"Property owners in Washington, D.C. and other U.S. cities where new rail systems have been built in recent years have experienced sharp increases in the value of their properties, as well as increased retail sales, higher occupancy rates, and reduced developer and tenant parking costs, among other benefits," Patsaouras said.

For more information on benefit assessments or the Metro Rail Project, call RTD Community Relations at (213) 972-6456.



News

RTD-252

Contact: Marc Littman/Jim Smart
(213) 972-6323

December 20, 1985

FOR IMMEDIATE RELEASE

PRESIDENT REAGAN SIGNS BILL
PROVIDING FEDERAL FUNDING
FOR METRO RAIL CONSTRUCTION

President Reagan Dec. 19 signed historic legislation that paves the way to start construction of the Metro Rail subway in 1986.

The President's signature on the "continuing budget resolution," which provides for federal spending through Sept. 30, 1986, includes federal gas tax funds for construction of the initial 4.4 mile Metro Rail subway segment between Union Station and Wilshire and Alvarado (MOS-1). The bill requires the federal Urban Mass Transportation Administration (UMTA) to negotiate a full funding contract with RTD for these funds within 90 days.

The legislation specifically calls for UMTA to provide the District \$101 million in FY 86 funding, as well as \$122 million in advance Congress appropriated for Metro Rail construction in FY 84 and FY 85. The District already has received \$170 million from Washington since 1980 for engineering, advanced design and land acquisition.

More...

1st Add

The District will seek the balance of the federal share, or \$199 million, as additional funds are authorized by Congress to the Mass Transit Fund which is supported by federal gasoline tax revenues.

"After more than five years of study, Metro Rail will finally become a reality," said RTD Board President Nick Patsaouras. "We're ready to advertise our construction contracts, and we hope soon to start relocating utilities around the planned First and Hill streets Metro Rail station, one of five stations that will be built in the first phase."

Patsaouras said that RTD officials will begin as soon as possible negotiating a full funding contract with UMTA, as mandated by the legislation.

The landmark bill locks into place the only remaining unresolved funding element for the first phase of the Los Angeles Metro Rail project. The District already has garnered more than \$500 million in funding commitments from local and state governments and the private sector to round out the \$1.25 billion funding package for MOS-1.

The financial plan includes an unprecedented pledge of \$130.3 million from the private sector, which will be generated through benefit assessment districts encompassing subway stations in downtown and at Wilshire and Alvarado.

RTD General Manager John A. Lyer said that the District soon will undertake additional environmental studies which will include geological analysis to determine the safest route to link downtown Los Angeles and North Hollywood beyond MOS-1 and the Wilshire and Alvarado station.

NEWS



LOS ANGELES COUNTY TRANSPORTATION COMMISSION 403 West 8th St., Suite 500, Los Angeles, CA 90014 (213) 626-0370

AUGUST 27, 1986

CONTACT: ERICA GOEBEL
COMMUNICATIONS

FOR IMMEDIATE RELEASE

L.A. AND U.S. TRANSIT OFFICIALS SIGN METRO RAIL FUND CONTRACT

Supervisor Deane Dana, Chairman of the Los Angeles County Transportation Commission, and SCRTD Board President Jan Hall today signed the long-awaited federal full-funding contract that releases \$225.6 million in federal funds and commits the non-federal funding shares to begin construction of Metro Rail's initial 4.4-mile downtown subway segment (MOS-1).

Ralph Stanley, head of the federal Urban Mass Transportation Administration, also signed the contract, finalizing the agreement reached earlier this summer with the Reagan Administration.

LACTC and SCRTD officials were joined by City of Los Angeles, federal, state, community and business leaders in the contract signing ceremony at the L.A. Area Chamber of Commerce.

"The signing of the Metro Rail funding contract is a major benchmark in developing L.A. County's rail transit system," Dana said. "We welcome the federal government as a partner in building Metro Rail -- the backbone of our rail system."

(OVER)

TRANSIT OFFICIALS SIGN METRO RAIL CONTRACT
August 27, 1986/Page Two

In addition to releasing \$225.6 million in federal funds to Metro Rail's MOS-1, the contract calls for LACTC to contribute \$176.6 million and to provide an additional \$203.7 million if future federal funds are delayed or unavailable. The City of Los Angeles will spend \$34 million; the state \$213.1 million; and revenues from benefit assessment districts will provide \$130.3 million.

The federal share, including previous allocations for design and engineering, is \$401.7 million in UMTA Section 3 discretionary grant monies and \$90.6 million in UMTA Section 9 formula monies. Future congressional appropriations may increase the total federal discretionary grant share to \$605.4 million. The total project cost for MOS-1 is \$1.25 billion.

The federal full funding contract is supported by several agreements covering local funding arrangements and project administration. One of these agreements provides for creation of a cost review panel which will monitor project costs and implement cost reduction efforts if budget overruns occur.

Another agreement provides in the event of cost overruns, that the LACTC and the City of Los Angeles will share costs equally up to a limit of 10 percent of the cost of the first 4.4-mile segment. After that point, the LACTC will cover cost overruns not eligible for federal reimbursement. Cost overruns resulting from inflation or natural disasters are eligible for federal cost sharing.

In addition to Metro Rail, the LACTC has committed funds to the 21-mile Long Beach-Los Angeles and the 17-mile Century Freeway rail lines, both of which are under construction. Other segments of an ultimate 150-mile voter-approved countywide rail system are under study.

The LACTC's funds for Metro Rail will come from the rail account of Proposition A, the county's half-cent sales tax, and State Transit Assistance monies already set aside.

SCRTD officials say they expect to break ground on Metro Rail in late September.



News

RTD-230

Contact: Stephen Parks/Jim Smart

(213) 972-6323

August 27, 1986

FOR IMMEDIATE RELEASE

METRO RAIL CONTRACT SIGNED;
 GROUNDBREAKING CEREMONY SET
 FOR SEPTEMBER 29, 1986

*Metro Red line
 phase 1
 funding agreement*

At an historic ceremony, Los Angeles officials and Urban Mass Transportation Administration (UMTA) Administrator Ralph Stanley Wednesday, August 27, 1986, signed contract agreements providing funding for the first 4.4 mile segment of the Metro Rail subway.

Attending the ceremony at the Los Angeles Chamber of Commerce Headquarters were Senator Pete Wilson and Congressmen Ed Roybal, Glenn Anderson and David Dreier. Also scheduled to attend were Los Angeles Mayor Tom Bradley, Supervisor Deane Dana, and Pat Russell, President of the Los Angeles City Council.

The agreements call for construction to begin on the first segment of Metro Rail which will run between Union Station and Wilshire and Alvarado in downtown Los Angeles. The first four mile segment is scheduled to begin operation in 1991-92 and is expected to carry an estimated 50,000 daily passengers.

More....

1st Add.

During construction, the RTD and other local agencies will move forward with design and planning of an extension to the initial segment, connecting with an already designed segment to run from Hollywood to Lankershim Blvd. in North Hollywood.

"The signing of these agreements finalizes all pre-construction activities for the Metro Rail project," said RTD Board President Jan Hall, who served as Mistress of Ceremonies at the signing ceremony. "We trust that all Metro Rail supporters and those interested in the project will attend our Groundbreaking Ceremony at 1st and Hill Street in downtown Los Angeles. The event is scheduled to begin at 9:30 a.m. September 29, 1986."

Signing the agreements were: Ralph Stanley, UMTA Administrator; Rick Richmond, Executive Director of the Los Angeles County Transportation Commission (LACTC); Mark Pisano, Executive Director, Southern California Association of Governments; and John Dyer, RTD General Manager.

The agreements commit the federal government to provide \$492.2 million to the project. The LACTC also agreed to commit \$176.6 million and also pledged \$203.7 million which is due to be repaid as future federal funds become available. The City of Los Angeles authorized \$34 million and agreed to share the costs of overruns with the LACTC.

More....

2nd Add.

The agreements call for UMTA to immediately release approximately \$225 million for the subway project.

In addition, the Southern California Association of Governments will program approximately \$49 million in anticipated federal funds toward the project.

The two final funding elements include \$213.1 million to be provided by the state. This money has already been set aside by the California Transportation Commission.

The total of \$130 million in funds will be raised from benefit assessment districts. Businesses within half-mile walking distance of the first four Metro Rail stations in downtown Los Angeles, and within one-third mile walking distance of the Wilshire-Alvarado station will be billed for these assessments. Annual assessments will continue through the year 2008 or until the entire \$130.3 million is collected.

"Now is the time to begin actual construction of the project," said Hall. "We hope those who work or travel near our construction sites will bear with us, for the building process will inconvenience some people -- but that inconvenience we hope will be short term and that everyone realizes once the project is in place, the entire community will benefit from it."

NEWS



LOS ANGELES COUNTY TRANSPORTATION COMMISSION 403 West 8th St., Suite 500, Los Angeles, CA 90014 (213) 626-0370

SEPTEMBER 8, 1986

CONTACT: ANN REEVES/ERICA GOEBEL
COMMUNICATIONS

FOR IMMEDIATE RELEASE

LACTC TO HOLD OPEN HOUSES ON FINDINGS OF SFV RAIL ROUTE STUDY

The Los Angeles County Transportation Commission (LACTC) has scheduled four workshops in the San Fernando Valley to provide more in-depth technical information on the findings of a rail route study it has been conducting in the area. The workshops will focus on impacts associated with the two eastern alternatives, along Burbank and Chandler boulevards, between Fulton on the west and Lankershim on the east.

Since October 1985, LACTC has been studying possible routes through the mid-Valley for an east-west rail transit line that would connect North Hollywood and the west Valley.

All the workshops will be held at the Valley Cities Jewish Community Center, 13164 Burbank Boulevard, from 7:00-9:00 p.m. As the workshops progress, additional topics or sessions may be added.

(OVER)

SFV RAIL ROUTE OPEN HOUSES
September 8, 1986/Page Two

- Sept. 16 -- What is LACTC? What is our rail development process? What is light rail?
- Sept. 23 -- Alternative alignments, station site plans, operation/construction overview, safety/security, patronage.
- Sept. 30 -- Traffic and parking impacts and mitigations, land use impacts and mitigations.
- Oct. 7 Noise/vibration impacts and mitigations, other impacts and mitigations.

LACTC staff will review with residents and community leaders the latest technical findings of the study and answer any questions they may have. Maps, sketches and engineering drawings will be on view.

For more information, call Steve Lantz, LACTC's Community Relations Manager at (213) 626-0370.

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News

L.A.C.T.C. Contact: Marc Littman/Jim Smart
Received

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RTD-029

(213) 972-6323

March 2, 1987

FOR IMMEDIATE RELEASE

RTD SCHEDULES METRO RAIL

PUBLIC HEARING MARCH 14

RTD directors will hold a public hearing Saturday, March 14, to consider comment on a draft report that examines the social, environmental and economic impacts of five alternative alignments for linking Metro Rail's downtown subway segment with Hollywood and the San Fernando Valley.

The hearing on the draft Subsequent Environmental Impact Report (SEIR) begins at 10 a.m. and will be held in the second floor Board room at RTD headquarters, 425 S. Main St. in downtown Los Angeles.

RTD directors are expected to adopt a new preferred alignment from one of the five alternatives, or a combination, in April. That decision will not affect construction of Metro Rail's initial 4.4 mile subway segment extending between Union Station and Wilshire and Alvarado. Groundbreaking on that portion was held last fall.

More...

1st Add.

During the past year, RTD has held more than two dozen community meetings to garner public input in preparing options for realigning the middle portion of the original Metro Rail route after Congress mandated it be changed to avoid tunneling through methane gas risk zones in the Fairfax area.

Some 30 alternatives were considered but the list was pared to five after further analysis of land use and development, cost, service and environmental issues.

The original all subway route extended 18.6 miles and featured 18 stations including an optional Hollywood Bowl stop. The alignment ran under Wilshire Boulevard to Fairfax Avenue then through Hollywood and over the Cahuenga Pass to Universal City and North Hollywood.

The five candidate alignments considered in the SEIR range in length from 19.7 to 20.5 miles with 17 to 20 stations. Only one option is all subway. The rest feature both subway and elevated configurations. The cost of constructing the various alignments range from \$2.641 billion to \$3.125 billion as measured in 1985 dollars. Ridership forecasts range from 324,000 to 354,000 daily boardings in the year 2000.

Based on current funding forecasts, RTD believes all the systems except candidate alignment 1 can be completed by the year 2000.

More....

2nd Add.

o Candidate alignment 1 is an all subway alignment with service on Wilshire Boulevard to Fairfax Avenue. It branches north up Vermont Aveue and continues west on Hollywood Boulevard just past Vine Street before tunneling through the Santa Monica Mountains to Universal City and North Hollywood. Total length is 20.4 miles/19 stations. Construction costs in 1985 constant dollars are estimated at \$3.125 billion. Year 2000 ridership is projected at 337,000 daily boardings.

This alignment could not be built, however, unless Congress rescinds its mandate that Metro Rail cannot tunnel through methane gas risk zones in the Fairfax District. It is included in the SEIR for discussion purposes only.

o Candidate alignment 2 features both subway and aerial configurations. The system would transition from subway to aerial on Wilshire Boulevard between Wilton Place and Irving Boulevard and continue in that mode to Fairfax Avenue. Elevated train service also would be provided on Vermont and Hollywood Boulevard. It would transition back to subway on Hollywood Boulevard between Bronson Avenue and Gower Street and turn northwest through the Santa Monica Mountains to the Valley just past the Hollywood/Vine station. Total length is 20.4 miles (14 subway miles/6.4 aerial)/19 stations. Construction costs in 1985 constant dollars are estimated at \$2.641 billion. Year 2000 ridership is projected at 337,000 daily boardings.

More....

3rd Add.

o Candidate alignment 3 features both subway and aerial configurations. It features the same elevated train service on Vermont and Hollywood Boulevard as candidate alignment 2. The western branch would be all subway with service along Wilshire Boulevard that veers southwest after the Wilshire/Western station. There would be a subway station on Crenshaw and a temporary terminal station at Pico/San Vicente. Total length is 19.9 miles (16.2 subway miles/3.7 aerial)/ 18 stations. Construction costs in 1985 constant dollars are estimated at \$2.756 billion. Year 2000 ridership is projected at 324,000 daily boardings.

o Candidate alignment 4 features both subway and aerial configurations. It features elevated train service on Vermont and Sunset Boulevard. The western branch also would have elevated service on Wilshire Boulevard to Fairfax Avenue. Total length is 20.5 miles (14.1 subway miles/6.4 aerial)/20 stations. Construction costs in 1985 constant dollars are estimated at \$2.721 billion. Year 2000 ridership is projected at 344,000 daily boardings.

o Candidate alignment 5 features both subway and aerial configurations. It is the only option with service on Western Avenue. Subway service would be provided on Western Avenue. The route curves northwest to Sunset after the Western/Santa Monica station. It runs west on Sunset before branching north to the Valley just west of Sunset and Vine. Total length is 19.7 miles (16.9 miles subway/2.8 aerial)/17 stations. Construction costs in 1985 constant dollars are estimated at \$2.719 billion. Year 2000 ridership is projected at 354,000 daily boardings.

More....

4th Add.

The public is encouraged to attend the March 14 Saturday hearing and present oral or written testimony on the social, economic and environmental impacts of these five candidate alignments as detailed in the SEIR document.

Persons unable to attend may submit their written comments by April 7 to Mr. Nadeem Tahir, RTD, 425 S. Main St., Los Angeles 90013.

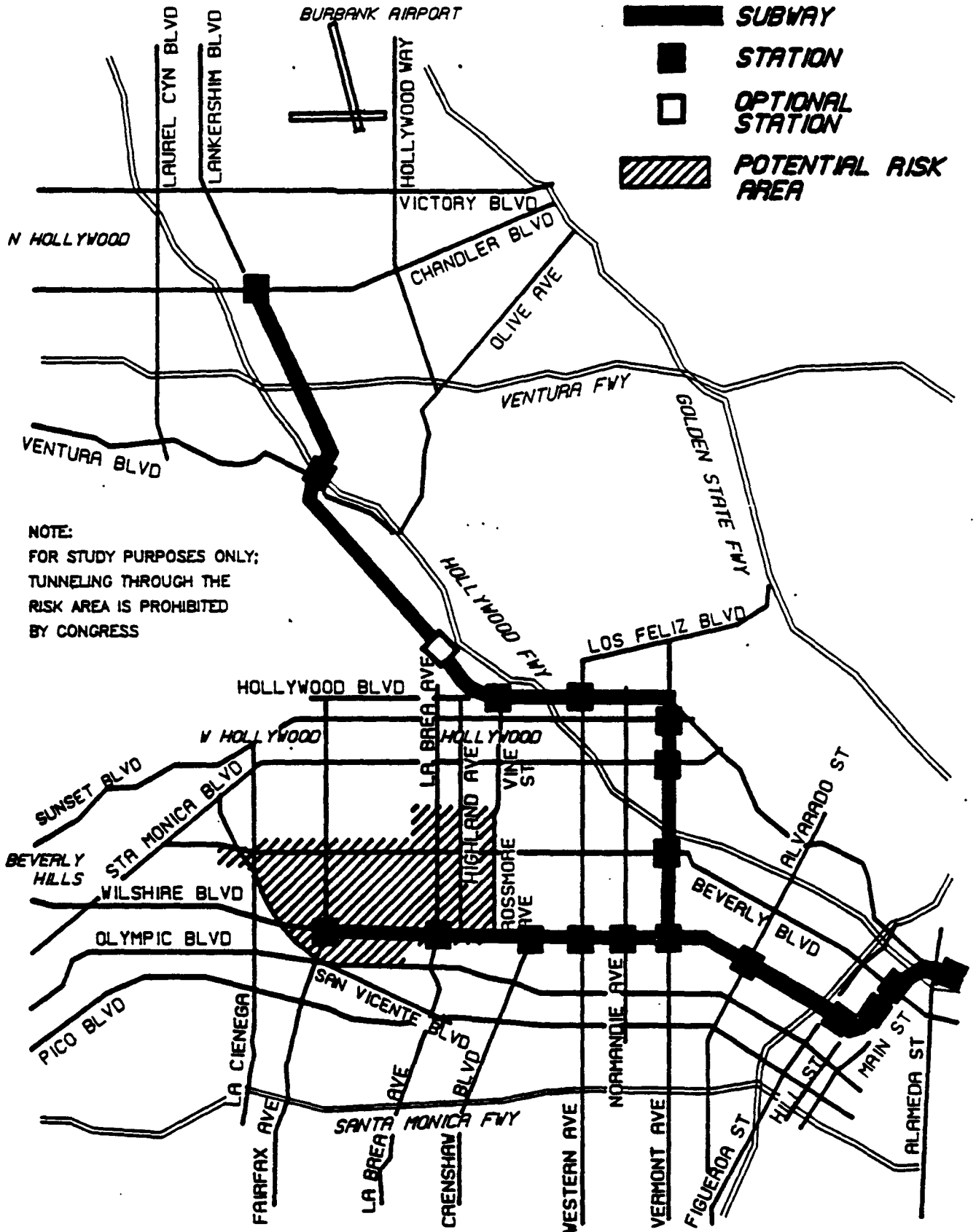
To request a copy of the SEIR or for more Metro Rail information, call RTD Local Government and Community Affairs at (213) 972-6456.

The SEIR proceedings satisfy California environmental regulations for major construction projects. A similar process will be undertaken later this year to meet federal requirements. Construction of Metro Rail's second phase beyond downtown Los Angeles will begin after the U.S. Urban Mass Transportation Administration sanctions that environmental review of the project and pending Congressional earmarking of federal construction monies.

CORE STUDY AREA

CANDIDATE ALIGNMENT 1

VERMONT/HOLLYWOOD BLVD./WILSHIRE SUBWAY

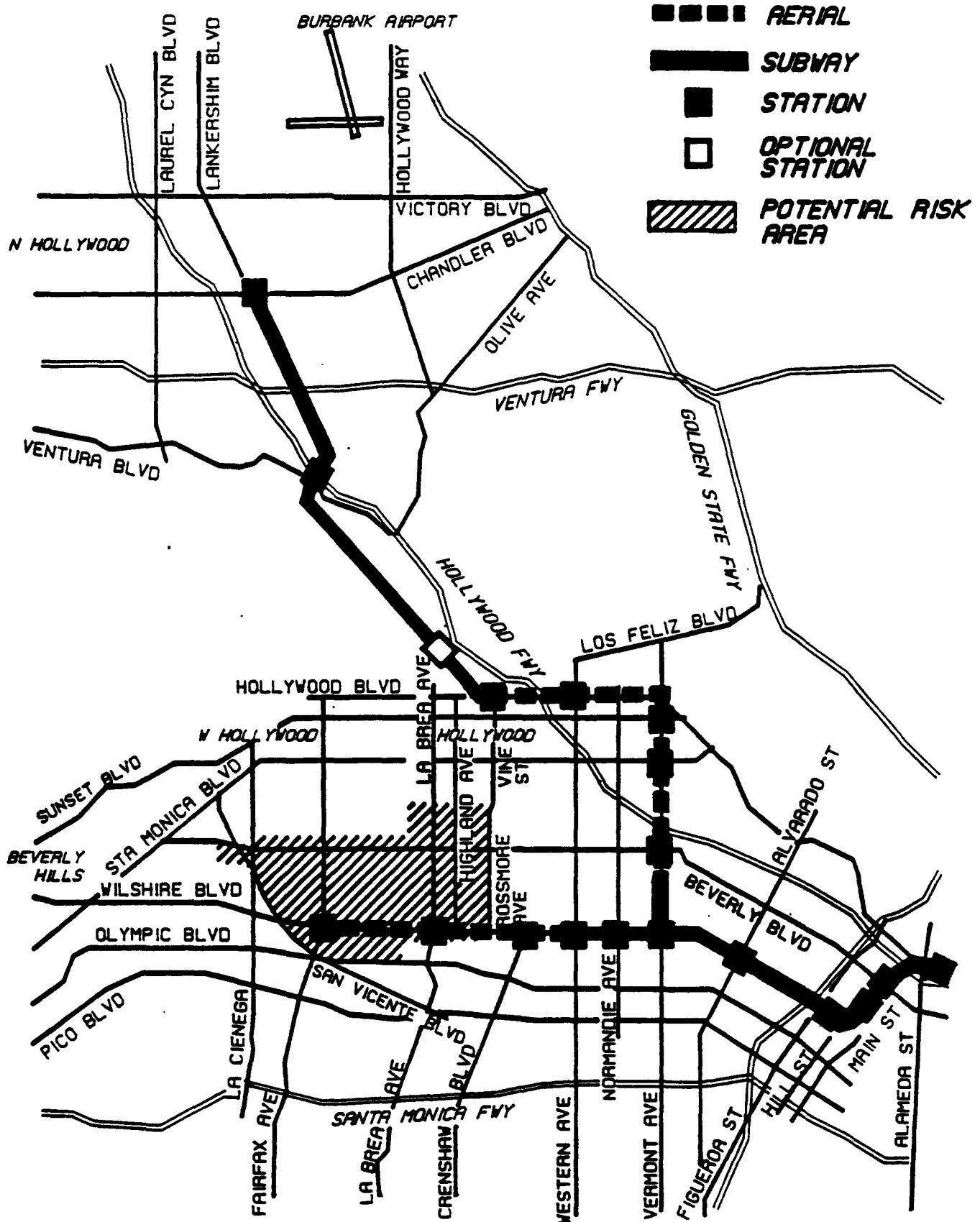


NOTE:
 FOR STUDY PURPOSES ONLY;
 TUNNELING THROUGH THE
 RISK AREA IS PROHIBITED
 BY CONGRESS

CORE STUDY AREA

CANDIDATE ALIGNMENT 2

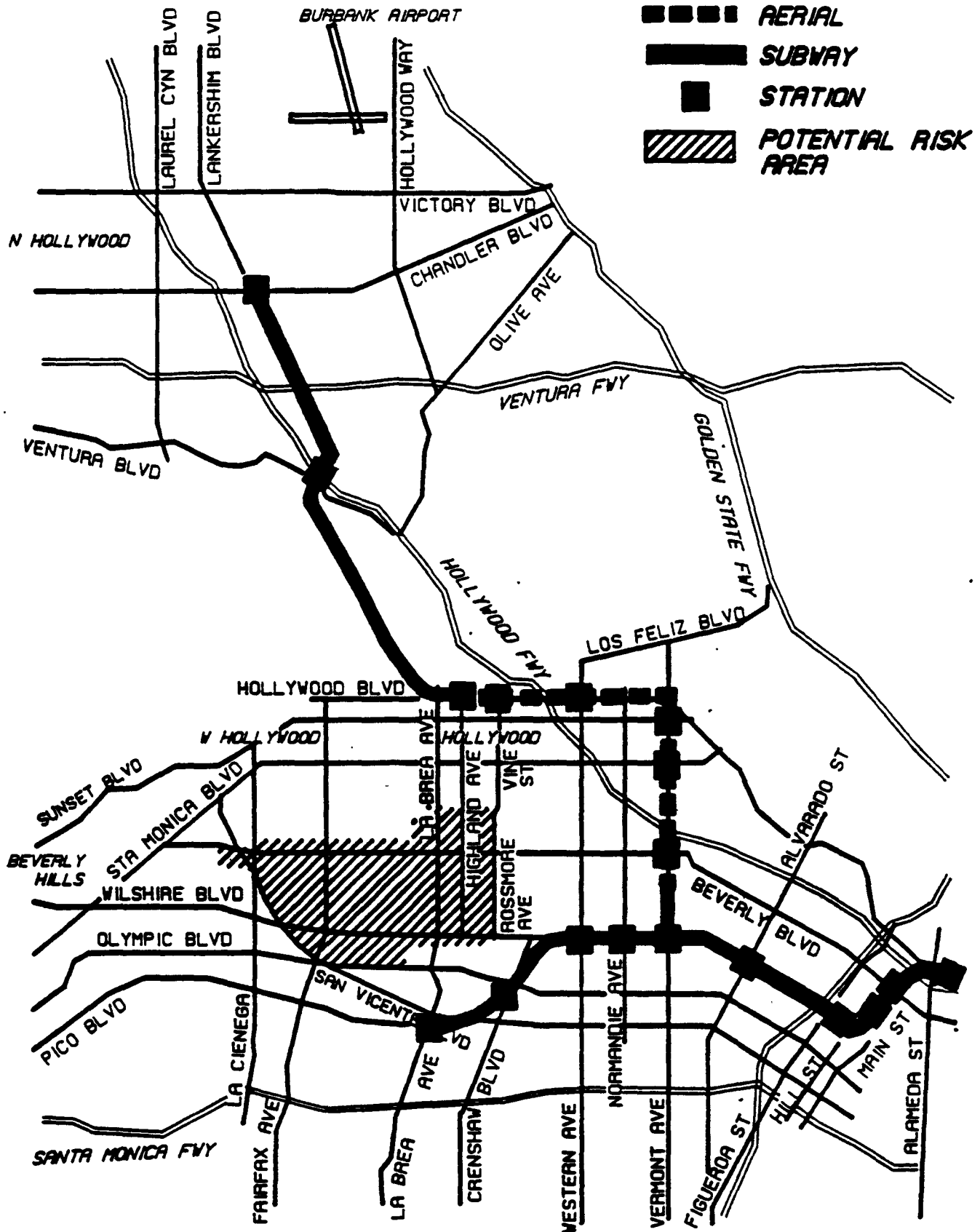
VERMONT/HOLLYWOOD BLVD./WILSHIRE AERIAL



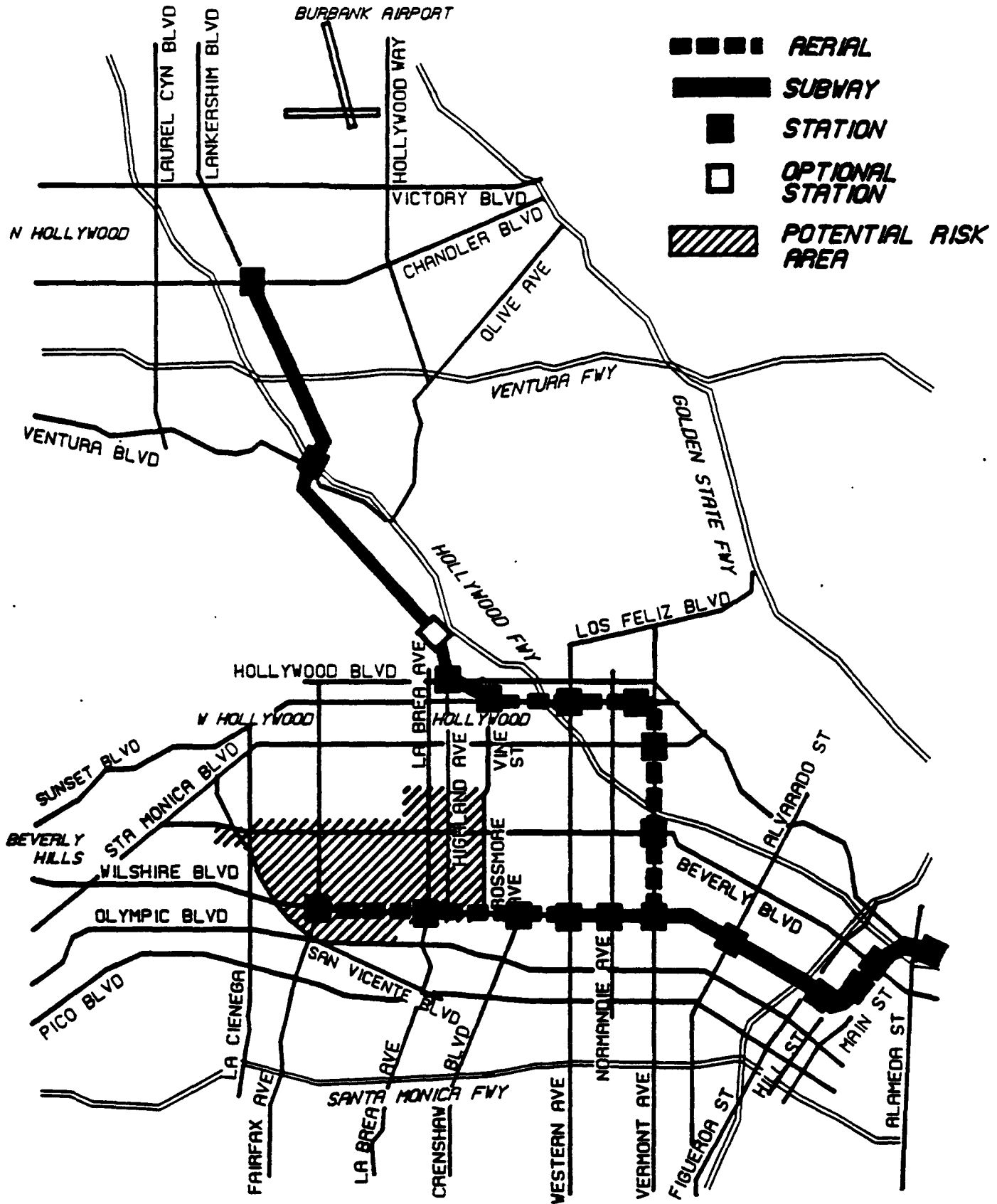
CORE STUDY AREA

FINAL CANDIDATE ALIGNMENT 3

VERMONT/HOLLYWOOD. AERIAL, PICO/SAN VICENTE SUBWAY



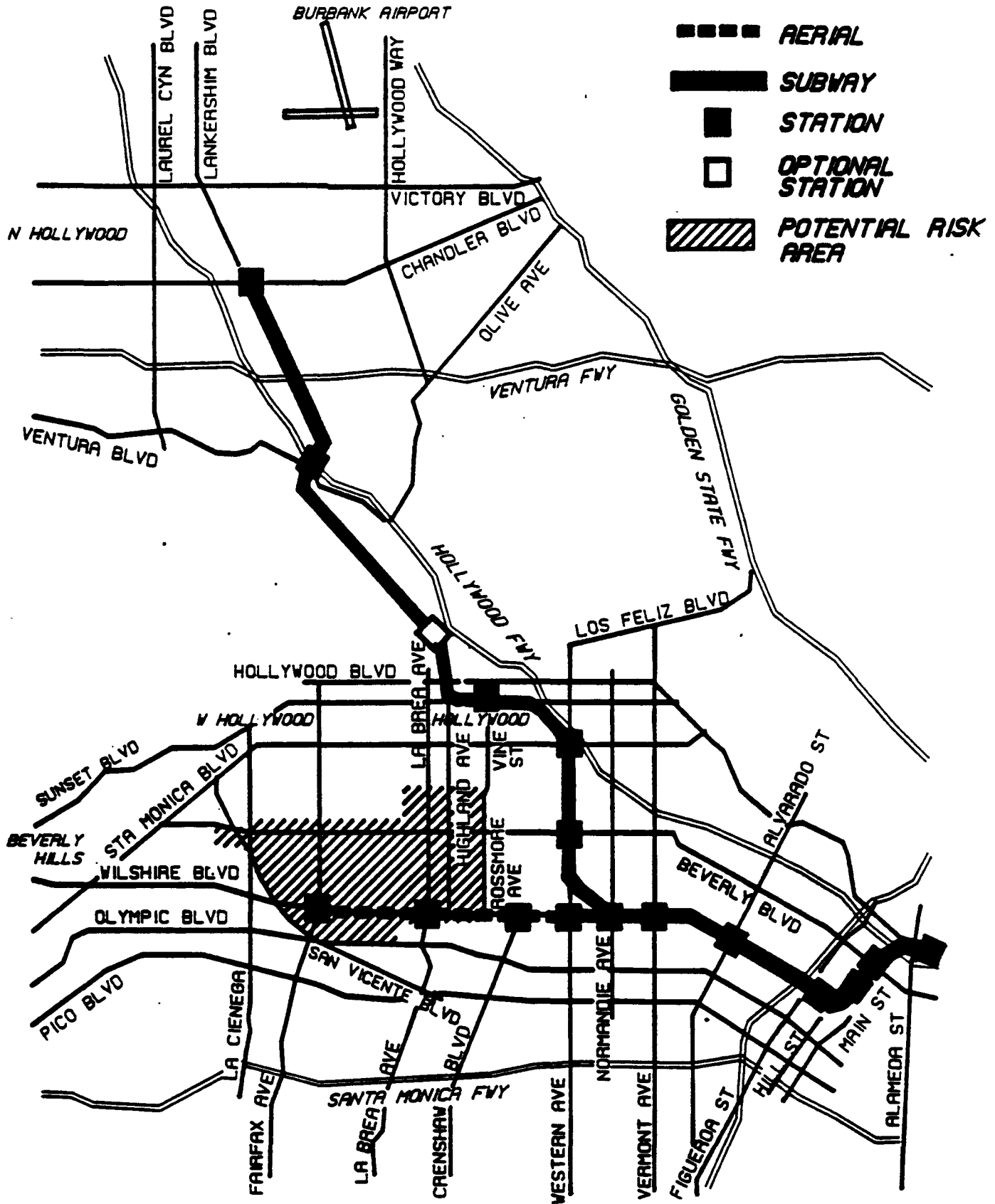
CORE STUDY AREA CANDIDATE ALIGNMENT 4 VERMONT/SUNSET/WILSHIRE AERIAL



CORE STUDY AREA

CANDIDATE ALIGNMENT 5

WESTERN/SUNSET SUBWAY, WILSHIRE AERIAL



NEWS



LOS ANGELES COUNTY TRANSPORTATION COMMISSION 403 West 8th St., Suite 500, Los Angeles, CA 90014 (213) 626-0370

September 17, 1987

CONTACT: ROBERTA TINAJERO/ERICA GOEBEL
COMMUNICATIONS

FOR IMMEDIATE RELEASE

SAN FERNANDO VALLEY COMMUNITY MEETING SCHEDULED ON RAIL TRANSIT STUDY

The Los Angeles County Transportation Commission (LACTC) is considering routes for an east/west rail transit line in the San Fernando Valley. Engineers have prepared an initial evaluation of the five route alternatives in the San Fernando Valley. All the routes have been evaluated for engineering feasibility. In addition, major environmental issues to be further explored in an environmental impact report have been identified. LACTC is making this initial evaluation available for public review, questions and comments at a series of informal community meetings.

The meetings will be held:

Sept. 28, 1987
6:30 p.m.

LAWRENCE JUNIOR HIGH SCHOOL
10100 Variel St.
Chatsworth

Sept. 30, 1987
6:30 p.m.

NO. HOLLYWOOD HIGH SCHOOL
5231 Colfax Ave.
No. Hollywood

(over)

**MEETINGS ON RAIL TRANSIT
SEPT. 17, 1987/PAGE 2**

**Oct. 5, 1987
6:30 p.m.**

**BIRMINGHAM HIGH
SCHOOL
17000 Haynes St.
Encino**

**Oct. 7, 1987
6:30 p.m.**

**GRANT HIGH
SCHOOL
13000 Oxnard St.
Van Nuys**

Anyone interested in receiving more information about the community meetings or the rail transit study is encouraged to call LACTC's Community Relations Manager Steve Lantz at (213) 626-0370.

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News

L.A.C.T.C.
Receiv

RTD-062

Contact: Greg Davy/Jim Smart

1988 APR -7 PM 10:30

(213) 237-0360

April 5, 1988

FOR IMMEDIATE RELEASE

RTD RAPID TRANSIT COMMITTEE

GETS METRO RAIL PROGRESS REPORT:

IT'S ON TIME AND UNDER BUDGET

Construction work on Metro Rail's first 4.4-mile segment (MOS-1) continues well under budget and on schedule for an early 1993 opening, it was reported today to the RTD Board of Directors' Rapid Transit Committee.

The \$1.25 billion project is \$88.7 million under the originally approved budget after the awarding of 19 contracts, and is on track toward carrying its first paying passengers in January of 1993, said William Rhine, Assistant General Manager for Transit Systems Development.

Several unforeseen circumstances culminated in an eight-month delay in the opening of Metro Rail, announced last January. Since then, Rhine said, the RTD and its contractors have solved the problems and are making excellent headway.

"I'm very happy with the progress we've made so far," Rhine said. "The tunnel at Wilshire and Alvarado street is 3,100 feet long and growing daily, and holes are being dug for underground stations."

A water treatment facility is being built at the Union Station site to neutralize the sulphurous groundwater

more ...

Add 1

discovered there. Despite the delay, tunneling and station construction should begin on time this June.

"In any project of this size and scope, occasional problems will crop up that take time to solve," Rhine said. "We don't expect any of them to affect our opening date."

Other items reported to the committee:

- o Since the RTD implemented control procedures last September, changes to contracts requested by contractors take the District an average of less than 15 days to process. As of March 1, RTD had approved 80 of the 277 change orders requested.

- o Some contractors are behind their originally planned construction schedules, due largely to the discovery of contaminated materials. This is not expected to affect the opening date.

- o Eighty-nine of the 96 parcels of land required for completion of MOS-1 have been acquired. The remaining seven are scheduled for acquisition in time for the planned construction on those sites.



News

RTD-099

Contact: Greg Davy/Jim Smart

(213) 237-0360

May 20, 1988

FOR IMMEDIATE RELEASE

METRO RAIL TUNNELING BEGINS AT 5TH AND HILL
STREETS; PROJECT \$87.3 MILLION UNDER BUDGET

Construction is set to begin on another segment of what will soon be 4.4 miles of twin tunnels running under downtown Los Angeles. The new work will start soon beneath the site of Metro Rail's 5th and Hill Street station.

Contractor Shank-Ohbayashi is putting finishing touches on a specially designed tunnel digging machine and "muck" hauling system that will soon begin excavating the first of two tunnels connecting 5th and Hill streets with 7th and Flower streets.

The first 284 feet of the tunnel was dug by hand and with conventional tunneling equipment to make room for assembling the digging machine and muck removal system.

Shank-Ohbayashi also is building the tunnels connecting Wilshire Boulevard and Alvarado Street with 7th and Flower streets under a separate contract. The first of two tunnels has been completed at that site, with work scheduled to begin soon on the second tunnel.

The first 4.4-mile segment of the Metro Rail project (MOS-1) continues well under the originally planned budget, said Bill Rhine, acting assistant general manager for transit

more ...

Add 1

systems development.

"We've awarded 28 of the 68 available contracts in the project, and we're \$87.3 million under the original estimates," Rhine said. "The competitive bidding for our contracts is continuing at a hot pace, to the benefit of our project."

At the Union Station site, a water treatment plant built to treat sulphurous ground water discovered there is nearing completion and will be in operation within the next few weeks. The station construction contract is expected to be awarded at the regular RTD Board of Directors meeting May 26.

When completed in January of 1993, the \$1.25 billion first segment will serve five stations in the downtown Los Angeles area and will connect with the Long Beach Light Rail Line at 7th and Flower streets.

NEWS



LOS ANGELES COUNTY TRANSPORTATION COMMISSION 403 West 8th St., Suite 500, Los Angeles, CA 90014 (213) 626-0370

NOVEMBER 3, 1988

CONTACT: ANN REEVES/ROBERTA TINAJERO
COMMUNICATIONS

FOR IMMEDIATE RELEASE

LACTC MOVES METRO RAIL PROJECT AHEAD

Today, (November 3) in order to keep the county's subway project on time and on budget, the Los Angeles County Transportation Commission submitted to the Urban Mass Transportation Administration the grant application for \$667 million for the second phase of design and construction of Metro Rail. This is one of the key steps in securing a full-funding agreement with UMTA to allow the project to move forward.

This application contains the commitments from the City of Los Angeles, (\$124 million), the state (\$302 million), and the LACTC (\$508.5 million) for their shares of the project. The second phase of the subway will run from Wilshire/Alvarado to Wilshire/Western and to North Hollywood. This 13-mile segment is budgeted at \$2.195 billion.

The LACTC submitted the application as the official grantee to receive the federal funds for the Metro Rail project's second phase. The LACTC was designated the grantee on October 24, an action that involved the Southern California Association of

(OVER)

LACTC MOVES METRO RAIL PROJECT AHEAD
November 3, 1988/Page 2

Governments amending the transportation-improvement program for the region. When UMTA releases the \$667 million in funds, authorized by Congress, they will be sent to the LACTC in phased installments through 1991.

To control costs and avoid duplication of construction efforts, the LACTC has approved the creation of a rail subsidiary corporation that will design and build the countywide rail transit system, including Metro Rail, the Long Beach - Los Angeles, and the Norwalk-El Segundo lines. LACTC has offered the Southern California Rapid Transit District joint control of the corporation, but they have declined the offer. The articles of incorporation and by-laws to create the construction corporation are being filed with the Secretary of State this week.

The Southern California Rapid Transit District has been the recipient of federal funds for Metro Rail's first 4-mile phase, which they are currently constructing between Union Station and Wilshire and Alvarado.

By law, the LACTC was given responsibility over rail transit in L.A. County in 1976 when it was created by the State of California. This responsibility was reaffirmed by a majority of the county's voters in 1980, when they approved the LACTC's ballot measure, Proposition A, which gave the LACTC sole authority to manage millions of dollars of local tax money to be used in building the rail system.

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NEWS



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JANUARY 11, 1989

CONTACT: ANN REEVES/ROBERTA TINAJERO
COMMUNICATIONS

FOR IMMEDIATE RELEASE

REED BECOMES NEW LACTC CHAIR

Santa Monica Councilmember Christine E. Reed is the 1989 chair of the Los Angeles County Transportation Commission, replacing Los Angeles County Supervisor Pete F. Schabarum, who will remain active as a Commission member. Reed served as vice-chair during 1988, and automatically assumed the role of chair at the January 11th meeting.

In a Commission election, Los Angeles County Supervisor Edmund D. Edelman became vice-chair.

Reed is one of two Commission members who represents the cities in the county except Long Beach and Los Angeles. She served as a Commission alternate from 1977 to 1982, when she was elected as a commissioner. She currently chairs the LACTC's Transit Committee and in the past has chaired the Government Relations and Finance Committee. Looking to the year ahead, Reed sees several major accomplishments happening during her term. "We'll be implementing an eight-point plan toward an improved working relationship with the SCRTD. Another milestone will be the selection of the next rail transit route for the county's 150-mile system, and then

(OVER)

REED BECOMES NEW LACTC CHAIR

January 11, 1989/Page 2

adopting a full rail plan for the future beyond the current rail construction plans. We can also look forward to working closely with state legislators in looking for additional funds for improving our local streets and highways."

Reed was first elected to the Santa Monica City Council in 1975 and is currently serving her fourth term; she served as Mayor of Santa Monica from 1984 to 1986. She recently chaired the Santa Monica Bay Study Committee and is now a member of a steering committee to restore the Santa Monica Bay. She is the current second vice-president for the Southern California Association of Governments.

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NEWS



LOS ANGELES COUNTY TRANSPORTATION COMMISSION 403 West 8th St., Suite 500, Los Angeles, CA 90014 (213) 626-0370

MARCH 27, 1989

CONTACT: ANN REEVES/ROBERTA TINAJERO
COMMUNICATIONS

FOR IMMEDIATE RELEASE

LACTC BEGINS CONSTRUCTION OF RAIL TRANSIT "LOOP" IN DOWNTOWN LONG BEACH

The Los Angeles County Transportation Commission (LACTC) has begun construction of a one-way rail transit "loop" that will encircle the downtown area of Long Beach. The loop is part of the 22-mile rail transit line, scheduled to open next year, that will connect downtown Long Beach with downtown Los Angeles.

The loop begins at the intersection of Long Beach Boulevard and Eight Street, where the double-track line becomes a single set of tracks running south on Long Beach Boulevard to First Street, east on First to Pacific Avenue, north on Pacific to Eight Street, and east on Eight to Long Beach Boulevard, where it turns north. Four stations will serve the loop, providing easy access to the businesses and services in the area, including the new World Trade Center. (See attached map.)

"The Long Beach City Council proposed the loop in December 1986," said LACTC Commissioner and County Supervisor Deane Dana, whose district includes Long Beach. "The original design had two-way tracks down Long Beach Boulevard ending at First Street. The Commission agreed that the loop would be a better way to serve the civic center

(OVER)

LOOP CONSTRUCTION IN LONG BEACH
March 27, 1989/Page 2

and to take advantage of the new First Street Transit Mall."

Working with city officials, LACTC drew up a construction schedule *not correct ending date according to the center,* designed to cause as little disruption as possible to businesses, pedestrians and vehicles until the loop is completed in February 1990. On Long Beach and Pacific boulevards, two lanes of traffic in each direction will remain open at all times and one lane of parking will usually be available, on the side of the street opposite from where work is progressing. Throughout the construction, all streets will be open for deliveries and pedestrians. After the loop is finished, all streets will have the same number of traffic lanes as before. On Long Beach Boulevard below Seventh Street, southbound, the bus lane will be eliminated.

Work will generally take place between 7 a.m. to 4 p.m. Mondays through Fridays, with some intersection work done at nights or on weekends.

Construction of the loop is being done in two phases: widening the streets and preparing the track.

Street widening consists of temporarily removing street furniture such as lights, parking meters, mail boxes, bus shelters, street signs and sidewalks. Utility companies will dig trenches to move underground utility lines out of the path of the rail line. Then the sidewalks and driveway will be repoured. Next the street is excavated to prepare for the tracks of the rail line. Later, streets will be repaved, street furniture replaced and landscaping replanted.

Trackwork involves clearing the median strip of the street and laying the ties and rails. Then, side lighting and poles to support the

(MORE)

overhead electric power system for the trains will be installed. Rail transit stations will be built by pouring a concrete foundation and later adding platforms, roofs, benches, and ticket machines.

To accommodate the construction, buses have already been rerouted from the First Street Transit Mall to Ocean Boulevard and from Pacific Avenue to Pine Avenue. Long Beach Transit will have an information booth on Ocean Boulevard between Long Beach Boulevard and Pine Avenue until buses return to the First Street Transit Mall.

The approximate construction schedule is:

LONG BEACH BOULEVARD

<u>FROM</u>	<u>TO</u>	<u>WHAT</u>	<u>WHERE</u>
April	June 1989	Sidewalk Work	West Side
June	August 1989	Sidewalk Work	East Side
September	December 1989	Trackwork	In Center

PACIFIC AVENUE

<u>FROM</u>	<u>TO</u>	<u>WHAT</u>	<u>WHERE</u>
April	Mid-June 1989	Sidewalk Work	East Side
Mid-June	July 1989	Sidewalk Work	West Side
August	November 1989	Trackwork	In Center

FIRST STREET

Construction will begin in April 1989. Between Pacific Avenue and Long Beach Boulevard the street will be closed, except for delivery vehicles and pedestrians. The entire street and sidewalk area will

be removed and replaced. Utility lines, sidewalks and driveways will be the first order of work. This will be followed by trackwork, pouring the station foundation, and restoring the street. Tracks at the intersection of First Street and Pacific Avenue will be installed early to facilitate the rerouting of bus traffic from Pine Avenue to Pacific Avenue. The First Street segment of the loop is expected to be completed in October 1989.

EIGHTH STREET

Construction will begin in April 1989. Between Pacific Avenue on Long Beach Boulevard the entire street will be closed, except to delivery vehicles and pedestrians. Work on Eighth Street will consist of removing the existing pavement for the installation of utilities and the track. The Eighth Street portion of the loop is expected to be completed in December 1989.

Construction in the rest of downtown Long Beach, on Long Beach Boulevard from Eight Street to Willow Street, is proceeding on schedule. Street widening has been completed and rails are being laid into concrete in the median of the boulevard. When the work is finished in July, the boulevard will have the same number of traffic lanes as before, but protected left-turn pockets will have been created at major intersections to take traffic across the tracks and on-street parking will have been reduced.

LACTC maintains a field office at 2601 Long Beach Boulevard, with Community Relations Specialist John Higgins on hand to answer questions and respond to the public's concerns. "We're doing everything we can to make sure business goes on as usual," Higgins said. Higgins can be reached at 213/424-0061.

(MORE)

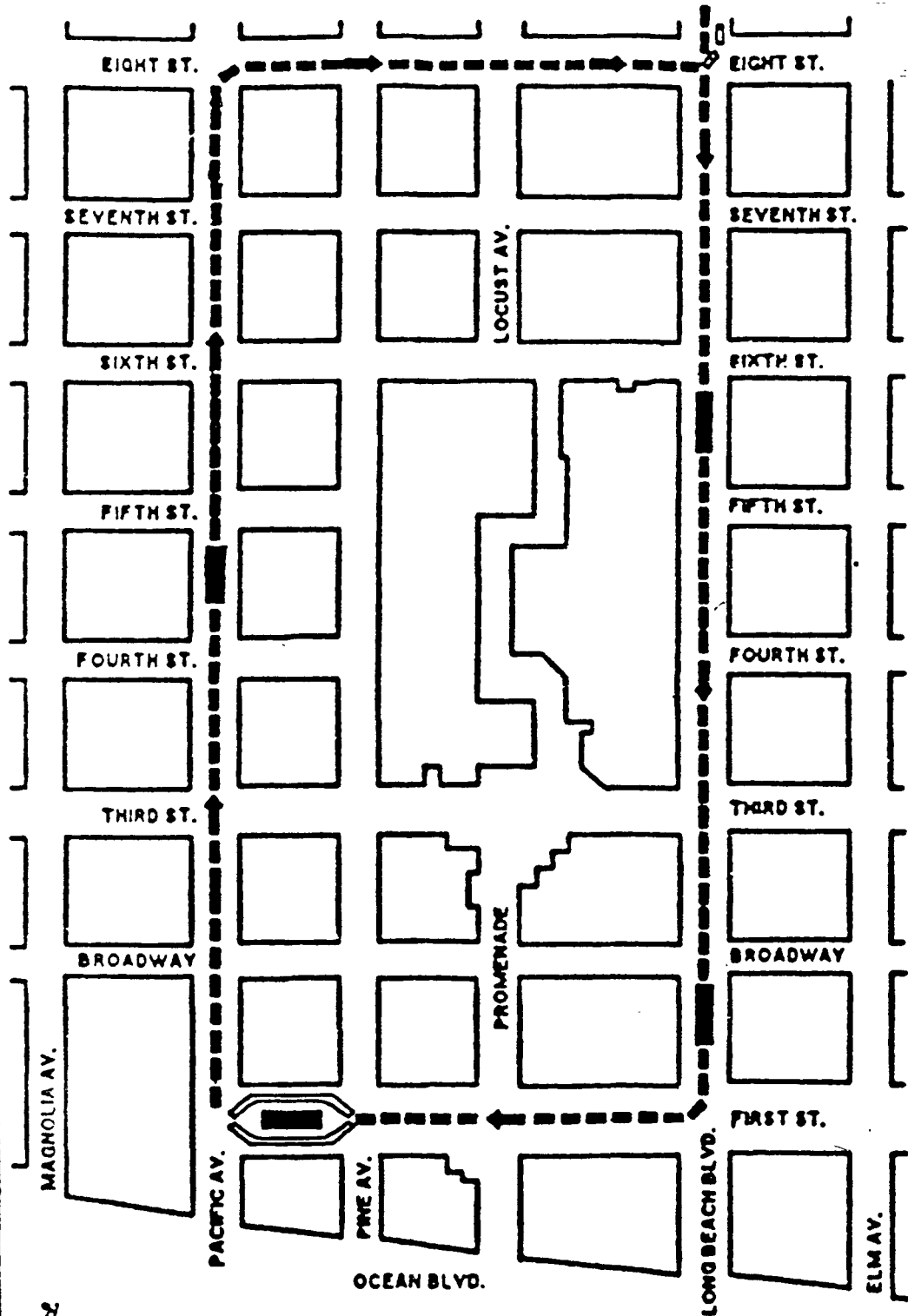
LOOP CONSTRUCTION IN LONG BEACH
March 27, 1989/Page 5

When it opens in 1990, the Long Beach-Los Angeles rail transit line will be called "The Blue Line." It will be the first operating link in a 150-mile rail transit system to be known as "The Los Angeles Metro." The Blue Line will link up with the downtown-L.A.-to -North Hollywood subway (The Red Line) and with another rail line (The Green Line) down the center of the new I-105 freeway being built from Norwalk to the LAX area.

The Blue Line will cost an estimated \$752 million and is being paid for entirely from L.A. County's local Proposition A sales tax.

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LIGHT RAIL LOOP ALIGNMENT



 STATION

SEPTEMBER 21, 1997

NEWS



LOS ANGELES COUNTY TRANSPORTATION COMMISSION 403 West 8th St., Suite 500, Los Angeles, CA 90014 (213) 626-0370

APRIL 26, 1989

CONTACT: ERICA GOEBEL
COMMUNICATIONS

FOR IMMEDIATE RELEASE

LACTC REAFFIRMS METRO RED LINE FUNDING PLANS

The Los Angeles County Transportation Commission reaffirmed its commitment to build the entire 17.3 miles of the Metro Red Line subway from Union Station to North Hollywood at its recent monthly meeting.

"The LACTC views the 12.9 miles of the Metro Red Line that remain to be funded and constructed as one, single project, having the highest priority of all rail projects in Los Angeles County," said LACTC Chair Christine Reed.

The LACTC will be applying for the next installment of federal funds to help support the project beyond the 4.4 miles currently under construction. This \$667 million was authorized by Congress in the 1987 Surface Transportation Assistance Act.

"Fast action to get a contract with the federal government is necessary to avoid further cost increases in the project. Each month of delay raises the costs by \$40 million," said LACTC Executive Director Neil Peterson.

(OVER)

LACTC REAFFIRMS METRO RED LINE FUNDING PLANS
April 26, 1989/Page 2

Additional federal funding over and above the \$667 million is required and is expected to be authorized in 1991 when Congress passes a 5-year update to the Surface Transportation Assistance Act.

The entire Metro Red Line project is 53 percent federally funded, and 47 percent locally funded, with matching dollars provided by the City of Los Angeles, benefit assessments, the state and LACTC.

"This project is a model for the rest of the nation because of the large local fund contribution," said Reed.

To make sure no time is lost, the LACTC will advance money from its budget to allow design to take place all the way to North Hollywood, anticipating that the federal government will permit these local funds to be counted as local match towards the completion of the entire project.

The LACTC expects to have the Urban Mass Transportation Administration's signature on the full funding document by July.

The LACTC was designated the grantee of Metro Red Line funds in November 1988, and will contract with the Southern California Rapid Transit District to build the project. The first 4.4-miles of the project are currently under construction. Operation of the initial segment from Union Station to Wilshire/Alvarado is expected to begin in 1993. The entire project to North Hollywood is expected to open by the year 2001.

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NEWS



LOS ANGELES COUNTY TRANSPORTATION COMMISSION 403 West 8th St., Suite 500, Los Angeles, CA 90014 (213) 626-0370

MAY 23, 1989

CONTACT: ERICA GOEBEL/ROBERTA TINAJERO
COMMUNICATIONS

FOR IMMEDIATE RELEASE

EXCLUSIVE TO: PUBLIC ADMINISTRATION
ASSOCIATION MAGAZINE

L.A. IS GETTING BACK ON TRACK

The face of Los Angeles County is changing and nowhere is it more apparent than along the routes of three rail transit lines now under construction. The three interlinking lines represent 46 miles of a 150-mile rail transit system being built by the Los Angeles County Transportation Commission (LACTC). "Electric rail transit reduces demands on our freeways and roads, moves large quantities of people very efficiently, and costs less than building freeways," said Ed McSpedon, LACTC director of design and construction.

The Los Angeles system, known as "The Metro," will consist of about 110 miles of surface rail and 40 miles of subway. The first leg of the rail system to open will be the \$752-million Long Beach-to-Los Angeles Blue Line in the summer of 1990. The 22-mile line will run north-south connecting the central business districts of the county's two largest cities. Approximately 35,000 daily passengers are expected to ride the line by the end of its first year of operation.

(OVER)

L.A. IS GETTING BACK ON TRACK
May 23, 1989/Page 2

The line runs mostly on its own right-of-way on the street surface and then enters a six-block tunnel in downtown LA. The tunnel is being constructed using the "cut and cover" method, so named because once the first stage of digging is completed, the street is covered over with wooden planks. This method allows traffic to run at street level while workmen continue construction underground. The Blue Line will meet up with the Metro Red Line at a shared underground station at 7th and Flower streets in downtown.

The 4.4 mile Red Line is scheduled to open in 1994. A monumental tunneling job is underway along the subway's entire downtown length, from Union Station--its terminal point at Los Angeles' historic railroad depot--to Wilshire Boulevard and Alvarado Street. Huge mechanized mining machines, 30 to 40-feet below ground, bite into the earth to shape the subway's twin tunnels. The Metro Red Line is predicted to carry 55,000 passengers by the year 2000. The Red Line project cost is \$1.25 billion.

Residents along the Long Beach-Los Angeles corridor had a glimpse of their first modern rail cars when Sumitomo Corporation of America/Nippon Sharyo of Japan delivered the first car in June 1989 and began testing. "The rail vehicles are similar to those used in San Diego, San Jose, Sacramento, and San Francisco," said McSpedon. "Each has a 230 passenger capacity, is powered by electric motors, is fully air conditioned, and will offer a quiet, smooth, comfortable ride."

LACTC tests each vehicle along a three mile stretch of track near the maintenance yard and shops located on a 17-acre site in north Long Beach. A few miles north of the main yard is the Central

(MORE)

L.A. IS GETTING BACK ON TRACK

May 23, 1989/Page 3

Control building which will house the "brain" of the rail line. High-tech equipment installed in Central Control will monitor just about everything that happens along the routes from how many tickets the vending machines print out, to how fast the vehicles are traveling. "As part of a comprehensive safety and security program, train operators will be linked to Central Control by radio and by silent alarms in the cabs of each train," said McSpedon. Sixty-nine transit police headquartered at Central Control, along with other personnel will patrol and monitor all 22 stations.

By 1994, the Blue Line will intersect with the Green Line. The 20-mile line running from Norwalk to El Segundo will be the United States' first fully automated, driverless rapid rail transit line and one of only four such lines in the world. The line is being built along the median of the new I-105 (Glenn Anderson) Freeway, now more than half-way completed. The freeway will be the first transportation facility in the world to offer three different commute options--via mixed flow lanes, carpool lanes, or on the rail transit line.

The Green Line and its 14 stations are currently in the final-design stage. Principal construction will take place from 1990 through 1994 at a cost of \$400 million. When the line opens, it is expected to carry 65,000 daily riders.

"We're very excited about this particular rail transit project," said McSpedon. "This line will actually be our county's fastest," he said. "Faster even than our new subway. Because it's located in the middle of a freeway, this is clearly a commuter line, so it has relatively few stations. That means the trains can build up and sustain high speeds between stops."

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NEWS



LOS ANGELES COUNTY TRANSPORTATION COMMISSION 403 West 8th St., Suite 500, Los Angeles, CA 90014 (213) 626-0370

AUGUST 14, 1989

CONTACT: ERICA GOEBEL/ROBERTA TINAJERO
COMMUNICATIONS

FOR IMMEDIATE RELEASE

LACTC TRANSIT COMMITTEE REVIEWS TRIENNIAL BUS PERFORMANCE AUDIT

A recently released performance audit on Los Angeles County's bus operators found that all 13 have made substantial progress in following guidelines from a previous audit conducted in 1986, resulting in savings of approximate \$7.6 million. The Los Angeles County Transportation Commission (LACTC) conducts the audit every three years as required by law. Bus operators must implement audit recommendations in order to receive state Transportation Development Act funds administered by the LACTC.

Bus operators are evaluated on operating costs per passenger and hour, passengers per hour and mile, and employee productivity based on bus service hours. Each department is examined, i.e. maintenance and operations. The audit covers 1986, 1987 and 1988.

The Southern California Rapid Transit District (RTD), the largest bus service provider in the county, accounted for \$7.2 million of the savings mostly by reducing driver absenteeism by 13 percent and maintenance worker absenteeism by 23 percent since 1986. Other positive findings were that the RTD's overall costs only rose 10 percent--1.8 percent less than the consumer price index rate of

(MORE)

TRIENNIAL BUS PERFORMANCE AUDIT

August 14, 1989/Page 2

inflation (11.8 percent). Other municipal bus operators whose budget increases beat the rate of inflation were Culver City Bus with a minus seven percent, Long Beach Transit with six percent, Santa Monica Municipal Bus Lines with 11 percent, and Torrance Transit with eight percent. "We are pleased to see that the bus operators have achieved this substantial control of their costs," said Mike Lewis, Transit Committee chairman, and LACTC alternate for Supervisor Pete Schabarum.

The performance audit, conducted for the LACTC by Booz, Allen & Hamilton, Inc. was reviewed by LACTC's Transit Committee today. The audit identified opportunities for improvement and presented these recommendations for the RTD:

- continue to work on problems with the new fareboxes and fare collection system
- continue current efforts to reduce employee absenteeism (RTD's current absent rate is 46.1 days a year per driver compared with their peers' mean of 30.8.)
- evaluate current route planning and opt for new planning methods to improve service productivity (Ridership has dropped by almost 72.5 million passengers over the three-year period, although 310,000 hours of service have been added to bus schedules since 1986.)
- cut driver stand-by time (Currently, more drivers are available than needed, so some drivers are paid to stand by should an assignment come up.)
- implement a vandalism and graffiti reduction program
- assess insurance claim reserve practices. (Insurance reserves have increased by 60 percent since 1986, while the number of claims has been reduced.)

(MORE)

TRIENNIAL BUS PERFORMANCE AUDIT

August 14, 1989/Page 3

The Transportation Development Act authorizes the use of one-quarter of one percent of the state sales tax toward public transit. This year the LACTC allocated approximately \$192 million in TDA funds to the county's bus operators. The RTD receives about 86.7 percent (\$160.6 million) of the TDA money. The LACTC reviews the operators' compliance with the progress in implementing the performance audit recommendations each year. Funds can be withheld if operators do not demonstrate reasonable progress toward meeting the recommendations.

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NEWS



LOS ANGELES COUNTY TRANSPORTATION COMMISSION 403 West 8th St., Suite 500, Los Angeles, CA 90014 (213) 626-0370

AUGUST 18, 1989

CONTACT: ANN REEVES/ERICA GOEBEL
COMMUNICATIONS

FOR IMMEDIATE RELEASE

LACTC ACTS TO ESTABLISH SINGLE RAIL AGENCY, CONTROL RED LINE COSTS

At its meeting Wednesday (August 16), the Los Angeles County Transportation Commission took several actions that will have a major positive impact on the "L.A. Metro" rail transit system.

Specifically, the Commission voted to:

1. Activate a rail construction agency that will take charge of design and construction of all rail projects in the county. A six-member board of private citizens who have relevant expertise--three appointed by the RTD, three by LACTC--will handle the day-to-day decisions of designing and building the countywide rail system, while ultimate authority will reside with LACTC. Legally, the agency--known as the Rail Construction Corporation or RCC--was set up last year after LACTC replaced RTD as the recipient of federal funds for the Red Line project. An interim board consisting of LACTC's present rail construction committee will preside over the corporation until its long-term boardmembers are selected. The Commission's action calls for the RTD to "express its intent to participate" in the rail

(MORE)

construction corporation by October 1, 1989, and select its boardmembers by November 1. Otherwise, LACTC will appoint five members to be the initial board, which is expected to convene officially soon after November 1.

2. Authorize the LACTC to enter into a contract with RTD to provide design and construction services for the Metro Red Line. The contract gives the Commission authority over budget, scope and schedule for the project while using the knowledge and talent of RTD's existing staff as much as possible, to ensure the project's integrity and timely completion.
3. Authorize LACTC Executive Director Neil Peterson to execute the funding agreement needed to secure federal funds for the next segment of Red Line subway (the first portion of "Phase II").

The Commission's actions followed the findings of a recent audit of the initial 4.4-mile segment of the Metro Red Line--from Union Station to the intersection of Wilshire and Alvarado boulevards--which is currently being designed and built by the RTD and is about one-third complete. Performed by independent consultants hired by LACTC at the behest of the Board of Supervisors, the audit projected that the short segment of subway would be \$135 million, or 10 percent, over its \$1.3 billion budget and that the completion date would move to early 1994--almost two years beyond the original date of April 1992 and beyond the RTD's last released date of September 1993.

LACTC Chair Christine Reed said, "Everyone agrees that there is a cost overrun on this project, although there's some disagreement about the amount. It is also clear that there is no more federal or state money for these first four miles. All overruns must be paid by the City of L.A. and the LACTC from local taxpayers' funds. We needed quick, decisive action to control the Red Line's costs. The actions our

(MORE)

commissioners took today are designed to do just that." Reed explained that "the commission's real concern is for the future. This is an early look at the Red Line, designed to correct a situation that we can't afford to let get worse."

Reed added that "We're bending over backwards to encourage cooperation between the two agencies. We clearly have the mandate to develop and build the countywide rail system, and to do that, each line must be as cost-effective as possible. This is too important and too much money is involved not to take steps that move us toward that goal."

The Red Line's total \$3.8-billion cost is being paid by a funding "partnership," with about 54 percent coming from federal gas-tax revenues and the remaining 46 percent coming from local Proposition A revenues, state gas-tax funds, L.A. City funds, and benefit-assessment taxes on private businesses along the Red Line route.

LACTC has been advancing Proposition A money for design work on the second phase of the Red Line while negotiations are underway on a funding agreement between all the partners, expected to be signed next month. To ensure that the project is completed, LACTC has also agreed to cover any shortfall of anticipated--but not yet authorized--federal funds.

The initial segment, expected to open in early 1994, will connect with LACTC's under-construction Blue Line from Long Beach to downtown L.A., which will open next summer. The entire Red Line, to North Hollywood, is expected to open by the year 2001.

The Red Line is the backbone of a 150-mile countywide rail transit network. In addition to the Red and Blue lines, LACTC's east-west Green Line, in the middle of the new I-105 freeway, is also under construction. By 1995, 46 miles and 39 stations of the "Los Angeles Metro" rail transit system will be operating.

Not approved yet

WHO WE ARE

**LOS ANGELES COUNTY TRANSPORTATION COMMISSION (LACTC)
THE RAIL CONSTRUCTION CORPORATION (RCC)**

LACTC: The LACTC sets policies and funds the county's streets and highways, buses, rail transit, shuttle and social-service (paratransit) transportation.

Among its most visible responsibilities are overseeing the Southern California Rapid Transit District (SCRTD), the second largest all-bus transit system in the U.S.; and development of an extensive 150-mile rail transit network.

LACTC's principal source of funds, for internal operations and for financing transportation projects and operations, is Proposition A monies. Proposition A, passed by county voters in 1980, increased local sales taxes by one half cent and provides about \$370 million annually. LACTC obtains additional federal and state funds.

Created by the Legislature in 1976, LACTC is governed by an 11-member board comprised of:

- o five L.A. County supervisors;
- o mayor of Los Angeles;
- o two members appointed by the mayor of Los Angeles -- one a member of the city council and the other, traditionally, a private citizen;
- o one member of the Long Beach City Council;

- o two city council members appointed by the L.A. County City Selection Committee to represent the other ____ cities in the county.

Committees, composed of commissioners appointed by the chairperson, oversee LACTC's staff efforts and report recommendations directly to the board.

RCC

The RCC is an LACTC subsidiary. Activated in 1989, RCC has complete control of all Los Angeles County rail design, construction and related activities. Three of the seven-member RCC board members are appointed by the LACTC and three by the SCRTD, which operates the regional bus system and will operate rail lines in the system as they are completed. A majority of the six members appoints the seventh.

The RCC board members are:

David E. Anderson, RCC chairman, former president and chief executive office of GTE California and GTE Illinois. He was responsible for the reorganization and modernization of GTE's telephone operations in California. (LACTC appointee)

Ernest M. Camacho, owner of a Pasadena-based civil engineering firm holding major contracts through the Department of Defense. As owner of Pacifica Services, Inc., Camacho was the 1990 recipient of the "Established Company of the Year" award from the Latin Business Association. (LACTC appointee)

Donald F. McIntyre, who will retire in 1990 as Pasadena's city manager, where he has served since 1973. He has worked for 30 years in city manager positions in California and Michigan. (LACTC appointee)

Robert E. Kruse, an engineer and president of Kruse Construction of Sun Valley. His company has built heavy construction projects valued at more than \$100 million, including the Oakland Wye for the Bay Area Rapid Transit System (BART) and two stations with connecting tunnels for the Metropolitan Transit Authority in Washington, D.C. (SCRTD appointee)

James T. Pott, a development consultant and owner of James Pott & Co., he has served as director of Santa Clara County Transportation Agency. He has managed transportation consultation projects. (SCRTD appointee)

Herbert L. Carter, Ph.D., executive vice chancellor of the California State University system. He guides policy formulation and program planning for the 19-campus system. (SCRTD appointee)

Judith Hopkinson, president of Berkeley Development Corporation, a real estate development firm, headquarters in West Los Angeles.

NEWS



LOS ANGELES COUNTY TRANSPORTATION COMMISSION 403 West 8th St., Suite 500, Los Angeles, CA 90014 (213) 626-0370

AUGUST 23, 1989

CONTACT: ERICA GOEBEL/ROBERTA TINAJERO
COMMUNICATIONS

FOR IMMEDIATE RELEASE

LACTC APPROVES VALLEY PARCEL PURCHASE, RAILROAD APPRAISAL

The Los Angeles County Transportation Commission (LACTC) today took important steps in acquiring five parcels of land in the San Fernando Valley for possible rail transit use. The Commission also approved the appraisal of Southern Pacific Railroad's Burbank Branch line which is now one of six railroad lines being appraised.

The five parcels total a cost of about \$46 million. They lie along two routes that the LACTC is studying for a possible rail transit line. Three sites of land are along the Burbank Branch route and two are along the Ventura Freeway route in Woodland Hills.

"If these parcels were sold to commercial developers, we would lose a number of alternatives for station locations or rail yards," said Christine Reed, LACTC chair. "The Commission is merely protecting the land from being developed before a decision is made on where to put the rail line," she said.

If the LACTC eventually decides not to develop the parcels, the land could be sold.

(OVER)

**LACTC APPROVES VALLEY PARCEL PURCHASE,
RAILROAD APPRAISAL**

August 23, 1989/Page 2

Along the Burbank Branch is a 13.2-acre site along the tracks parallel to Canoga Avenue between Sherman Way and Van Owen Street, cost is approximately \$12 million; an 8.1-acre site along the tracks crossing Reseda Boulevard in Tarzana, cost is approximately \$9.7 million; and a 7.2-acre site along the tracks between Van Nuys Boulevard and Hazeltine Avenue in Van Nuys, cost is approximately \$4.2 million. The LACTC will now purchase these properties from the current owner, the Southern Pacific Railroad.

The two parcels of land along the Ventura Freeway are both about 2.7-acres and estimated at \$10 million each. One site is east of De Soto Avenue and the other is west of Winnetka Avenue. The Commission authorized staff to negotiate with the current owner, Trust Services of America.

The Commission will incorporate the appraisal of the Burbank Branch into its current appraisal of several other Southern Pacific routes that are up for sale. The Valley rail route being studied from Vineland Avenue to Sherman Way is only a 13.5-mile stretch of Southern Pacific's 20-mile right-of-way. "We are appraising the entire 20 miles at the request of the City of Los Angeles. The right-of-way has potential for variety of transportation uses, not just rail transit," said Reed. The railroad appraisal is due to be completed in November.

Over the past month the Commission has taken steps to protect seven parcels of land, five of which are in the San Fernando Valley, one in Pasadena, and one in Santa Monica. For the latter parcel, the Commission agreed to loan Santa Monica 40 percent of the cost to acquire this 8.9-acre, \$17.25 million parcel located between Stewart and 26th streets along Olympic Boulevard.

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NEWS



LOS ANGELES COUNTY TRANSPORTATION COMMISSION 403 West 8th St., Suite 500, Los Angeles, CA 90014 (213) 626-0370

AUGUST 30, 1989

CONTACT: ERICA GOEBEL/ROBERTA TINAJERO
COMMUNICATIONS

FOR IMMEDIATE RELEASE

BICYCLISTS RIDE AWAY WITH NEW MAP

Fifty-thousand copies of Los Angeles County's first-ever bike map were all given away in the first three weeks of distribution and now this hot, new map needs to be reprinted. A sponsor who would like to pay the expense in exchange for putting their name on the map needs to be found, the Los Angeles County Transportation Commission (LACTC) has decided.

"The first printing disappeared so quickly that we know the map has a potential for a huge distribution, especially because bike riding is a year-round activity in Southern California," said Christine Reed, chair of the LACTC. "And riding your bike to work is now even being promoted by the Southern California Air Quality Management District as part of their plan to beat air pollution," she said.

The map was originally produced by the LACTC, the AQMD, and the Automobile Club of Southern California. The full-color map consists of the county's streets with overlays of easy to read bike routes. On the back are bicycle safety tips and important contact numbers. Some of the artwork will be modified in the next printing, and at that time the sponsor's name and logo would be given a prominent position.

(OVER)

BIKE MAP

August 30, 1989/Page 2

"The LACTC's mission is mobility, whether it be by helping you to travel by bike, car or public transit with ease and convenience," said Reed. "We hope somebody would like to cosponsor this great map in exchange for some good publicity so we can continue to get out this message."

Ten-thousand maps were given to the AQMD for their Regulation 15 program--informing employers that they must develop plans for workers to rideshare or use alternate means of transportation. Employers can promote carpooling, buses, and bike-riding as well as other commute options. Maps were also distributed to the Los Angeles Police department to be given to cyclists registering bicycles in the City of Los Angeles; to the Los Angeles City Departments of Parks and Recreation and Beaches and Harbors; Commuter Computer; the National Bicycle Dealers Association; and to local elected officials in the County.

A complete bikeway system has been planned for Los Angeles County and each year a number of projects are approved and funded by the LACTC. This year, the LACTC will allocate about \$4.1 million for bikeways funded by state sales tax money. Potential sponsors are urged to contact Paula Willins in LACTC's Community Relations Department at (213) 626-0370.

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NEWS



LOS ANGELES COUNTY TRANSPORTATION COMMISSION 403 West 8th St., Suite 500, Los Angeles, CA 90014 (213) 626-0370

OCTOBER 23, 1989

CONTACT: ROBERTA TINAJERO
COMMUNICATIONS

FOR IMMEDIATE RELEASE

**D R A F T for the
ENGINEER OF CALIFORNIA NEWSLETTER**

L.A. IS GETTING BACK ON TRACK; BLUE LINE TO OPEN IN 1990

The face of Los Angeles is changing and nowhere is it more apparent than along the routes of three rail transit lines now under construction. L.A. County voters decided to build a rail system when they passed Proposition A in 1980, giving the Los Angeles County Transportation Commission the green light to develop 150 miles of rail transit for this county.

The first leg of the "Metro" system to open will be the \$752-⁸⁷¹million Long Beach-to-Los Angeles Blue Line in July 1990. The 22-mile line will run north-south connecting the central business districts of the county's two largest cities. Approximately 35,000 daily passengers are expected to ride the line by the end of its first year of operation. The line runs mostly on its own right-of-way on the street surface and then enters a six-block tunnel in downtown LA. The 22 stations that will serve the line will be simple, open air structures. Several have park-and-ride lots and commuter drop-off areas; all will be served by buses.

(MORE)

L.A. IS GETTING BACK ON TRACK
October 23, 1989/Page 2

Construction on the project is 86 percent complete. Activity is concentrated at the maintenance yard where the rail cars are arriving and running on a test track, and at the central control building where a high tech computer system will monitor just about everything that happens on the line. The first of 54 cars arrived in early summer. Four to six vehicles are arriving each month. LACTC tests each vehicle along a three mile stretch of track near the maintenance yard located on a 17-acre site in north Long Beach. "We're very excited," said LACTC Director of Design and Construction Ed McSpedon. "By next July, these same vehicles will be carrying passengers between Long Beach and Los Angeles."

The LACTC awarded the contract to build the electrically powered vehicle to Sumitomo Corporation of America/Nippon Sharyo of Japan. Approximately 40 percent of the car's parts were manufactured here in the United States. The vehicles can travel up to 55 mile per hour on the line's exclusive right-of-way and at the speed limit on street surfaces.

The cost to ride will be comparable to current bus fares. The ticketing vending system is a user-friendly self-service, barrier-free system. All of L.A. County's future rail transit lines and the buses that feed the rail stations will share the same ticket vending system.

A comprehensive safety system includes such elements as closed-circuit TV cameras at all stations, fail-safe emergency brakes, shatter-resistant windows, emergency telephones in stations, intercoms in rail cars, and steel-picket fencing on both sides of the rail line. Armed transit police will patrol the line and roving fare inspectors will assist with on-board security.

(MORE)

L.A. IS GETTING BACK ON TRACK
October 23, 1989/Page 3

By 1994, the Blue Line will intersect with the Green and Red Lines. The 20-mile Green Line, running from Norwalk to El Segundo, is being built along the median of the new I-105 (Glenn Anderson) Freeway, now more than half-way completed. The freeway will be the first transportation facility in the world to offer three different commute options--via mixed flow lanes, carpool lanes, or on the rail transit line.

In downtown Los Angeles, the Blue Line will meet the and Red Line at a shared station at 7th and Flower streets. The initial portion of the 4.4 mile underground Red Line will run from Union Station to Wilshire Boulevard and Alvarado.

The LACTC was created by state law in 1976 to improve the transportation decision-making process in Los Angeles county. LACTC is responsible for setting policies, establishing priorities, and coordinating activities between the various transportation operators and agencies in the county. It is governed by an 11-member board composed of the five L.A. County supervisors, the mayor of Los Angeles, two members appointed by the mayor--a member of the L.A. City Council and, traditionally, a private citizen; a member of the Long Beach City Council; and two city council members appointed by the L.A. county City Selection Committee to represent the other 84 cities in the county. One non-voting member, the district director of Caltrans also sits on the Commission.

#

NEWS



LOS ANGELES COUNTY TRANSPORTATION COMMISSION 403 West 8th St., Suite 500, Los Angeles, CA 90014 (213) 626-0370

NOVEMBER 15, 1989

CONTACT: ERICA GOEBEL/ROBERTA TINAJERO
COMMUNICATIONS

FOR IMMEDIATE RELEASE

LACTC ISSUES REPORT ON RAIL LINE TO PASADENA

The Los Angeles County Transportation Commission (LACTC) released the Revised Draft Environmental Impact Report for the proposed rail transit project from downtown Los Angeles to Pasadena, and set the dates for open houses and public hearings on the document.

The proposed project considers two main alignment alternatives. The Highland Park alignment uses the Santa Fe Railroad right-of-way through Highland Park, South Pasadena, to East Pasadena. The North Main Street alignment goes through Lincoln Heights and El Sereno. In downtown Los Angeles, one of several downtown alignment options connects the Highland Park or the North Main Street alternative alignments with the Metro Blue Line (Long Beach to Los Angeles) or the Metro Red Line at Union Station.

Different costs are identified for the light rail alternatives, depending on such things as their length, whether they are built in subway, on an aerial structure or at-grade. Project costs in 1994 dollars are estimated to range between \$700 million and \$1.4 billion, depending on the different alternatives.

(MORE)

PASADENA RAIL LINE

November 15, 1989/Page 2

The report also evaluates impacts and proposes mitigations in such environmental issues as noise/vibration, property values, safety and security, traffic congestion, parking loss in neighborhoods, and construction.

The public has until January 6, 1990 to review and comment on the document. The final Environmental Impact Report, which will respond to the public comments, is expected to be completed by the end of February 1990. The LACTC is expected to select a project for construction in March 1990.

The LACTC has set up several ways for the public to participate in this process. A special, public comment phone line -- (213) 551-0742 -- is available for callers to request copies of the document or leave up to a three-minute comment on the document that will be transcribed into the official record. The phone line is offered as a convenience for people who are unable to attend the public hearings.

Two open houses, where the public can get specific answers to their questions will be held:

Thursday, December 7
4 - 8 p.m.
Luther Burbank Jr. High
6460 N. Figueroa
Highland Park

Saturday, December 9
10 a.m. - 2 p.m.
Pasadena Center
300 E. Green St.
Pasadena

Two public hearings, for written and verbal testimony will be held:

Tuesday, December 12
1st session: 4 p.m.
2nd session: 7 p.m.
Luther Burbank Jr. High
6460 N. Figueroa
Highland Park

Saturday, January 6
1st session: 10:30 a.m.
2nd session: 1 p.m.
Pasadena Center
300 E. Green St.
Pasadena

For more information, the public is invited to contact Paula Willins, at the LACTC Community Relations office, (213) 236-9555.

#

NEWS



LOS ANGELES COUNTY TRANSPORTATION COMMISSION 403 West 8th St., Suite 500, Los Angeles, CA 90014 (213) 626-0370

NOVEMBER 15, 1989

CONTACT: ERICA GOEBEL/ROBERTA TINAJERO
COMMUNICATIONS

FOR IMMEDIATE RELEASE

LACTC ISSUES REPORT ON RAIL IN SAN FERNANDO VALLEY

The Los Angeles County Transportation Commission (LACTC) has released a Draft Environmental Impact Report for a proposed rail transit project in the San Fernando Valley, and set the dates for open houses and public hearings on the document.

Two routes, with 10 alternatives running east/west in the San Fernando Valley, were studied. The Burbank Branch route follows for the most part, the existing Southern Pacific Railroad Branch line right-of-way from Topanga Canyon Blvd. to the Metro Rail North Hollywood or Universal City station. The Ventura Freeway route proceeds down Canoga Ave. and then follows for the most part, the Ventura Freeway from Canoga Ave. to the Universal City Metro Rail station.

Different costs are identified for the alternatives, depending on such things as their length, whether they are built on an aerial structure, at-grade, in a shallow trench, deep trench, or subway, and the type of technology (light rail, heavy rail, or automated rail systems). For the full 16.5 mile length the cost in 1994 dollars is estimated to range between \$1.01 billion and \$3.58 billion, depending on the different factors.

(MORE)

SAN FERNANDO VALLEY RAIL

November 15, 1989/Page 2

The draft report also evaluates numerous environmental concerns that have been raised by the community at many previous meetings. The most frequently raised environmental issues include impacts such as noise/vibration, visual impacts of aerial structures, safety and security, traffic congestion, parking loss in neighborhoods, and construction.

The public has until January 3, 1990 to review and comment on the document. The final Environmental Impact Report, which will respond to the public comments, is expected to be completed by the end of February 1990. The LACTC is expected to make its decision whether to build a project and what that should be in March 1990.

The LACTC has set up several ways for the public to participate in this process. A special, public comment phone line -- (213) 551-0742 -- is available for callers to request copies of the document or leave up to a three-minute comment on the document that will be transcribed into the official record. The phone line is offered as a convenience for people who are unable to attend the public hearings.

Two open houses, where the public can get specific answers to their questions will be held:

Wednesday, November 29
4-8 p.m.
Sutter Jr. High School
7330 Winnetka
Canoga Park

Tuesday, December 5
4-8 p.m.
Van Nuys High School
6535 Cedros Ave.
Van Nuys

Two public hearings, for written and verbal testimony will be held:

Wednesday, December 13
1st session: 4 p.m.
2nd session: 7 p.m.
Sutter Jr. High School
7330 Winnetka
Canoga Park

Sunday, December 17
1st session: 10:30 a.m.
2nd session: 1:00 p.m.
N. Hollywood High School
5231 Colfax
North Hollywood

For more information, the public is invited to contact Lupe Valdez, at the LACTC Community Relations office, (213) 236-9547.

NEWS



LOS ANGELES COUNTY TRANSPORTATION COMMISSION 403 West 8th St., Suite 500, Los Angeles, CA 90014 (213) 626-0370

NOVEMBER 22, 1989

CONTACT: ERICA GOEBEL/ROBERTA TINAJERO
COMMUNICATIONS

FOR IMMEDIATE RELEASE

LACTC ART FOR RAIL TRANSIT PUBLIC MEETING

Compton area residents and business members interested in participating in the new Art for Rail Transit public arts program, which will involve artists and the community in the design of stations on the new Metro Blue Line, are invited to an informational meeting sponsored by the Los Angeles County Transportation Commission (LACTC), Supervisor Deane Dana and the City of Compton. The meeting will be:

Wednesday, November 29, 1989
7:00 - 8:30 p.m.
Compton Unified School District Board Room
620 S. Tamarind Ave.
Compton, California

LACTC's public art policy allocates one-half of one percent of its rail transit projects' construction costs for public art. Stations along the 22-mile Metro Blue Line (Long Beach - Los Angeles) and the 20-mile Metro Green Line (Norwalk - El Segundo), as well as future lines, will feature original works by artists, selected through a process that will involve both arts professionals and community members.

(MORE)

LACTC ART FOR RAIL TRANSIT

November 22, 1989/Page 2

A citizen advisory group which will advise on the selection of art for the Compton station is now being formed. Local residents and members of the business community are encouraged to attend the November 29 meeting so they may become involved in the process.

Along with other responsibilities, LACTC was granted authority for rail transit development in L.A. County when it was created by the State Legislature in 1976. LACTC began building the Metro Blue Line in October 1985; the line is scheduled to begin operating in July 1990. The Metro Green Line will run down the middle of the I-105 Freeway, currently under construction and scheduled to open in 1994. Funds for the rail transit lines are from Proposition A, the county's half-cent sales tax.

For information call the LACTC's **ART FOR RAIL TRANSIT** Program at 213/236-9570.

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NEWS



LOS ANGELES COUNTY TRANSPORTATION COMMISSION 403 West 8th St., Suite 500, Los Angeles, CA 90014 (213) 626-0370

NOVEMBER 22, 1989

CONTACT: ERICA GOEBEL
COMMUNICATIONS

FOR IMMEDIATE RELEASE

EXCLUSIVE TO: PRESS TELEGRAM

LOOP CONSTRUCTION SCHEDULING
~~November 27 - December 2, 1989~~

PACIFIC AVENUE

- Completion of sidewalks east side between 3rd and 8th streets.
- Excavation and removal of sidewalks on west side between 4th and 1st streets. Replacement of sidewalks and bus pads will follow immediately.
- ~~Completion of station foundation between 4th and 5th streets.~~
- Excavation of trackbed from 8th to ⁴th streets (in the center) and track installation.

(Only closures will be lane closures on 7th, 6th and 5th streets.)

8TH STREET

- Completion of trackbed from Long Beach Blvd. to Pacific Ave. will occur during these next two weeks. This will include rail installation.

(Some minimal lane closures on Pine Ave. and Locust St.)

(MORE)

LOOP CONSTRUCTION SCHEDULING
November 22, 1989/Page 2

1ST STREET

most visible from City Hall

- Station superstructure will be poured and canopy installation will follow shortly. ~~(same)~~ *begin*
- Sidewalks will be poured ^{COMPLETED} between Long Beach Blvd. and Pine Ave. on the north side of the street. ~~(same)~~

(Closed to all through traffic. Deliveries to Ramada Renaissance and those entering Auto Port Parking use Pine Ave.)

LONG BEACH BLVD.

and brick paver lands

- Completion of sidewalks west side to 1st Street. *Same*
- ~~Completing underground work on east side between 6th and 1st streets. This will be followed closely by sidewalks and driveways~~ *WILL BE COMPLETED BETWEEN 6th AND 1ST STREET on East side*
- Excavation of trackbed to 7th Street and installation of track.
- EXCAVATION OF STATION ^{AREA} BETWEEN 5th & 6th STREET
-

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ALL LOCAL BUSINESSES APPRECIATE YOUR CONTINUED PATRONAGE

NEWS



LOS ANGELES COUNTY TRANSPORTATION COMMISSION 403 West 8th St., Suite 500, Los Angeles, CA 90014 (213) 626-0370

NOVEMBER 27, 1989

CONTACT: ERICA GOEBEL/ROBERTA TINAJERO
COMMUNICATIONS

FOR IMMEDIATE RELEASE

LACTC TO HOLD OPEN HOUSES ON DRAFT ENVIRONMENTAL REPORT FOR SAN FERNANDO VALLEY RAIL PROJECT

The Los Angeles County Transportation Commission (LACTC) has scheduled two public open houses on its draft environmental impact report (DEIR) for a rail transit line in the San Fernando Valley. Two routes, with 10 alternatives running east/west in the San Fernando Valley, were studied.

The open houses will provide the public with a chance to review and comment on the report in an informal setting. LACTC engineers and personnel will be on hand to answer questions and discuss the proposals in English and Spanish. Maps and written material will be available.

The open houses will be held:

Wednesday, November 29
4-8 p.m.
Sutter Jr. High School
7330 Winnetka
Canoga Park

Tuesday, December 5
4-8 p.m.
Van Nuys High School
6535 Cedros Ave.
Van Nuys

(MORE)

SAN FERNANDO OPEN HOUSES
November 27, 1989/Page 2

The public has until January 3, 1990 to review and comment on the document. The final Environmental Impact Report, which will respond to the public comments, is expected to be completed by the end of February 1990. A special public comment phone line -- (213) 551-0742 -- is available for callers to request copies of the document or leave up to a three-minute comment on the document that will be transcribed into the official record. The phone line is offered as a convenience for people who are unable to attend the public hearings.

The Burbank Branch route follows for the most part, the existing Southern Pacific Railroad Branch line right-of-way from Topanga Canyon Blvd. to the Metro Rail North Hollywood or Universal City station. The Ventura Freeway route proceeds down Canoga Ave. and then follows for the most part, the Ventura Freeway from Canoga Ave. to the Universal City Metro Rail station.

For more information, the public is invited to contact Lupe Valdez, at the LACTC Community Relations office, (213) 236-9547.

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NEWS



LOS ANGELES COUNTY TRANSPORTATION COMMISSION 403 West 8th St., Suite 500, Los Angeles, CA 90014 (213) 626-0370

NOVEMBER 29, 1989

CONTACT: ERICA GOEBEL/KRISTIANA LANG
COMMUNICATIONS

FOR IMMEDIATE RELEASE

EXCLUSIVE TO: PRESS TELEGRAM

LOOP CONSTRUCTION SCHEDULING
December 4 - December 8, 1989

PACIFIC AVENUE

- Completion of sidewalks east side between 3rd and 8th streets.
- Excavation and removal of sidewalks on west side between 4th and 1st streets. Replacement of sidewalks and bus pads will immediately follow.
- Excavation of trackbed from 8th to 4th streets (in the center) and track installation.

(Only closures will be lane closures on 5th, 6th & 7th streets.)

8TH STREET

- Completion of trackbed from Long Beach Blvd. to Pacific Ave. will occur during this week, including rail installation.

(Some minimal lane closures on Pine Ave. and Locust St.)

(MORE)

1ST STREET

- Station canopy installation will begin.
- Sidewalks will be completed between Long Beach Blvd. and Pine Ave. on the north side of the street.

(Closed to all through traffic. Deliveries to Ramada Renaissance and Auto Port Parking use Pine Ave.)

LONG BEACH BLVD.

- Completion of sidewalks and brick paver bands west side to 1st Street.
- Sidewalks and driveways will be completed between 6th and 1st Streets on east side.
- Excavation of trackbed to 6th Street and installation of track.
- Excavation of station area between 5th and 6th Streets.

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(ALL LOCAL BUSINESSES APPRECIATE YOUR CONTINUED PATRONAGE.)

NEWS



LOS ANGELES COUNTY TRANSPORTATION COMMISSION 403 West 8th St., Suite 500, Los Angeles, CA 90014 (213) 626-0370

NOVEMBER 29, 1989

CONTACT: ERICA GOEBEL/ROBERTA TINAJERO
COMMUNICATIONS

FOR IMMEDIATE RELEASE

TASK FORCE FINDINGS REINFORCE THE GROWING IMPORTANCE OF PUBLIC TRANSPORTATION

Neil Peterson, executive director of the Los Angeles County Transportation Commission will head up a national committee to help draft legislation to re-authorize federal transportation funding.

Peterson will chair a committee of the American Public Transit Association members in Washington, D.C., which is helping to develop the legislation that will respond to recent findings from APTA's Transit 2000 Task Force.

APTA formed the Task Force to find solutions to the continuing decline of mobility and to explore how to create more productive and liveable communities.

"The Task Force outlined the major contributions that public transportation can make toward a better quality of life," said Neil Peterson, who was a member of the Task Force.

(MORE)

TASK FORCE FINDINGS

November 29, 1989/Page 2

The conclusions of the Task Force focus on the need to: more closely integrate transportation and other national goals and policies -- such as improved mobility and air quality, congestion management, and improved service to the disabled; provide viable alternatives to the auto; retool and redirect federal transportation programs to reflect the above; and, increase the investment in the nation's transportation systems and services.

APTA will formally release the final report of the Transit 2000 Task Force at a 12:00 PM news conference and briefing Wednesday, November 29, 1989, in the Fourth Estate Dining Room of the National Press Club. It is anticipated that a call for a seven cent gas tax increase will also be announced.

Peterson and the LACTC will continue to work closely with local official, APTA, Congress and other state and national transportation groups in supporting the re-authorization of federal funding for transportation programs.

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NEWS



LOS ANGELES COUNTY TRANSPORTATION COMMISSION 403 West 8th St., Suite 500, Los Angeles, CA 90014 (213) 626-0370

NOVEMBER 30, 1989

CONTACT: ERICA GOEBEL/KRISTIANA LANG
COMMUNIATIONS

FOR IMMEDIATE RELEASE

LACTC TO HOLD OPEN HOUSES ON REVISED DRAFT ENVIRONMENTAL REPORT FOR PROPOSED RAIL LINE TO PASADENA

The Los Angeles County Transportation Commission (LACTC) has scheduled two open houses for the public on a revised Draft Environmental Impact Report for a proposed rail transit line from downtown Los Angeles to Pasadena.

The open houses will provide the public a chance to review and ask questions about the report in an informal setting. LACTC engineers and personnel will be on hand to discuss the proposals in English and Spanish. Maps and written material will also be available.

The open houses will be held:

Thursday, December 7
4 - 8 p.m.
Luther Burbank Jr. High
6460 N. Figueroa
Highland Park

Saturday, December 9
10 a.m. - 2 p.m.
Pasadena Center
300 E. Green Street
Pasadena

(MORE)

PASADENA OPEN HOUSES
November 30, 1989/Page 2

The public has until January 6, 1990 to review and comment on the document. The final Environmental Report responding to public comments is expected by February 1990.

The two routes proposed are Highland Park and North Main Street. The revisions include options to Union Station, relocating the proposed Chinatown rail storage yard, extending to East Pasadena on the Santa Fe Railroad right-of-way.

A special public comment phone line -- (213) 551-0742 -- is available for callers to request copies of the document or leave up to a three-minute comment on the document that will be transcribed into the official record. LACTC offers the phone line as a convenience for people who are unable to attend the public hearings.

For more public information, contact Paula Willins, at the LACTC Community Relations office at: (213) 236-9555.

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NEWS



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NOVEMBER 30, 1989

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(MORE)

PASADENA OPEN HOUSES
November 30, 1989/Page 2

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NEWS



LOS ANGELES COUNTY TRANSPORTATION COMMISSION 403 West 8th St., Suite 500, Los Angeles, CA 90014 (213) 626-0370

DECEMBER 5, 1989

CONTACT: ERICA GOEBEL/KRISTIANA LANG
COMMUNICATIONS

FOR IMMEDIATE RELEASE

EXCLUSIVE TO: PRESS TELEGRAM

CONSTRUCTION UPDATES ON THE METRO BLUE LINE
December 11-16, 1989

8th Street

- * Completion of rail between Long Beach Blvd. to Pacific, including all grade crossings.

Long Beach Blvd.

- * Sidewalks completed through 1st Street.
 - * Continuing work on station between 5th & 6th Streets.
 - * Rail will be extended to 6th Street, including the crossing.
- going S?*

Pacific

- * Curb and sidewalk will be completed on the East side to 1st Street.
- * Station platform superstructure will be entering completion stages.
- * Rail will be extended past 6th Street.

(MORE)

1st Street

- * Sidewalk completed between Long Beach Blvd. and Pine.
- * Station platform completed.

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NEWS



LOS ANGELES COUNTY TRANSPORTATION COMMISSION 403 West 8th St., Suite 500, Los Angeles, CA 90014 (213) 626-0370

DECEMBER 6, 1989

CONTACT: ERICA GOEBEL/ROBERTA TINAJERO
COMMUNICATIONS

FOR IMMEDIATE RELEASE

EXCLUSIVE TO: PASSENGER TRANSPORT

LACTC NAMES ACTING PRESIDENT OF RAIL CONSTRUCTION SUBSIDIARY

The Los Angeles County Transportation Commission (LACTC) has appointed Edward McSpedon as acting president and CEO of its subsidiary, the Rail Construction Corporation (RCC). McSpedon previously served as director of the Commission's \$1.4 billion Design and Construction Division, overseeing the Metro Blue and Green Line projects.

The LACTC created the RCC last year to consolidate rail design and construction in Los Angeles County after LACTC replaced Southern California Rapid Transit District as the recipient of federal funds for future segments of the Metro Red Line project.

McSpedon started with the Commission in 1985 as manager of preliminary engineering on the Metro Green Line being built along the median of the new I-105 freeway from Norwalk and extending to El

(MORE)

**LACTC NAMES ACTING PRESIDENT OF
RAIL CONSTRUCTION SUBSIDIARY**
December 6, 1989/Page 2

Segundo. He previously was with the engineering firm of Gibbs & Hill. Prior to that, he served as a program manager for the Urban Mass Transportation Administration and worked in the engineering and construction divisions of the New York City Transit Authority. He holds a Master's degree in civil engineering from Manhattan College and is a licensed professional engineer.

The recently-activated Rail Construction Corporation, a subsidiary to the LACTC, will manage all the design and construction of the Metro Blue Line (Long Beach to Los Angeles), Metro Green Line, the second phase of the Metro Red Line from downtown Los Angeles to Hollywood, and all upcoming rail transit projects.

A six-member board will handle the day-to-day decisions of designing and building L.A.'s rail system, while ultimate authority will reside with LACTC. An interim board consisting of LACTC's rail construction committee is presiding over the corporation until its permanent boardmembers are selected.

The RCC was activated shortly after a recent audit of the initial 4.4-mile segment of the Metro Red Line, currently being designed and built by the RTD. The audit projected that the short segment of subway would be \$135 million, or 10 percent, over its \$1.3 billion budget and that the completion date would move to early 1994--almost two years beyond the original date of April 1992. "We needed quick, decisive action to control the Red Line's costs," said LACTC Chair Christine Reed. "The new rail subsidiary will do just that. This is an early look at the Red Line, designed to correct a situation that we can't afford to let get worse," she said.

(MORE)

**LACTC NAMES ACTING PRESIDENT OF
RAIL CONSTRUCTION SUBSIDIARY**
December 6, 1989/Page 3

The initial Metro Red Line segment, expected to open in early 1994, will connect with LACTC's under-construction Blue Line from Long Beach to downtown L.A., which will open on schedule next summer. The entire Red Line, to North Hollywood, is expected to be in operation by the year 2001. The heavy rail Red Line will be the backbone of a 150-mile countywide rail transit network. In addition to the Red and Blue lines, LACTC's east-west Green Line, in the middle of the new I-105 freeway, is also under construction. By 1995, 46 miles and 39 stations of the "Los Angeles Metro" rail transit system will be operating.

#

NEWS



LOS ANGELES COUNTY TRANSPORTATION COMMISSION 403 West 8th St., Suite 500, Los Angeles, CA 90014 (213) 626-0370

DECEMBER 6, 1989

CONTACT: ERICA GOEBEL/ROBERTA TINAJERO
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(MORE)

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December 6, 1989/Page 2

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(MORE)

**LACTC NAMES ACTING PRESIDENT OF
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December 6, 1989/Page 3

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#

NEWS



LOS ANGELES COUNTY TRANSPORTATION COMMISSION 403 West 8th St., Suite 500, Los Angeles, CA 90014 (213) 626-0370

DECEMBER 12, 1989

CONTACT: ERICA GOEBEL/ROBERTA TINAJERO
COMMUNICATIONS

FOR IMMEDIATE RELEASE

METRO BLUE LINE CONSTRUCTION HITS 90% COMPLETION MARK

With six and a half months left until opening day, the Metro Blue Line construction project is 90% complete reports the Los Angeles County Transportation Commission (LACTC), the builders of the line. Most of the new rail track is in place, stretching 22 miles from Long Beach to Los Angeles. All structures and facilities such as bridges, power stations, the maintenance yard, and the central control building are built.

"We're on schedule with the remaining 10% of work and will be on target to meet the July, 1990 opening date," said Edward McSpedon, acting president/CEO of LACTC's Rail Construction Corporation. "Work is now concentrated on the behind-the-scenes tasks of testing equipment and installing finishing touches on 22 stations," said McSpedon. The stations will be equipped with a public address system and closed-circuit tv cameras. Two ticket machines will be installed at each station.

Construction crews on Washington Boulevard in downtown L.A. are completing the track work and preparing to set concrete curbing in the median of the street, separating the track from the street. Soon they will repave the boulevard.

(MORE)

METRO BLUE LINE CONSTRUCTION HITS 90% COMPLETION MARK
December 12, 1989/Page 2

The rail transit vehicles are now undergoing a rigorous testing procedure at the maintenance yard in North Long Beach. All features of the cars are tested--brakes, doors, lights, propulsion equipment, communication systems, air conditioning, as well as the signals, crossing gates, and electrical power. By March, all the overhead electrical wiring that powers the cars will be strung into place.

Traffic signals on all the streets of the Blue Line are being synchronized to minimize the effect of the trains on traffic.

Landscaping along the rail corridor begins in March as well as the paving of seven park and ride lots or passenger drop-off areas.

Service begins next July from the station at Willow Street and Long Beach Boulevard in Long Beach to the station at Pico Boulevard and Flower Street in downtown L.A. Service on the loop around the Long Beach civic center begins in December, 1990. Rail cars can enter the Flower Street tunnel leading to an underground station at 7th and Flower streets in 1991.

The recently-activated Rail Construction Corporation, a subsidiary to the LACTC, is managing all the design and construction of the Metro Blue Line, Metro Green Line (Norwalk to El Segundo), the second phase of the Metro Red Line (Wilshire/Alvarado to Wilshire/Western and Hollywood/Vine and to North Hollywood), and all upcoming rail transit projects.

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NEWS



LOS ANGELES COUNTY TRANSPORTATION COMMISSION 403 West 8th St., Suite 500, Los Angeles, CA 90014 (213) 626-0370

DECEMBER 13, 1989

CONTACT: ERICA GOEBEL/KRISTIANA LANG
COMMUNICATIONS

FOR IMMEDIATE RELEASE

LACTC SAVES \$2 MILLION AS RESULT OF GOOD SAFETY RECORD ON METRO BLUE LINE CONSTRUCTION

With its Metro Blue Line nearly 90 percent complete, the Los Angeles County Transportation Commission was awarded a Workers' Compensation dividend check in excess of \$2 million for the excellent safety record LACTC has maintained during construction of the 22-mile rail transit project.

The \$2,153,207.00 check, from the Argonaut Insurance Company, represents a 42 percent return on the \$5,162,760.00 in insurance premiums the LACTC paid out over the last two years.

LACTC Chair Christine Reed said, "Receiving this 42 percent return demonstrates the LACTC and its contractors implemented an efficient safety program that kept injuries well below the national average for heavy construction."

Ed McSpedon, acting president and CEO of the LACTC's Rail Construction Corporation, attributes the good record to the aggressive safety program the LACTC has in place.

(MORE)

LACTC SAVES \$2 MILLION
December 13, 1989/Page 2

"Our safety program is the most important part of the project," said McSpedon. "Human lives are at stake -- not just our workers, but also pedestrians, motorists and other citizens near our construction sites. In these last six months of construction and testing, we will continue to take even more accident and injury prevention methods."

Between February 1987 and February 1989, the Metro Blue Line project experienced a loss time incidence rate of 6.6, as compared to the national average of 6.9. The total number of work days lost on LACTC's project due to injuries totaled 90 days during this two-year period -- 66 percent lower than the national average of 135.8 days.

The check was presented to the Commissioners Wednesday, December 13, 1989, by representatives from the Argonaut Insurance Co. and the Fred. S. James & Co., during a monthly meeting at the LA County Hall of Administration.

Reed commented that a safe construction program makes good business sense.

"The LACTC pays workers' comp, and the insurance premiums are directly affected by our safety record and safety measures."

The Metro Blue Line, the first segment of a 150-mile rail transit system planned for Los Angeles County, stretches 22 miles from Long Beach to downtown Los Angeles. The Metro Blue Line is scheduled to begin operations on schedule July 1990.

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NEWS



LOS ANGELES COUNTY TRANSPORTATION COMMISSION 403 West 8th St., Suite 500, Los Angeles, CA 90014 (213) 626-0370

DECEMBER 15, 1989

CONTACT: ERICA GOEBEL/KRISTIANA LANG
COMMUNICATIONS

FOR IMMEDIATE RELEASE

EXCLUSIVE TO: PRESS TELEGRAM

CONSTRUCTION UPDATES FOR METRO BLUE LINE
December 18 - December 22, 1989

8th Street

- carry over*
- * Completion of rail, pavements and sidewalks from Long Beach Blvd. through Pine Street.
 - * 8th Street is now fully open to traffic.

Pacific

- * In process of track-laying in center of street from ~~9th~~ through 4th.
- * Some night closures at ~~7th and 6th~~ ^{3RD, BROADWAY, AND 1ST} Streets after 8 p.m.
- * ~~Beginning sidewalk, curb and gutter between 5th and Broadway~~ ^{completing}
- * ~~Beginning~~ ^{Beginning} station platforms forming

1st Street

- * Sidewalk completed between Pine and Long Beach Blvd.
- * ~~Beginning~~ ^{continues} installation of bus shelters.

(MORE)

- continuing*
- * Beginning construction of upper structure for station between Pine and Pacific.

Long Beach Blvd.

- * Track work completed to ⁶th Street.
- * Track installation will continue from ^{6th}th Street to ~~5th~~ Street.
_{1ST}
- * 2 Stations under construction in center of street, one between 5th and 6th Streets ~~X~~ AND ^{one} BETWEEN ~~BROADWAY~~ AND 1ST STREET
_{one}
- * Sidewalks being completed on East side between ~~5th~~ and ~~6th~~ Streets. 3RD AND 1ST

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NEWS



LOS ANGELES COUNTY TRANSPORTATION COMMISSION 403 West 8th St., Suite 500, Los Angeles, CA 90014 (213) 626-0370

DECEMBER 27, 1989

CONTACT: ERICA GOEBEL/ROBERTA TINAJERO
COMMUNICATIONS

FOR IMMEDIATE RELEASE

EXCLUSIVE TO: PRESS TELEGRAM

CONSTRUCTION UPDATES FOR METRO BLUE LINE (December 26 - December 30, 1989)

8th Street

- * Completion of rail, pavements and sidewalks from Long Beach Blvd. through Pine Street.
- * 8th Street is now fully open to traffic.

Pacific

- * In process of track-laying in center of street from 9th through 4th.
- * Some night closures at 3rd, Broadway and 1st Streets after 8:00 p.m.
- * Completing sidewalk, curb and gutter to 5th Street.
- * Beginning station platform construction.

1st Street

- * Sidewalk completed between Pine and Long Beach Blvd.
- * Installation of bus shelters continues.
- * Continuing construction of upper structure for station between Pine and Pacific.

(MORE)

CONSTRUCTION UPDATES FOR METRO BLUE LINE
December 27, 1989/Page 2

Long Beach Blvd.

- * Track work completed to 6th Street.
- * Track installation will continue from 6th Street to 1st Street.
- * Two stations under construction in center of street, one between 5th and 6th streets, and one between 1st and Broadway streets.
- * Sidewalks being completed on east side between 3rd and 1st streets.

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NEWS

RC



LOS ANGELES COUNTY TRANSPORTATION COMMISSION 403 West 8th St., Suite 500, Los Angeles, CA 90014 (213) 626-0370

December 28, 1989

CONTACT: ERICA GOEBEL/ROBERTA TINAJERO
COMMUNICATIONS

FOR IMMEDIATE RELEASE

LACTC FINALIZES COMPROMISE ON METRO RED LINE

At a special meeting today (December 27), the Los Angeles County Transportation Commission (LACTC) approved an agreement with the Southern California Rapid Transit District that would consolidate the design and construction of all rail construction projects within Los Angeles County. The Rail Construction Corporation (RCC), a subsidiary of the LACTC, will take control of all phases of the Metro Red Line, including a 6.8-mile segment from Wilshire/Alvarado to Wilshire/Western and Hollywood/Vine, as well as the remaining contracts on the first 4.4 miles of the downtown subway project.

The RTD, builders of the first leg of Metro Rail, agreed to join the rail corporation at its December 23 meeting. Both agencies will appoint three board members, private citizens with experience in large complicated projects, to the nonprofit corporation. The new board will select a seventh member. The rail corporation was activated by the LACTC during the summer and has been acting under an interim board of LACTC's rail construction committee.

(MORE)

LACTC FINALIZES COMPROMISE ON METRO RED LINE

December 28, 1989/Page 2

"The contract between the two transit agencies goes into effect February 1, 1990 or sooner if both agencies can name at least two of their board appointees," said LACTC Executive Director Neil Peterson.

"I am very pleased that we finally consolidated our responsibilities on the design and construction of the rail projects in the county," said LACTC Chair Christine Reed. "I am especially pleased that we got nine of the ten voting commissioners to concur on this agreement," she said.

"Over the past three years, it became apparent that the division of rail responsibilities between the LACTC and the RTD was duplicative," said RCC Acting Chair Jacki Bacharach.

The Commission is responsible to the voters to construct a 150-mile rail system in Los Angeles County. This includes managing the construction, funding the principal share of the system, and being the grantee of federal dollars.

The Rail Construction Corporation is managing the design and construction of the Metro Blue Line (Long Beach to Los Angeles), Metro Green Line (Norwalk to El Segundo), all phases of the Metro Red Line, and all upcoming rail transit projects. Currently under consideration are rail lines in the San Fernando Valley, Pasadena to L.A., and an extension of the Green Line to Marina del Rey.

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