

RTD-005

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FOR IMMEDIATE RELEASE

ALL SYSTEMS GO FOR JANUARY 30

OPENING OF METRO RED LINE

Anticipating that all Metro Red Line systems will be in place and operating safely by January 30, county transportation officials have set that date as the opening of Los Angeles' first subway.

The decision, announced jointly by the Southern California Rapid Transit District (RTD), the Los Angeles County Transportation Commission (LACTC) and the Rail Construction Corporation (RCC), follows several meetings at which officials reviewed all aspects of the Red Line project, including construction status, spare parts availability, car control and safety systems operation, car reliability and operator training.

"We all can take great pride in the Red Line as the newest link in our regional rail network," said Los Angeles Mayor Tom Bradley. "This major milestone for Los Angeles heralds a new era for our growing Metro system which eventually will reach West Los Angeles, East Los Angeles and the San Fernando Valley. Thousands of jobs were created by construction of the first segment, and will continue to be created as construction moves forward on new segments which will help bring together diverse communities of Los Angeles in a new era of prosperity."

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"This January opening marks the start of the Red Line service eight months ahead of the revised schedule of September, 1993," said Los Angeles County Supervisor and LACTC Chairman Michael Antonovich. "It will provide a vital connecting service to the thousands of Metrolink and Blue Line riders who are already coming into the downtown area from various points throughout the region. This is the missing link in establishing a true regional rail system.

"For example, people can now travel from Long Beach to Santa Clarita or from Westlake to Claremont."

The RTD Board of Directors directed District staff, Dec. 17, to recommend an opening date for the Red Line using safety and reliability as the primary criteria. The unanimous motion followed a staff report citing car availability, braking and door operation, emergency equipment reliability and other problems as impediments to Red Line startup.

"Every safety precaution and service reliability factor has been taken into account in setting the opening date for Los Angeles' newest transportation system," said Los Angeles City Councilman Richard Alatorre, an RTD Board member. "Together with a reinvigorated bus system, we can create the nation's most progressive transit system."

Los Angeles County Supervisor Ed Edelman, Chairman of the Board of Supervisors, noted: "This new state-of-the-art transportation system is a dream come true for the people of Los Angeles.

"As we enter the 21st century, Los Angeles can be proud of its accomplishments in building a regional mass transportation system that will ease traffic congestion and reduce air pollution," Edelman said.

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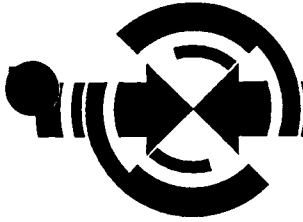
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"After lengthy reviews, we are confident the system can be ready by January 30," said RTD Board President Marvin Holen. "Making that date, however, requires all parties to continue to press forward with the same dedication to excellence that has marked the entire construction project."

"Attention to detail and dedication to safety are especially important in these final stages of the project," said RTD General Manager Alan F. Pegg. "As the operators of the Red Line, our people are working closely with the RCC, its construction contractors and rail car builders to make sure all elements of the system are completed properly and on time."

"As the agency responsible for constructing this system and for certifying to the PUC the safety and readiness for the service, I am pleased to say this certification will be completed as of this weekend, as originally planned," said Neil Peterson, executive director of the LACTC. "The January 30 start date allows RTD, the operator, to make all final preparations prior to opening to the public."

A previous work-toward date of Jan. 11 was revised in favor of the Jan. 30 opening date to allow sufficient time to resolve the problems cited in the Dec. 17 report to the RTD Board.



METROLINK NEWS

JANUARY 11, 1993

CONTACT: PETER HIDALGO (213) 244-6142
BRENDAN SHEPHERD (213) 244-7173
METROLINK MEDIA RELATIONS

FOR IMMEDIATE RELEASE

METROLINK PROPOSES MIDDAY TRAINS, EXTENDS TO SAN BERNARDINO COUNTY

Los Angeles -- Beginning February 22, Metrolink will run trains during the middle of the weekday, it was proposed in committee Friday. Commuters will be able to travel outbound from Union Station in the morning, enhancing Metrolink service. The decision-making body of Metrolink, the Southern California Regional Rail Authority, will rule this Friday on the proposal.

Also, trains on the San Bernardino Line will extend service to Montclair. With the addition of the Montclair station a third county -- San Bernardino -- joins Los Angeles and Ventura in the Metrolink system. Riverside and Orange counties will be added later this year.

"With Montclair coming on board, Metrolink takes another step toward uniting the entire region with rail," said Larry Walker, Metrolink vice-chair and San Bernardino County Supervisor.

The service enhancements will enable commuters to ride Metrolink in from the

MORE

**METROLINK PROPOSES MIDDAY TRAINS,
EXTENDS TO SAN BERNARDINO COUNTY
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Inland Empire and San Gabriel Valley, transfer at Union Station and continue to work in the San Fernando Valley.

The following are the proposed improvements by line.

San Bernardino Line

Four trains will be added on the San Bernardino Line, two inbound to Union Station and two outbound, making stops at all stations. The new inbound trains will depart Montclair at 10:16 a.m. and 2:10 p.m. and arrive in Los Angeles at 11:10 a.m. and 3:04 p.m. The outbound trains will leave Union Station at 9:05 and 1:00 p.m. and arrive in Montclair at 10:00 a.m. and 1:55 p.m.

Santa Clarita Line

Four trains will be added on the Santa Clarita Line, two inbound to Union Station and two outbound, making stops at all stations. The new inbound trains will depart Santa Clarita at 9:05 a.m. and 2:45 p.m. and arrive in Los Angeles at 10:05 a.m. and 3:41 p.m. The additional outbound trains will leave Union Station at 7:50 a.m. and 1:30 p.m. and arrive in Santa Clarita at 8:50 a.m. and 2:29 p.m.

Ventura County Line

On the Ventura County Line, two trains will be added between Van Nuys and Los Angeles, making stops at Burbank and Glendale. Service will extend to Moorpark with the completion of state-of-the-art, computerized train dispatching improvements. At 2:35 p.m., one train will leave Union Station and arrive in Van Nuys at 3:07 p.m.

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**METROLINK PROPOSES MIDDAY TRAINS,
EXTENDS TO SAN BERNARDINO COUNTY
PAGE 3**

This train will depart Van Nuys at 3:27 p.m. and arrive at Union Station at 4:00 p.m.

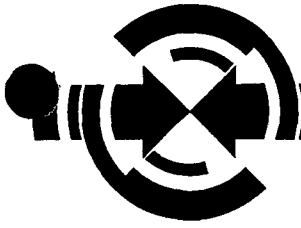
Burbank and Glendale

In addition to the new trains on the Santa Clarita and Ventura County lines, Metrolink will add extra service to Glendale and Burbank. Trains will head outbound from Union Station at 7:15 a.m., 8:10 a.m. and 9:05 a.m.; arriving at Glendale 7:30 a.m., 8:25 a.m. and 9:20 a.m.; arriving Burbank 7:40 a.m., 8:34 a.m. and 9:30 a.m. In the afternoon, trains will run inbound to Union Station from Burbank at 4:21 p.m. and 4:56 p.m., Glendale at 4:29 p.m. and 5:04 p.m., arriving in L.A. at 4:45 p.m. and 5:20 p.m., respectively.

"These improvements demonstrate once again that Metrolink is in no way a static system," Metrolink Executive Director Richard Stanger said. "We are constantly looking for new ways to improve our service, in a cost-efficient manner, and make Metrolink more attractive than driving alone."

Metrolink is the new commuter train system that began October 26. For information on station locations, schedules and fares call 1-800-371-LINK.

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METROLINK NEWS

JANUARY 12, 1993

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METROLINK MEDIA RELATIONS

FOR IMMEDIATE RELEASE

METROLINK RIDERSHIP REACHES ALL-TIME HIGH

LOS ANGELES - Metrolink began the new year with the highest paying ridership to date, averaging 3,600 trips a day last week.

"I know many passengers made New Year's resolutions to leave the car at home and ride the train to work," said Metrolink Executive Director Richard Stanger. "Also, commuters recognized the benefit of taking Metrolink instead of battling the freeways, especially in last week's heavy rain."

The new ridership numbers exceed Metrolink's projection of 2,000 riders a day for the first few months of service. "Ridership" is the sum of morning and evening trips for a particular day.

Along with the positive response from commuters, 91 percent of Metrolink trains have been on time since service began in October.

"Because we are continually improving Metrolink service, we expect ridership to

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METROLINK RIDERSHIP REACHES ALL-TIME HIGH
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steadily grow as well," Stanger said. "New stations and routes will be added every few months this year and in downtown Los Angeles the Metro Red Line subway will open the end of this month."

Metrolink commuters will be able to transfer free to the Metro Red Line at Union Station and ride swiftly to stations at the Civic Center, Pershing Square, 7th St./Metro Center and MacArthur Park. In the evening, commuters can ride the subway back to Union Station and avoid crowded downtown streets.

In late February, with the addition of the Montclair station, Metrolink will expand service to San Bernardino County. In March, the line will be completed to San Bernardino, with stops in Upland and Rialto.

Furthermore, six Metrolink trains a day will run from Riverside to Los Angeles in April, paralleling the Pomona Freeway (60). Late this year, Metrolink will connect Oceanside and cities in between with downtown Los Angeles.

For more information on station locations, schedules and fares call
1-800-371-LINK.

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News



JANUARY 14, 1993

CONTACT: CLARA POTES-FELLOW/STEPHANIE BRADY
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LACTC TO FUND GRAFFITI ABATEMENT ON RTD BUSES

The Los Angeles County Transportation Commission has allocated \$1 million from Proposition C funds, to finance an aggressive graffiti elimination program for RTD buses.

The program announced today was recommended by Neil Peterson, LACTC executive director and Antonio Villaraigosa, RTD Board Member. The program directs the RTD to clean up buses, address transit related crimes, promote community ownership of buses and eliminate tagging.

"This graffiti removal program intends to improve public perception of transit safety," said Peterson. "We want to institute a zero tolerance program, where no RTD bus leaves the barn with graffiti covering any portion of the bus."

"Aggressive enforcement and immediate graffiti removal are the best deterrents to solve this visual blight," Peterson added. "The Metro Blue Line is a good testament of how this policy can work. During two-years-and-a-half of operations, the Blue Line has remained graffiti free." Peterson attributed that to the zero tolerance policy enforced by the Sheriff's Department on the Blue Line.

The pilot program which starts with RTD line 30/31, has been implemented by a combined group of RTD and LACTC staff members.

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Transit officials ponder expanding Metrolink service

By Mark Katches
Daily News Staff Writer

In an effort to deal with one of the biggest complaints about Metrolink commuter train service, Los Angeles transit officials said Friday that they will try to add midday trains and morning trains leaving Union Station for the San Fernando Valley beginning Feb. 22.

A total of 15 train trips would be added under the proposal, which needs to be approved by the Southern California Regional Rail Authority this week, according to Metrolink deputy executive director David Solow.

The Operating Subcommittee of the Metrolink board voted unanimously Friday to recommend the new service, which would cost about \$200,000 for the remaining months of the fiscal year, Solow said.

Four of the new train trips would depart Union Station for Glendale and Burbank weekday mornings as late as 9:05 with return trips in the evening, Solow said. Select trains will go as far as Van Nuys and Santa Clarita, Solow said.

In addition, a 1:30 p.m. train would leave Union Station for Santa Clarita and a 2:35 p.m. train would head for Van Nuys, according to a proposed schedule.

Because of signal construction between Chatsworth and Moorpark on the Ventura County line of the commuter rail system, the midday trips will not go farther than Van Nuys for a while, Solow said.

He said the service will be cost-effective because it would make use of existing crews. One of the biggest expenditures will be for gas, he said.

"Until we could put this kind of service in place people had to rely on shuttles," said Transportation Commission spokeswoman Stephanie Brady. "Now if you're heading to Glendale from Long Beach, you can take the Blue Line to the

‘ Now if you’re heading to Glendale from Long Beach, you can take the Blue Line to the Red Line to Metrolink and you’re there. ’

— Stephanie Brady
Transportation Commission
spokeswoman

Red Line to Metrolink and you’re there.”

Jacki Bacharach, the chairwoman of the SCRRA, said that transit officials learned that more commuters than anticipated are getting off trains in Glendale and Burbank since Metrolink opened for service Oct. 26.

The new service will now make it possible for Orange County Amtrak commuters to go as far as Burbank in the morning.

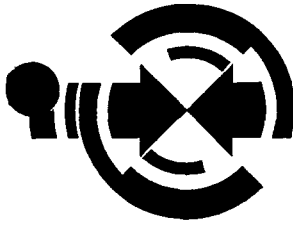
Brady said it takes about 15 minutes to go from Union Station to Glendale and an additional 10 minutes to get to the Burbank station.

In efforts to address other concerns, Bacharach said the next step will be to add a late night “sweeper” train in the next fiscal year, maybe around September.

Besides the lack of midday service and a late night train, the ticket price has been the biggest turnoff to riders, Solow acknowledged. A round-trip ticket from Santa Clarita to Union Station costs \$12 a day.

Solow said the commuter service has gained some ridership, however, since the beginning of the year. Metrolink trains are averaging 3,600 riders a day since Jan. 1. During the first week of December, the ridership numbers were closer to 2,600 a day.

“Some of that is weather related,” Solow said.



METROLINK NEWS

JANUARY 15, 1993

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METROLINK MEDIA RELATIONS

FOR IMMEDIATE RELEASE

METROLINK BOARD APPROVES MIDDAY TRAINS, ELECTS NEW CHAIR

Los Angeles -- Beginning February 22, Metrolink will run trains during the middle of the weekday, it was approved by the board today. This move increases the number of daily trains from 24 to 39. Commuters will be able to travel outbound from Union Station in the morning, enhancing Metrolink service.

Also, trains on the San Bernardino Line will extend service to Montclair. With the addition of the Montclair station a third county -- San Bernardino -- joins Los Angeles and Ventura in the Metrolink system. Riverside and Orange counties will be added later this year.

"Metrolink is a hit," said Neil Peterson, executive director of the Los Angeles County Transportation Commission. "We continue to set new ridership records. Now, ridership is 3,900 a day. These improvements will only allow more residents to take advantage of our great new system."

The service enhancements will enable commuters to ride Metrolink in from the Inland Empire and San Gabriel Valley, transfer at Union Station and continue to work in the San Fernando Valley.

(MORE)

METROLINK BOARD APPROVES MIDDAY TRAINS, ELECTS NEW CHAIR

January 15, 1993

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In other board action, Metrolink elected a new chair today. San Bernardino County Supervisor Larry Walker, the current vice-chair, will serve a one-year term as head of the new commuter train service. Walker will replace current chair, Jacki Bacharach, who represents Los Angeles County. Dana Reed, representing Orange County, was elected vice-chair.

The following are the proposed improvements by line.

San Bernardino Line

Four trains will be added on the San Bernardino Line, two inbound to Union Station and two outbound, making stops at all stations. The new inbound trains will depart Montclair at 10:16 a.m. and 2:10 p.m. and arrive in Los Angeles at 11:10 a.m. and 3:04 p.m. The outbound trains will leave Union Station at 9:05 a.m. and 1:00 p.m. and arrive in Montclair at 10:00 a.m. and 1:55 p.m.

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Ventura County Line

On the Ventura County Line, two trains will be added between Van Nuys and Los

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METROLINK BOARD APPROVES MIDDAY TRAINS, ELECTS NEW CHAIR

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Burbank and Glendale

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Metrolink is the new commuter train system that began October 26. For information on station locations, schedules and fares call 1-800-371-LINK.

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JANUARY 15, 1993

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**STATE OF THE ART TECHNOLOGY USED
TO OPERATE METRO RED LINE SUBWAY TRAINS**

When the Metro Red Line opens on January 30, the trains will be guided through subway tunnels from Union Station to MacArthur Park by a sophisticated computerized system called Automatic Train Operations (ATO). Designed to ensure safe, efficient, and dependable train movement, the ATO commands the speed at which the train travels, controls the braking system, and directs when a train will depart from and arrive into each station.

"The ATO is much like a nerve system for the Red Line's train operations," says Ed McSpedon, President/CEO for the Rail Construction Corporation. The RCC is a subsidiary of the Los Angeles County Transportation Commission and manages the design and construction of the Commission's 400-mile rail system planned for Los Angeles County. "It is equipped with numerous fail-safe features so that the system will automatically respond to incidents that could otherwise affect smooth train operations," McSpedon continued.

The heart of the ATO is housed in the RTD's Central Control Facility (CCF), where all Metro Rail line train operations and security are supervised. From the Central Control Facility the ATO system can dispatch commands, via a signal, to each train traveling along its designated track. These signals are retrieved by small coil-like receivers located on the

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**STATE OF THE ART TECHNOLOGY USED TO OPERATE METRO RED LINE
SUBWAY TRAINS**

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body of each train, just 3 inches above the track. The train's internal computers then convert these signals into operating instructions.

Red Line rail car operators are trained to operate the trains using either the ATO system or manual methods. Operators switch to each throughout their shifts to maintain proficiency in both methods. Although the ATO literally commands the train's movement, operators are needed to closely monitor the cab panel and continually report brake, propulsion, heat and track conditions. They also manually control the opening and closing of the subway doors. "ATO will provide Los Angeles transit riders with the highest degree of safe service, performance and reliability using the latest advances in technology," said McSpedon.

General Railway Signal Company of Rochester, New York was the supplier of the ATO system. Rail transit systems such as the Bay Area BART, the Washington, D.C. METRO, and Atlanta's MARTA are also operated by the ATO system.

Neil Peterson said, "Los Angeles' new subway system, while about 30 years overdue, will be the envy of the rest of the world and second in size only to New York when it is completed."

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NEWS RELEASE

Los Angeles County Transportation Commission • Caltrans • California Highway Patrol

JANUARY 19, 1993

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FOR IMMEDIATE RELEASE

SUCCESSFUL METRO FREEWAY SERVICE PATROL EXPANDS TO INCLUDE CONTINUOUS MIDDAY SERVICE AROUND DOWNTOWN L.A.

Overlooking the busy Harbor Freeway, officials from the Los Angeles County Transportation Commission, Caltrans and the California Highway Patrol announced today that the successful Metro Freeway Service Patrol will again be expanding. This time the expansion will include continuous midday service around busy downtown Los Angeles.

"We are pleased to announce today that the Metro Freeway Service Patrol will provide continuous service around the downtown business loop, bounded by the Harbor, Santa Monica, Santa Ana and Hollywood Freeways," said LACTC Chairman and L.A. County Supervisor Mike Antonovich. "These freeways are some of the busiest in L.A. County, morning, noon and night. Today's expansion will now provide downtown with continuous

(MORE)

**SUCCESSFUL METRO FREEWAY SERVICE PATROL EXPANDS
TO INCLUDE CONTINUOUS MIDDAY SERVICE AROUND DOWNTOWN L.A.**

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be a reduction in the maddening congestion which instantly occurs when cars stall on the freeway."

The Metro FSP, a free roving service that covers most of L.A. County's freeways, is a joint effort on the part of the LACTC, Caltrans and the CHP. The program is designed to swiftly assist stranded motorists and get their automobiles started again by providing a gallon of gasoline, changing a flat tire, or assisting with other mechanical problems. If the driver cannot get the car started, FSP drivers will tow the vehicles, free of charge. The FSP has been shown to decrease response time and duration of stalled vehicle incidents, thus reducing congestion.

"The freeway service patrol continues to be a tremendous asset to the California Highway Patrol," said Southern Division Chief Edward Gomez. "The assistance of disabled motorists by the Freeway Service Patrol allows our officers more time to concentrate on other lifesaving duties which primarily effect the motoring public."

The Metro FSP is paid for by Proposition C, the half-cent sales tax measure approved by voters in November 1990 and state funds recently approved in 1992.

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January 20, 1993

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FOR IMMEDIATE RELEASE

**CALIFORNIA TRANSPORTATION COMMISSION GRANTS \$179.2 MILLION TO
ADVANCE METROLINK PROJECT**

The California Transportation Commission allocated today \$179.2 million to the Los Angeles County Transportation Commission for Metrolink and other rail projects in Southern California and \$13.5 million for highway improvements in Los Angeles County.

Funding was allocated from State Propositions 116 and 108 approved by the voters in 1990 and from the State Transit Planning and Development funds.

"Today's action funds construction of two brand new Metrolink lines to Orange County and to Riverside County via Fullerton," said Richard Stanger, Executive Director of the Southern California Regional Rail Authority. "With these two lines, commuters who fight rush-hour traffic on the congested 91 Freeway and Santa Ana Freeway (5) in short time will have a new transportation alternative."

Allocations for Metrolink mostly fund track and signal improvements and station construction. The funds were distributed as follows:

Oceanside to Fullerton Metrolink/Intercity Rail Project:

\$70.2 million

(MORE)

**CALIFORNIA TRANSPORTATION COMMISSION GRANTS
\$179.2 MILLION TO ADVANCE METROLINK PROJECT**

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San Bernardino-Riverside-Fullerton Metrolink project:

\$38.7 million

Los Angeles to Ventura Metrolink project:

\$12.1 million

San Bernardino to Los Angeles Metrolink project:

\$2.4 million

Consolidates acquisition of Atchison, Topeka & Santa Fe right-of-way:

\$55.6 million

Rail Electrification Study of the Southern California Regional Rail Authority (SCRRA):

\$195,000

The CTC also granted \$13.5 million for construction of the Valley Circle Interchange project on the 101 freeway.

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Abandon Case

VI Kevin Costner, the boy who starred in the movie "The Bodyguard." Far from being as cute and lively as a high school song girl, he's a solid, somber, dark-eyed practitioner of the business Costner played at. Alon, who rarely smiles and almost never bounces, guards bodies, and some of them are the best bodies in Hollywood.

I met with him the other day after seeing Costner's movie, in which Kevie climbs into the sack with Whitney Houston, the person whose body *he* is supposed to be guarding, although not quite that closely. I wanted to know with what fidelity Costner portrayed a real bodyguard, so I turned to Alon.

He's a former agent for the Israeli Secret Service, a nondescript kind of guy in a dark suit coat and mismatched trousers, who speaks in an accent better understood by another Israeli. At 38, he's been guarding somebody in one way or another most of his adult life.

"We live in an age of paranoia," he was saying between rounds of target practice at an indoor range. Bullets from his 9-millimeter Swiss hand gun ripped holes in the target's center with terrifying precision. "There's a reason for the paranoia. The crime rate is up. Anything can happen."

His job, and the job of the 40 personally trained bodyguards on the staff of his Professional Security Consultants, is safety in many forms. "A bodyguard produces something vague," he says. "He is a success when nothing happens, and maybe nothing would happen anyhow." He shrugs and aims. "That's the way we want it." *Bam, bam, bam!* . . .



We drive through Beverly Hills. Alon never stops looking at what's around him, as though to miss anything would place us in jeopardy. His stare is intense. It scans, locks on, shifts, locks on, moves, locks on. . . .

The movie "Bodyguard" has faults. To begin with, you never climb into bed with the person you're guarding. "It happens," Alon says, "but it's not professional." He comes close to a smile and adds, "But with Whitney Houston, who knows?"

What is accurately portrayed in the movie, however, is the inclination of the stars to get in the way.

when he and a friend found the body of his son lodged beneath a dead tree spanning the Santa Clara River.

Oscar Rodriguez had been swept away by the rain-swelled river Monday, when waters were more than four feet above normal.

"They just called me to help," the father, also named Oscar, said in Spanish as he shivered in a wet sweat shirt by the riverbank Wednesday. "And now . . . I can't believe it."

Twenty Los Angeles sheriff's deputies had combed 10 miles of riverbanks in Acton—a rustic community about 16 miles southwest of Palmdale—by air and on foot. They called off the search Tuesday afternoon and had planned to resume Wednesday when water levels subsided.

SOUTHERN CALIFORNIA

State Allots \$179 Million for Rail Transit Projects

The California Transportation Commission allocated \$179 million Wednesday to Los Angeles transit officials to expand the Metrolink commuter trains and other Southland rail projects and \$13.5 million for highway improvements in Los Angeles County.

The money will be drawn from state funds and State Propositions 116 and 108, which voters approved in 1990.

"Today's action funds construction of two brand-new Metrolink lines to Orange County and to Riverside County via Fullerton," Richard Stanger, executive director of the Southern California Regional Rail Authority, said in a statement.

The money is to be used to build track and stations, or signal improvements, including work along the following lines: \$70 million for Oceanside to Fullerton; \$38.7 for San Bernardino-Riverside-Fullerton; \$12.1 million for Los Angeles to Ventura; \$2.4 million for San Bernardino to Los Angeles. Another \$55.6 million is to be used to purchase Atchison, Topeka & Santa Fe right of way; and \$195,000 for a rail electrification study.

WHITTIER

Law Limits Free Removal

Midside Project Foes Must

the stars to get in the way.

Council is expected to decide next



News

JANUARY 21, 1993

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LACTC TRANSPORTATION NEWS BUREAU
(213)244-6566

FOR IMMEDIATE RELEASE

BLUE LINE CROSSING VIOLATORS WILL RECEIVE CITATIONS ISSUED BY PHOTO-CAMERAS AND COMPUTERS

Another effort to discourage railroad violators was announced today by the Los Angeles County Transportation Commission. A new system that takes photographic evidence of vehicles and drivers while crossing the tracks illegally has been installed at Metro Blue Line intersections in the City of Compton.

The system will begin to issue citations Monday, January 25, and will be operational during regular Blue Line hours. The citations are officially issued by the Sheriff's Department under the jurisdiction of the Compton Court.

This is the first time an automated enforcement system is used in the United States for railroad crossing enforcement. The system, however, has been used in Europe with outstanding results. European railroad crossings featuring photo-cameras have experienced dramatic reductions in the numbers of crossing violators and accidents.

The American equipment, especially developed for the Metro Blue Line, is in operation in the City of Compton at the Alondra Boulevard and at the Compton Boulevard grade crossings. These two intersections were selected as being representative in numbers and type of violations, of about 75% of the Metro Blue Line crossings.

(MORE)

**BLUE LINE CROSSING VIOLATORS WILL RECEIVE
CITATIONS ISSUED BY PHOTO-CAMERAS AND COMPUTERS**

January 21, 1993

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The cameras were installed in mid-November and after several days of minor adjustments, safety experts began to take photographic records of vehicles violating the railroad tracks. From November 27, 1992 to January 21 the system was under testing and the photographs were used to build a data base of violation frequency and drivers behavior. No drivers were cited during that period.

During the testing transit officials observed an average of one violation per hour at each of the test crossings.

"One violation per hour is a potential disaster every hour," said LACTC Commissioner, Ray Grabinski. "With this equipment we expect to create a deterrent effect for drivers used to violate railroad crossings. When drivers know that the probability of being caught is 100%, they will think twice before violating the law."

"The court is deeply concerned by the frequency of life threatening violations at these grade crossings," said Judge Jerry Johnson, of the Compton Municipal Court. "We expect this technology to dramatically decrease the numbers of people willing to risk their lives and the lives of others to save just a few seconds."

Automated photo-enforcement combines a computer with a high-speed industrial camera installed on a high pole inside a black steel box, lined with bullet-proof material. The system gets activated only when a train and a vehicle are approaching the intersection at approximately the same time. Detection loops installed on the pavement will indicate to the computer that a vehicle has entered the intersection and will trigger the photo-camera.

(MORE)

**BLUE LINE CROSSING VIOLATORS WILL RECEIVE
CITATIONS ISSUED BY PHOTO-CAMERAS AND COMPUTERS**

January 21, 1993

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"The system creates irrefutable evidence of illegal crossings," said Captain Frank Vadurro, commander of the Sheriff's Transit Services Bureau. "The photos produced by the system clearly show the vehicle, license plate and face of the driver committing the violation."

Two photos, seconds apart, are taken for each violation. The first shows the driver as he or she first violates the crossing and the second shows the vehicle completing the violation.

Printed on each photograph is the exact date, time, location of the violation, as well as the speed of the violating vehicle. The photo also records the number of seconds the light was red before the driver proceeded into the intersection and triggered the camera.

The equipment under testing has been supplied by U.S. Public Technologies of San Diego. Within the next 45 days the LACTC will begin installation and testing of similar technology manufactured by American Traffic Systems of Scottsdale, Arizona. The second equipment will be installed at crossings on Washington Boulevard in Downtown Los Angeles.

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JANUARY 22, 1993

CONTACT: ED COGHLAN, LACTC
TRANSPORTATION NEWS BUREAU, (213) 765-2112
RUSSELL BELL, OFFICE
OF ASSEMBLYMAN RICHARD KATZ, (818) 894-3671

FOR IMMEDIATE RELEASE

**FEDERAL/STATE GOVERNMENTS LURE TRANSIT RIDERS
WITH TAX-FREE SUBSIDIES**

The Los Angeles County Transportation Commission (LACTC) has outlined two new programs, one from federal legislation the other initiated in Sacramento, that will give additional cost-savings to many Southland workers that commute by public transportation.

The programs were outlined in a press conference on Friday with LACTC member Ray Grabinski and State Assemblyman Richard Katz.

The Federal program, which became effective January 1, 1993, increases the tax-free federal transportation subsidy for each employee to \$60 per month from the \$21 per month per employee received in 1992. Employers can write off the subsidy as a business expense tax deduction.

"This subsidy nearly triples the monthly subsidy for commuters who take public transportation," said Neil Peterson, LACTC executive director. "This allows workers to get \$720 per year to put in their pockets, tax free."

(MORE)

**FEDERAL/STATE GOVERNMENTS LURE TRANSIT RIDERS
WITH TAX-FREE SUBSIDIES**

January 22, 1993

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Ridership on the Metro Blue Line and Metrolink commuter trains has been increasing thus far in 1993. Metrolink is now carrying about 4000 passengers per day, double the expectations at this point.

"Our recent rainstorms have had a positive impact on the number of commuters using our public transportation. They realized that using it saved them time and spared them the hassles of freeway gridlock. These new programs provide additional incentives to riders who can take advantage of our three rail systems: the Metro Blue Line, Metrolink and the new Metro Red Line, the subway that opens next weekend," said Ray Grabinski of the LACTC.

A second program that benefits both employers and their employees was introduced in the California Legislature by Assemblyman Richard Katz. It requires certain companies with more than 50 workers who currently make out-of-pocket payments for employee parking to offer those employees a cash allowance equivalent to the parking subsidy the employer would otherwise provide.

The new state law, which has also been in effect since January 1, 1993, requires certain employers of 50 employees or more to offer a cash transit allowance to an employee equivalent to any parking subsidy being provided. The employer will enjoy a tax deduction and get full Regulation XV credit from the South Coast Air Quality Management District for each employee who accepts a transit pass and gives up their parking. The employee can receive a cash subsidy from the employer in lieu of subsidized parking.

(MORE)

**FEDERAL/STATE GOVERNMENTS LURE TRANSIT RIDERS
WITH TAX-FREE SUBSIDIES**

January 22, 1993

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"We are giving workers the choice of getting out of their cars and on to mass transit where they'll miss freeway gridlock and help clean the air," Katz explained. "This plan further saves money when compared to the costs of operating a car in California -- such as gasoline, insurance, and maintenance."

"We expect both companies and employees to take advantage of these programs," said Peterson. "Employees using the subsidy will be able to save money when buying tickets for Metrolink, Metro Blue Line, Metro Red Line, buses and other mass transit services."

Example:

(Chatsworth Commuter to downtown Los Angeles)

30-day Metrolink pass	\$144
Federal Tax-Exempt benefit	\$ 60
Typical Downtown Parking Subsidy	\$ 60
Net Monthly Cost to Employee	\$ 24

#

Monthly Parking Rates for Downtown Area

Broadway Plaza (7th & Flower)	\$143-193
ARCO Plaza (400 S. Flower)	\$165
Century Parking (on Flower, between 7 & 8th)	\$125
2 Lots at corner of 2nd and Hope	\$130
Lot at Pershing Square (on Olive, between Wilshire & 7th)	\$165
World Trade Center (Figueroa)	\$165-203



Monthly Savings from Transit Subsidies

Metrolink 30-Day pass (Chatsworth to Downtown L.A.)

30-Day Pass	\$144
Federal Tax-Exempt Subsidy	\$60
Typical Downtown Parking Subsidy	\$60
<hr/>	
Net Monthly Cost to Employee	\$24





JANUARY 25, 1993

CONTACT: ROBERTA TINAJERO/STEPHANIE BRADY
LACTC TRANSPORTATION NEWS BUREAU
213/244-6565; 244-6792

FOR IMMEDIATE RELEASE

CITY TO CELEBRATE L.A.'S 1ST MODERN SUBWAY

LOS ANGELES -- New subway riders who come to try the Metro Red Line on opening day, January 30, will find a celebration near every train station. Events reflecting the city's rich multi-cultural heritage, will be hosted by many community organizations and downtown merchants near the subway's five stations. A variety of performers --from jugglers, clowns, musicians, dancers to popular cartoon characters -- will keep crowds entertained as they wait in lines to board the shiny, new stainless steel trains.

Events begin at 11 a.m. and end at 4 p.m., except at MacArthur Park where festivities are over at 3 p.m. Free rides on the trains begin at 1 p.m. from all five stations, following an inaugural train ride and ceremony with Mayor Tom Bradley, Govenor Pete Wilson and other transportation officials.

Across from **Union Station**, the Olvera Street Merchant & Business Association will host **"A Fiesta at Olvera."** Folkloric dancers, mariachi musicians and popular radio personality Humberto Luna of KTNQ-AM will add to the street fair's Latin flavor. Children will be treated to pinata and mask craftmaking workshops hosted by downtown's L.A. Children's Museum.

The **Civic Center** area (at the mall between the Hall of Adminsitration and County Court house) will be draped in red, white and blue for its **"Spirit of L.A."** theme.

(MORE)



METROLINK NEWS

JANUARY 26, 1993

CONTACT: PETER HIDALGO (213) 244-6142
BRENDAN SHEPHERD (213) 244-7173
METROLINK MEDIA RELATIONS

FOR IMMEDIATE RELEASE

METROLINK TO EXPAND MIDDAY SCHEDULE ADDS SERVICE TO SIMI VALLEY AND CHATSWORTH

LOS ANGELES -- Metrolink will expand new midday schedules to include Simi Valley and Chatsworth, it was announced today.

Metrolink originally planned to add 15 midday trains system-wide on February 22, with limited midday trains on the Ventura County Line due to ongoing construction and track improvements. The new trains initially were slated to run from Los Angeles to Van Nuys, however, acceleration of track rehabilitation allows Metrolink to extend midday trains to Ventura County.

"We are excited to have midday trains six months earlier than expected," said Bill Davis, Metrolink board member and City of Simi Valley councilmember. "This great news makes Metrolink all the more attractive to Ventura County residents. This new schedule will allow people to use the train for business, not just commuting."

The new tentative schedule will have weekday trains departing Union Station at 1:05 p.m. and arriving in Simi Valley at 2:00 p.m. The train then returns to Los Angeles, departing Simi Valley at 3:03 p.m., arriving in Union Station at 4:00 p.m.

(MORE)

**METROLINK TO EXPAND MIDDAY SCHEDULE
ADDS SERVICE TO SIMI VALLEY AND CHATSWORTH**

January 26, 1993

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Metrolink officials noted, however, that this midday train service will be temporarily interrupted between now and this summer for major track servicing. Service temporarily will be replaced by buses.

Metrolink will extend midday service to Moorpark by the end of May.

Metrolink is the new commuter train service which opened October 16, 1992.

Metrolink currently operates 12 round-trip trains each weekday during the commute periods between downtown Los Angeles and Claremont, Santa Clarita and Moorpark. For more information, call 1-800-371-LINK.

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JANUARY 27, 1993

CONTACT: MICHAEL BUSTAMANTE/STEPHANIE BRADY
LACTC TRANSPORTATION NEWS BUREAU
(213) 244-6591, 6792

FOR IMMEDIATE RELEASE

**L.A. CITY COUNCILMAN RICHARD ALATORRE
NAMED CHAIRMAN OF L.A. COUNTY TRANSPORTATION COMMISSION**

Los Angeles City Councilman and current Los Angeles County Transportation Commission Vice-Chairman Richard Alatorre was named Chairman of the LACTC Board for the coming year. The two-term City Councilman was selected among current LACTC Commissioners and will preside over the merging between the LACTC and the Southern California Rapid Transit District (RTD), of which Alatorre is also a Board member. Of particular importance is that Alatorre is the first Hispanic to be selected as Transportation Chairman for Los Angeles County and will oversee the largest on-going public works project in the country.

"I am pleased to have been selected as Chairman of the LACTC for such an important and historic year of transition and progress for the transportation needs of the County of Los Angeles," said Alatorre. "The opening of Los Angeles' first subway system, the merging of the LACTC and RTD, and the continued work on reconfiguring and expanding our bus and rail systems are only part of the work that needs immediate attention during the next several months."

(MORE)

**L.A. CITY COUNCILMAN RICHARD ALATORRE
NAMED CHAIRMAN OF L.A. COUNTY TRANSPORTATION COMMISSION**

January 27, 1993

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In accepting the Chairmanship, Alatorre stressed the need to provide strong leadership, particularly at a time when both the LACTC and RTD boards are poised to merge into the Los Angeles County Metropolitan Transportation Authority (MTA) in less than three months, one of the largest transportation agencies in the country. "With the impending merger, the Chairman's role will be to ensure that the transition is orderly and that the groundwork is laid for a successful MTA that provides the most efficient and effective transportation options for the diverse ethnic and economic communities that comprise Los Angeles."

Alatorre was appointed by Mayor Tom Bradley to both the LACTC and RTD Boards in 1990. During his tenure on the LACTC, Alatorre has overseen the expansion of programs and contract opportunities for minority and women owned businesses, in addition to being directly involved in negotiations to procure rights-of-way for the Metrolink commuter rail system and the future Metro Blue Line expansion to Pasadena. Alatorre was also instrumental in securing Congressional support and subsequent approval for the Eastern extension of the Metro Red Line subway to East Los Angeles.

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JANUARY 27, 1993

CONTACT: CLARA POTES-FELLOW/STEPHANIE BRADY
LACTC TRANSPORTATION NEWS BUREAU
(213) 244-6566; 6792

FOR IMMEDIATE RELEASE

**LACTC ADOPTS PASADENA TO LOS ANGELES LIGHT RAIL SYSTEM;
CONSTRUCTION TO BEGIN IN THE FALL OF 1993**

Construction of the Pasadena to Los Angeles light rail system was formally approved today by the Los Angeles County Transportation Commission and forwarded to the Rail Construction Corporation to proceed with final engineering and construction of the project.

The Commission approved a budget of \$841 million for construction of the 13.6-mile line spanning from Union Station in downtown Los Angeles to Sierra Madre Villa Avenue in Pasadena. The line will also travel through the communities of Highland Park, Mount Washington and South Pasadena.

"We will be able to begin rail service on the Pasadena to Los Angeles line in November 1997," said Richard Alatorre, the newly elected chairman of the Los Angeles County Transportation Commission.

Powered by electricity, the line will run mostly at-grade on the tracks previously owned by the Atchison Topeka and Santa Fe which were purchased by the LACTC in June 1992.

(MORE)

**LACTC ADOPTS PASADENA TO LOS ANGELES LIGHT RAIL SYSTEM;
CONSTRUCTION TO BEGIN IN THE FALL OF 1993**

January 27, 1993

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Two grade separations will be built to facilitate pedestrian traffic. The first is a below grade separation at the intersection of Marmion Way and Figueroa Street in Lincoln Heights. Another grade separation will be built below-grade in Pasadena's Old Town District. The line will be depressed approximately 1/3 of a mile to run under Green Street, Colorado Boulevard and Union Street.

Station locations in Pasadena include Fillmore Street, Del Mar Boulevard, Memorial Park, Lake Avenue, Allen Avenue and Sierra Madre Villa Avenue. The City of South Pasadena will have a station at Mission Street. Stations in Los Angeles are at Avenue 57, Avenue 51, South West Museum, Marmion and Figueroa, Avenue 26, Chinatown and Union Station.

The maintenance yard will be built in a former **Southern Pacific** railroad yard known as Midway Yard, located north of downtown Los Angeles on the west bank of the Los Angeles River.

The line will be funded by state and local dollars from Propositions A, C and 108. State and local funds finance 50% each.

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JANUARY 27, 1993

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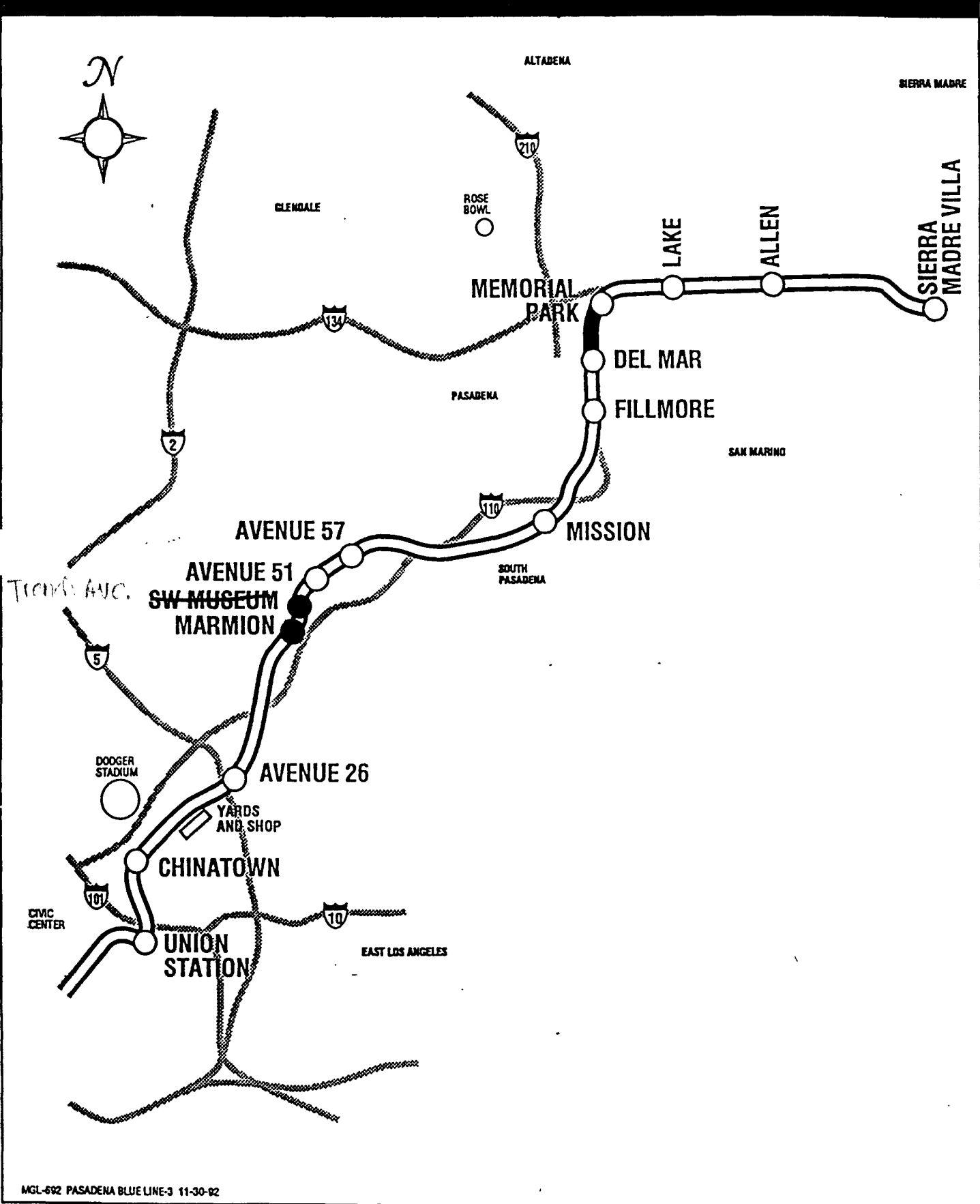
Powered by electricity, the line will run mostly at-grade on the tracks previously owned by the Atchison Topeka and Santa Fe which were purchased by the LACTC in June 1992.

(MORE)



METRO PASADENA PROJECT

Union Station to Sierra Madre Villa



**METROLINK TO EXPAND MIDDAY SCHEDULE
ADDS SERVICE TO SIMI VALLEY AND CHATSWORTH**

January 26, 1993

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Metrolink officials noted, however, that this midday train service will be temporarily interrupted between now and this summer for major track servicing. Service temporarily will be replaced by buses.

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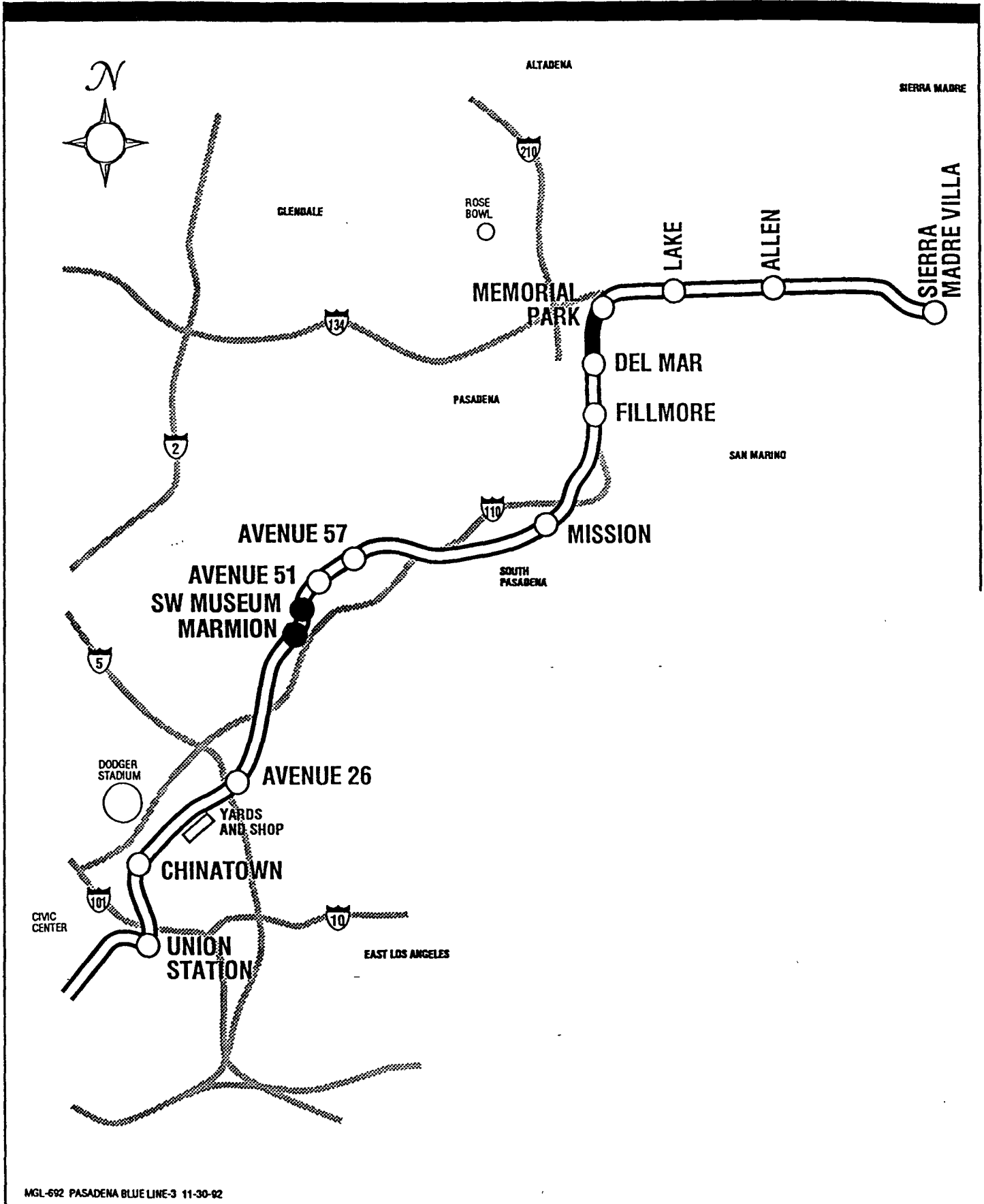
Metrolink currently operates 12 round-trip trains each weekday during the commute periods between downtown Los Angeles and Claremont, Santa Clarita and Moorpark. For more information, call 1-800-371-LINK.

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METRO PASADENA PROJECT

Union Station to Sierra Madre Villa



PASADENA STAR-NEWS

January 27, 1993

Council approves light-rail proposal

By Marla Jo Fisher
Staff Writer

PASADENA — The City Council on Tuesday made an 11th-hour decision to approve a \$50 million proposal to dig a ravine through Old Pasadena to place the Metro Blue Line light-rail tracks below ground.

The proposal, which until Tuesday had been not been discussed in public session by the council, is scheduled for a final vote today by the Los Angeles County Transportation Commission (LACTC).

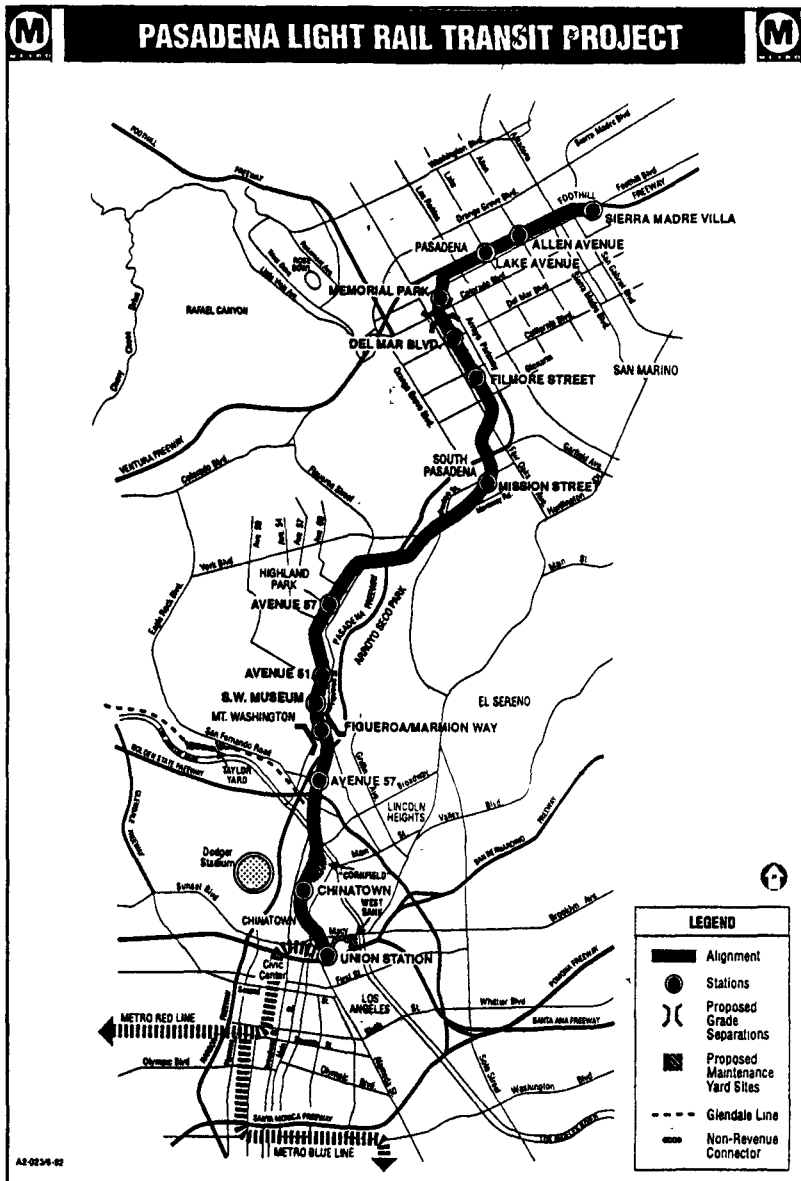
Mayor Rick Cole placed the discussion on the project last on Tuesday's 58-item agenda. The council unanimously approved it at 11:15 p.m.

Councilman Chris Holden, who had previously complained that the project hadn't been publicly debated, agreed with the plan after City Manager Phil Hawkey promised it would not cost Pasadena taxpayers any money.

"You're making the statement that it's not going to cost the taxpayers of Pasadena — period," Holden said to Hawkey. "That becomes an expectation it's hard to live down if it's wrong."

The Blue Line extension, scheduled for completion by 1997, will run 10 miles from Union Station in downtown Los Angeles, stopping six times in Pasadena and ending at Sierra Madre Villa Avenue.

Cole acknowledged that the proposal should have come before the full council previously, but said there was no attempt to



hide anything.

Hawkey said he has tried "to keep the City Council informed, either by personal conversations or private notes."

Hawkey's new proposal to be presented to the LACTC today would fund \$34 million of the project through electric bonds that would be paid back through a surcharge to the county on electricity it would purchase to run the trains.

The city is asking the county to pay the remaining \$16 million.

Two weeks ago, Cole and Hawkey took the proposal to an LACTC committee, which gave it

preliminary approval.

Construction of the below-level line could have "adverse effects on existing structures" in the Old Pasadena National Register Historic District, according to an environmental impact report completed last September.

As proposed, the grade separation — an open-air tunnel — would be dug about 20 feet below Colorado Boulevard, starting at Green Street and ending at Holly Street to the north.

A portion of Holly near Memorial Park and the Pasadena Senior Center would have to be closed to traffic.

NEWS

County Clears Way for Light-Rail Line

■ Transportation:
Commissioners allocate \$841 million for route between Union Station and Pasadena. Service is slated to begin in late 1996.

By NORA ZAMICHOW
 TIMES STAFF WRITER

County transportation commissioners Wednesday allocated \$841 million for a 13.6-mile, light-rail line between downtown Los Angeles and Pasadena.

The action cleared the way for construction of the Pasadena light-rail line, slated to open in late 1996. The trolley is to run between Union Station in downtown to Sierra Madre Villa Avenue in Pasadena—a trip expected to take about 25 minutes.

"This next light-rail line is a much-needed corridor for people who use the overcrowded Pasadena Freeway now for travel between Pasadena and downtown L.A.," said Stephanie Brady, spokeswoman for the Los Angeles County Transportation Commission.

The line will be an extension of

the Blue Line, which operates between Long Beach and downtown. And like Blue Line trains, the trolleys are to run mostly on tracks once used by Atchison, Topeka & Santa Fe Railway trains.

There will be stops at six stations in Pasadena and one in South Pasadena. In Pasadena's Old Town, a grade separation, or tunnel, is to be built under Green Street, Colorado Boulevard and Union Street.

The commissioners directed staff to prepare a report on how the \$34-million grade separation will be funded by Pasadena and the commission, which has committed \$16 million for the project.

Commissioners also decided that passengers will be able to ride free for two days on the Red Line subway, which opens Jan. 30. After that, riders are expected to pay 25 cents. The fare will be in effect for a month.

Because the LACTC and the Southern California Rapid Transit District will merge Feb. 1 into the Metropolitan Transportation Authority, commissioners decided Wednesday to allow the MTA to decide on a fare after the subway's first month. Officials have predicted that the Red Line fare will be \$1.10.

Meanwhile, Mayor Tom Bradley

was thwarted in his effort to have the Los Angeles Police Department patrol the city's new subway instead of transit police. The Police Department option would have cost \$3.1 million more.

The RTD board voted last month to deploy transit police on the Red Line. In a 6-5 vote Wednesday, the commission voted to support that decision.

Police Department officials had estimated that one year of patrolling the 4.4-mile first segment of the Red Line would require 57 officers at a cost of \$6 million.

Before the Blue Line opened in 1990, the RTD caved in to its partner agency and chose the more expensive Los Angeles County sheriff's deputies to patrol the line.

The Blue Line decision created a much-cited inequity where officials spend \$1.25 on security for each Blue Line passenger and only 3 cents for each bus rider. Consequently, officials were reluctant to select the more expensive security alternative for Red Line passengers.

"How do we tell RTD police . . . that they are OK to do the buses but they are not OK to do the subway?" asked Councilman Richard Alatorre. "That's outrageous."



News

RTD-041

Contact: Bill Heard/Jim Smart

(213) 972-4400

February 1, 1993

FOR IMMEDIATE RELEASE

90,000 BOARD METRO RED LINE ON SECOND DAY OF FREE RIDES

The second day of free rides on the Metro Red Line added another 90,000 passenger boardings, Sunday, to the 52,800 boardings achieved following the grand opening of the city's new subway system on Saturday.

Thousands of families, teenagers, young people on dates and senior citizens from neighborhoods near the subway and from suburban towns swarmed onto platforms at the five Red Line stations and boarded the gleaming metal cars for a speedy ride to the next stop.

Sunday's open house began with only light crowds until about noon, when riders began to form lines at Union Station and Westlake/MacArthur Park. The cheerful passengers were ushered through the system by RTD volunteers and Transit Police officers, who reported no problems handling the throng. Service was continued an hour past the 5 p.m. closing time to accommodate passengers remaining in the stations.

Starting today and continuing through February, Red Line passengers will pay a special one-way 25-cent fare. Elderly and handicapped passengers will pay 10 cents.



METRO FREEWAY SERVICE PATROL



FEBRUARY 1, 1993

CONTACT: MICHAEL BUSTAMANTE/STEPHANIE BRADY
LACTC TRANSPORTATION NEWS BUREAU
(213) 244-6591, 6792

FOR IMMEDIATE RELEASE

**METRO FREEWAY SERVICE PATROL EXPANDS TO COVER
ADDITIONAL L.A. COUNTY FREEWAYS**

The Metro Freeway Service Patrol expanded again today by an additional 49.7 miles, covering portions of five freeways throughout the Los Angeles County area. The successful program, with today's expansion, now covers more than 306 miles of freeway in Los Angeles County.

"The Metro Freeway Service Patrol has proved to be an invaluable, cost effective service that saves motorists precious commuting time to and from work," said LACTC Chairman and Los Angeles City Councilman Richard Alatorre. "This time savings for commuters translates to a more productive work force for Southern California businesses."

Today's expansion includes 9.8 miles along the Hollywood Freeway (I-101) from Reseda to Las Virgenes Road; 10.5 miles on the Long Beach Freeway (I-710) from Willow to Firestone; 10.6 miles on the Santa Ana Freeway (I-5) from Hollywood Way to Stadium Way; 4.7 miles on the Pasadena Freeway (I-110) from Avenue 43 to Glenarm Street; and 14.5 miles on Highway 118 from Rocky Peak Road to Route 210 at McClay.

(MORE)

METRO FREEWAY SERVICE PATROL EXPANDS TO COVER ADDITIONAL L.A. COUNTY FREEWAYS

February 1, 1993

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The expansion today is the 5th time the Metro FSP has expanded since the successful program began in July 1991. Since that time, Metro FSP drivers have assisted more than 260,000 motorists by providing a gallon of gas, changing a flat tire, jump-starting the motorist's car, or towing the vehicle to a CHP-inspected location adjacent to the freeway, all free of charge to the motorist.

The Metro Freeway Service Patrol is a program jointly sponsored by the Los Angeles County Transportation Commission, Caltrans and the California Highway Patrol and is funded by Proposition C, the half-cent sales tax measure approved by voters in 1990.

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FEBRUARY 1, 1993

CONTACT: MICHAEL BUSTAMANTE/STEPHANIE BRADY
LACTC TRANSPORTATION NEWS BUREAU
(213) 244-6591, 6792

FOR IMMEDIATE RELEASE

**METROPOLITAN TRANSPORTATION AUTHORITY TAKES EFFECT TODAY;
FIRST STEP IN TRANSPORTATION AGENCY MERGER PROCESS**

The Los Angeles County Metropolitan Transportation Authority, known as the MTA, officially took effect today, creating a new transportation authority for Los Angeles County. The MTA was created by legislation AB 152, authored by Assemblyman Richard Katz and approved by the California State legislature and signed by Governor Wilson in May 1992.

Both the Los Angeles County Transportation Commission (LACTC) and the Southern California Rapid Transit District (RTD) will remain as individual agencies until April 1, 1993, when both transportation groups will cease to exist.

The merging of the RTD and LACTC into a single transportation authority charged with making decisions on all transportation programs for L.A. County is expected to streamline the decision-making process, create a more efficient organization, and provide a more equitable distribution of representation across the county. The MTA Board is expanded to thirteen voting members, an increase by two over either the RTD or

(MORE)

**METROPOLITAN TRANSPORTATION AUTHORITY TAKES EFFECT TODAY;
FIRST STEP IN TRANSPORTATION AGENCY MERGER PROCESS**

February 1, 1993

Page 2

LACTC boards. The MTA will be broken into three groups which include policy-making, operations, and construction.

The thirteen voting members of the MTA include:

- **Five Los Angeles County Supervisors: Gloria Molina, Yvonne Brathwaite Burke, Ed Edelman, Deane Dana, and Mike Antonovich;**
- **Mayor Tom Bradley and three mayoral appointees: L.A. City Councilmembers Richard Alatorre, Marvin Braude, and Mark Ridley-Thomas; and**
- **Four representatives from the League of Cities, determined by geographic location: Long Beach City Councilman Evan Anderson-Braude, Gardena City Councilman Jim Cragin, Duarte City Councilman John Fasana, and Glendale City Councilman Larry Zarian.**
- **Representing the State of California in a non-voting, or Ex-Officio capacity is Caltrans District 7 Director Jerry B. Baxter.**

The first official meeting of the MTA is scheduled to take place on Thursday, February 4 at 10:00 AM in the Kenneth Hahn County Hall of Administration in the Supervisor's Hearing Room on the 3rd Floor, located downtown at 500 West Temple Street.

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METROLINK NEWS

FEBRUARY 1, 1993

CONTACT: PETER HIDALGO (213) 244-6142
BRENDAN SHEPHERD (213) 244-7173
METROLINK MEDIA RELATIONS

FOR IMMEDIATE RELEASE

**METRO RED LINE BOOSTS METROLINK RIDERSHIP,
COMMUTER TRAIN SETS NEW RECORD**

LOS ANGELES -- Metrolink ridership today leapt to an all-time high, Metrolink officials announced. Metrolink attributes the boost to the new Metro Red Line subway. Long-distance commuters may now ride Metrolink to downtown Los Angeles and transfer free to the Red Line subway in Union Station. From Union Station, passengers may ride the subway to Civic Center, Pershing Square, 7th St/Metro Center. and to MacArthur Park.

"I rode Metrolink from Claremont this morning and continued on the Red Line to the 7th St./Metro Center station," said Larry Walker, Metrolink Chair and San Bernardino County Supervisor. "The connection is fast, smooth and worry-free. Our passengers can now get from the Metrolink trains in Union Station to work on the Red Line in three to five minutes."

Today's morning ridership was 2,140, a 17 percent increase for a typical Monday in January. Metrolink officials project that today's total morning and evening ridership will reach 4,100, the highest to date.

"We have known that the ease of transferring to the Red Line would be one more

(MORE)

**METRO RED LINE BOOSTS METROLINK RIDERSHIP,
COMMUTER TRAIN SETS NEW RECORD**

February 1, 1993

Page 2

attraction to lure Metrolink commuters," said Neil Peterson, Executive Director of the LACTC. "We anticipated today's jump in ridership and expect it will continue to rise as the word spreads of the terrific Red Line connection."

"Our passengers are tremendously excited about the free Metro Red Line connection," Metrolink Executive Director Richard Stanger said. "Transferring to the Red Line from Metrolink makes commuting by rail even more convenient and cost-effective than driving alone."

Metrolink opened three routes on October 26, 1992 between Los Angeles and Claremont, Moorpark and Santa Clarita. For more information on station locations and departure times, call 1-800-371-LINK.

#



News

RTD-044

Contact: Greg Davy/Jim Smart

(213) 972-4400

February 2, 1993

FOR IMMEDIATE RELEASE

APPROXIMATELY 24,410 RIDERS CLIMB ABOARD METRO RED LINE ON SECOND DAY OF SPECIAL 25-CENT FARE

An estimated 24,⁴¹⁰~~750~~ riders boarded RTD's new Metro Red Line subway system during its second day of regular commuter service, bringing the two-day total to more than 49,000, the District announced.

Red Line riders paid a special 25-cent one-way fare to experience Los Angeles County's first modern subway system, which was officially opened at a gala celebration Jan. 30. Disabled and senior patron reduced fare is 10 cents. The special low fares for Red Line riders will be in effect until Feb. 28.

About 24,⁴¹⁰~~250~~ people rode on the first day of service.

More than 140,000 people took advantage of free rides Jan. 30-31, with more than 90,000 boarding the trains on Jan. 31 alone.



FEBRUARY 2, 1993

CONTACT: CLARA POTES-FELLOW/STEPHANIE BRADY
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(213)244-6566/6792

FOR IMMEDIATE RELEASE

LOS ANGELES SUPERIOR COURT UPHOLDS FoothILL TRANSIT ZONE OPERATIONS

The Los Angeles County Superior Court today upheld Foothill Transit Zone operations and denied all relief sought by the United Transportation Union (UTU) against the LACTC, RTD or the Foothill Transit Zone.

On the final stages of a long court battle over the creation of the Foothill Transit Zone, the UTU, which represents the RTD drivers, requested the reversion to the RTD of 14 bus lines operated by the Foothill Transit Zone. If that were not granted, the UTU asked the Court to require the Foothill Transit Zone to comply with the UTU collective bargaining agreements signed with the RTD. The L.A. Superior Court denied both requests.

"Today's court ruling validates the Foothill Transit Zone's right to provide bus service to the Foothill communities in the San Gabriel Valley," said LACTC Commissioner Jacki Bacharach.

The Foothill Transit Zone is a joint powers authority created by the Los Angeles County and 20 cities in the San Gabriel Valley to provide bus service to the participating cities. The service has been in operation in the San Gabriel Valley since 1988.

Creation of the zone was an experiment to test the efficiency of bus service provided by the private sector. During five years of service, Foothill Transit operation costs have remained lower than those of the RTD.

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FEBRUARY 3, 1993

CONTACT: ROBERTA TINAJERO/STEPHANIE BRADY

LACTC TRANSPORTATION NEWS BUREAU

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FOR IMMEDIATE RELEASE

RAIL STATION IN MACARTHUR PARK AREA BRINGS BUSINESS BOON

Business is booming again at one of L.A.'s forgotten landmarks, Langers Delicatessen, where new noontime subway riders are lining the sidewalk waiting to get in.

"It's absolutely fabulous," exclaimed restaurant owner Norm Langer. "I expected more customers when the Metro Red Line opened, but nothing like this. Our parking lot is empty, but our tables are full," he said.

"The subway secret is out," said Neil Peterson, executive director of the Los Angeles County Transportation Commission (LACTC). "Commuters have discovered what's deep below downtown L.A.'s congested streets." The new Metro Red Line, L.A.'s first modern subway, is attracting more than triple the number of riders predicted. Ridership figures are reaching 25,000 a day during the first week of operations.

"Rail transit stimulates the vitality of the area," said Nick Patsouras, LACTC commissioner.

The 400-mile rail transit plan for Los Angeles County calls for the construction of close to 100 rail stations. "In some areas, these stations may be the most important public works to be built for decades. The construction of these public facilities provides a major opportunity to enhance and revitalize neighborhoods," said Patsouras.

(MORE)

RAIL STATION IN MACARTHUR PARK AREA BRINGS BUSINESS BOON

February 3, 1993

Page 2, 1993

The station at the MacArthur Park/Westlake area is just the beginning of longterm plans to beautify the site. The park's lake, now dry for current construction on the Red Line's next leg will be part of an expansive remodeling plan, will be restored this fall. The \$6 million restoration of the park calls for a new lake lining and aeration system, as well as replacing the lake's center fountain. The entire walkway around the lake will be redesigned and replaced as well as the planter, benches and storm drains. A modern lighting system will also be installed. Youngsters from five nearby schools are currently raising bluegill sunfish for lake.

Joint development plans for the station area call for a shopping and entertainment center, with a movie theater, restaurants and affordable housing to be built over the next 10 years.

"We're encouraging more people to use public transit by making station areas a convenient place to be," said Patsaouras.

###

Los Angeles County Metropolitan Transportation Authority

MIA-002

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(213) 972-4400
Stephanie Brady/Michael Bustamante
(213) 244-6792
February 4, 1993

FOR IMMEDIATE RELEASE

**FRANKLIN E. WHITE, NEW YORK D.O.T COMMISSIONER,
NAMED CHIEF EXECUTIVE OFFICER OF L.A. COUNTY M.T.A.**

Franklin E. White, the commissioner of the New York State Department of Transportation, today was named chief executive officer of the newly formed Los Angeles County Metropolitan Transportation Authority, Chairman Richard Alatorre announced.

The unanimous decision choosing White from a field of three finalists to head the agency was made at the first meeting of the 13-member MTA Board. His compensation and starting date as CEO of the MTA are yet to be determined.

As commissioner of the New York DOT since 1985, White, 51, was responsible for 11,500 employees and an annual budget of \$4.3 billion. He previously was secretary of transportation and public safety in Virginia and prior to that served as associate director for the justice and domestic policy staff in the Carter White House.

"This is a very exciting opportunity," White told the MTA Board following his selection. "I am honored that the MTA Board has expressed its confidence in me. In return, I pledge to give Los Angeles County my best effort in bringing to it the highest quality public transportation. A city this great deserves nothing less."

(MORE)



Commenting on White's selection, Mayor Tom Bradley said, "We considered him the most impressive candidate, with a breadth of experience that will enable him to lead us into a new era of transportation."

"We are eager to put Mr. White to work toward implementing the new MTA policy agenda," said Alatorre. "Foremost on our minds is an efficient organization that gets the job done."

"Mr. White is a consensus builder with a reputation as an excellent administrator," said Supervisor Ed Edelman, newly elected vice chairman of the MTA Board and chairman of the Board of Supervisors. "We believe he will be able to bring a balanced view to transit and transportation needs, both for today and for the future."

White currently serves as chairman of a review board that approves the existing \$9 billion capital program for the MTA in New York. He is vice chairman of a committee that is developing New York's plan for the implementation of the Clean Air Act of 1990.

He is past president of the Northeast American Association of State Highway and Transportation Officials and is an active participant in the Association of State Highway and Transport Officials, presently serving as chairman of a special committee on intermodal issues and domestic freight policy.

(MORE)

Page 3, FRANKLIN E. WHITE NAMED TO HEAD M.T.A.

A 1961 business administration graduate of City College of New York, White earned a law degree in 1965 from Columbia University Law School. He graduated with honors from both institutions. He lives with his wife, Diane, in Ballston Lake, N.Y. The Whites have three sons, Franklin Jr., 27; William, 25; and Andrew, 17.

-- 0 --

Los Angeles County Metropolitan Transportation Authority

TO: PAUL
SELF

MTA-001
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(213) 244-6792
Feb. 4, 1993
FOR IMMEDIATE RELEASE

LACMTA BOARD OF DIRECTORS MEETS FOR FIRST TIME;
L.A. COUNCILMAN RICHARD ALATORRE ELECTED CHAIRMAN

The 13 members of the newly-formed Los Angeles County Metropolitan Transportation Authority (MTA) were sworn in, and L.A. Councilman Richard Alatorre was selected the Board's first chairman, at the MTA's first historic meeting Thursday, Feb. 4, 1993, at the Hall of Administration in downtown Los Angeles.

The new MTA combines the powers, duties and responsibilities of the Los Angeles County Transportation Commission (LACTC) and the Southern California Rapid Transit District (RTD). The merger is the result of legislation passed by the state legislature and signed into law by Governor Pete Wilson.

"The MTA is open for business and ready to serve the citizens of the nation's second-largest metropolitan region," said new chairman Alatorre. "We are going to move forward as expeditiously as we can to merge the LACTC and RTD."

More...



"By merging these two agencies, our goal is to more efficiently move more people by public transit and relieve congestion on the streets and freeways of Los Angeles County," he added. "We will achieve this by providing quality transit service, building additional rail lines and improving existing modes of transportation."

"We also are going to strive for real cost savings, greater efficiency and economies and an end to wasteful duplication of programs and activities," he added.

Los Angeles County Supervisor Ed Edelman was selected as Vice Chairman. "I am very much looking forward to assuming my role as vice chair of the new MTA," Edelman said. "I'm pleased we have been able to put aside our differences to establish a new and unified agency to expand the public transportation system for the people of Southern California.

"We have a lot of work ahead of us, but with the successful opening of the city's first real subway and expanding Metrolink intercity commuter service, we're getting off to a great start."

In its initial actions, the MTA Board adopted rules and procedures that will govern MTA meetings as well as minority hiring and contracting programs designed to ensure maximum participation by women and minorities, both in the hiring of new employees and in the contracting for services.

A stringent set of ethics procedures also was approved, as well as a temporary compensation program for new employees and procurement practices by which the new agency will solicit and award contracts.

To comply with the authorizing legislation that created the new policy board, the MTA policy makers voted to delegate back to both the RTD and LACTC each agency's current responsibilities and legal powers until such time as the MTA deems appropriate. This action will allow both agencies to carry forward current programs and services while the new agency organizes.

The MTA Board is comprised of 13 voting members. The RTD board and LACTC board each consist of 11 members. The MTA will be divided into three subgroups that include planning, operations and construction.

The 13 voting members of the MTA are:

- The five Los Angeles County Supervisors: Gloria Molina, Yvonne Brathwaite Burke, Ed Edelman, Deane Dana and Mike Antonovich.

- Mayor Tom Bradley and three mayoral appointees: L.A. City Council members Richard Alatorre, Marvin Braude and Mark Ridley-Thomas.

- Four representatives from the League of Cities: Long Beach City Councilman Evan Anderson Braude, Gardena City Councilman James W. Cragin, Duarte Mayor John R. Fasana and Glendale City Councilman Larry Zarian.

Representing the State of California in a non-voting capacity is CalTrans District 7 Director Jerry B. Baxter.

MTA Board members will be compensated \$150 per meeting attended, up to a maximum of \$600 per month.



FEBRUARY 8, 1993

CONTACT: MICHAEL BUSTAMANTE/STEPHANIE BRADY
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FOR IMMEDIATE RELEASE

**33 LOCAL FIRMS JOIN WITH AEROSPACE-RAILCAR TEAMS
IN BIDDING FOR L.A. CAR ORDER**

LOS ANGELES -- No less than thirty-three Southern California small and medium-sized companies listed in the Los Angeles County Transportation Commission's Products and Services Directory, have been included as potential partners to build 87 Standardized Light Rail Vehicles. The thirty-three companies, many of which are minority or women owned, join five local aerospace giants and four international railcar builders to bid on the "L.A. Car".

These facts were disclosed when the LACTC opened initial prices received by the four partnerships for the 87-car order this morning. The teams include:

- Northrop Corporation with Bombardier Corporation;
- Lockheed Corporation and Hughes Aircraft Company with Morrison Knudsen;
- TRW Aerospace Unit, AAI Corporation with Siemens Duewag Corporation;
- Rockwell Corporation with Sumitomo Corporation.

The initial price offer received by the four partnerships will be subject to review and negotiation since the car order will not wholly be decided by the lowest price, but by a

(MORE)

**33 LOCAL FIRMS JOIN WITH AEROSPACE-RAILCAR TEAMS
IN BIDDING FOR L.A. CAR ORDER**

February 8, 1993

Page 2

combination of factors involved in a competitive negotiation process, or "negotiated procurement". The final award will be evaluated and scored on four major components:

- *Technical portion (35 points);*
- *Cost (35 points);*
- *Advanced Transit Product Development Program (ATPDP) portion (15 points); and*
- *Domestic, Disadvantaged and Domestic Business Development Contents (15 points).*

The prices submitted by the proposers, listed by team, proposed total contract amount and proposed price per car are as follows (in millions):

<u>Team</u>	<u>Total Contract Amount</u>	<u>Price per Car</u>
• Northrop/Bombardier:	\$235,980,385	\$3.18
• Lockheed/Hughes/M-K:	\$272,558,301	\$3.68
• TRW/AAI/Siemens:	\$223,282,951	\$3.01
• Rockwell/Sumitomo:	\$303,163,574	\$4.09

The prices submitted by the proposers include, but are not limited to, the 72 standardized light rail vehicles, 2 prototype light rail vehicles which will be used to test advanced transit products, spare cars and parts, tools and equipment, shipping, insurance and local L.A. County sales tax. The County of Los Angeles, according to the initial prices, could expect to receive between \$17 million and \$23.1 million in sales tax revenues.

(MORE)

**33 LOCAL FIRMS JOIN WITH AEROSPACE-RAILCAR TEAMS
IN BIDDING FOR L.A. CAR ORDER**

February 8, 1993

Page 3

An evaluation team comprised of industry experts will review the proposers prices and meet with each proposer team to negotiate a final price. During the next several months, the competitive negotiation process for the 87-car order will review technical proposal and price, discussions and negotiations, and submittal of a Best And Final Offer (BAFO) which requires submittal of a technical proposal that incorporates revisions based upon previous discussions and the Best and Final Price Proposal. The process is expected to conclude by June 1993, when a final team will be awarded the contract.

The initial prices submitted by the four proposers, and immediately disclosed by the LACTC, is the first time such prices were immediately provided to the public through new state legislation authored by Senator Quentin Kopp, SB1440, that provides for prices to be made available.



FEBRUARY 10, 1993

CONTACT: ROBERTA TINAJERO/STEPHANIE BRADY
LACTC TRANSPORTATION NEWS BUREAU
(213) 244-6565; 244-6792

FOR IMMEDIATE RELEASE

FREE TOURS EXPLORING SUBWAY PUBLIC ART OFFERED

The Art For Rail Transit Program is offering free tours of the newly opened Metro Red Line subway. Tour-goers will board trains and visit five stations for a brief description and history of the public art installations.

The Friday noontime series is scheduled for Feb. 12, 19 and 26. The Saturday series is scheduled for Feb. 13, 20 and 27 at 11 a.m. Both series will be offered again in March and April.

Guided tours are free, and the subway ticket is 25 cents. Space is limited and reservations are required, and can be obtained by calling 213/244-6408.

Tours begin at the 7th Street/Metro Station at the northeast corner of 7th and Flower streets and last about an hour and 15 minutes. The briefings will cover the following:

- Union Station's "Traveler" by Terry Schoonhoven, a tile mural depicting travelers from different eras and featuring historical references such as Spanish galleons, Pico House and Olvera Street. Cynthia Carlson's "City of Angels" wall relief features 11 wings, each representing a Los Angeles founding family.

(MORE)

FREE TOURS EXPLORING SUBWAY PUBLIC ART OFFERED

February 10, 1993

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The station's "Union Chairs" by Christopher Sproat are bold sculptural granite benches linked to the station's original architectural theme.

- The Civic Center Station features Jonathan Borofsky's "I Dreamed I Could Fly," an interpretation of the artist's own dreams of flying. Six fiberglass figures soar serenely through the high bay area of this station and cast large shadows on the ceiling, accompanied by the occasional peaceful trill of a bird.
- "Neons for Pershing Square Station" by Stephen Antonakos are 12 colorful sculptures that create an exciting lively atmosphere.

Three artists contributed to the Metro Center Station. "Heaven to Earth" at the Hope St. entrance, is a ceramic tile triptych with strong allegorical content. Born in Mexico, artist Robert Gil de Montes retains strong ties to Mexican art traditions and has created a work which reflects his bicultural influences. Joyce Kozloff's "The Movies: Fantasies" is a ceramic tile mural that pays homage to the movies, and tribute the many characters of myth and fantasy. Tom Eatherton's "Unity" is a series of 82 fiber-optic light paintings located in the Metro Blue Line tunnel above the Red Line.

The Westlake/MacArthur Park Station features Therman Statom's "Into the Light," a sculpture that takes five ordinary objects -- a house, ladder, leaf, cone and diamond -- and suspends them from the station's skylight. Chilean-born artist Francisco Letelier uses images of the people and landmarks of MacArthur Park to reference the past, as well as the unfolding cultural history of the community for his colorful tile murals "The Sun/El Sol" and "The Moon/La Luna."

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FEBRUARY 10, 1993

CONTACT: MAYA EMSDEN/ROBERTA TINAJERO
LACTC ART FOR RAIL TRANSIT PROGRAM
(213) 244-6829/(213) 244-6565

FOR IMMEDIATE RELEASE

SANTA MONICA GALLERY TO FEATURE METRO RAIL PUBLIC ART

"Metro Art," an exhibition of designs, architectural models and photos of Metro Rail public art opens at the Eatz Gallery in Santa Monica Place on February 22 and runs through April 30. Artists working with station architects are able to incorporate their ideas from an early point in the design stage for the Metro Red Line subway, as well as the Metro Green Line that will run along the center of the new I-105 Freeway. Several artists are also fabricating work for the 22-mile Metro Blue Line that runs from Long Beach to downtown Los Angeles.

About 60 artists have been commissioned for Metro Rail projects and have contributed to the gallery exhibit. Featured works include photographs of works installed in the recently opened Metro Red Line subway, as well as a video presentation featuring Metro Blue and Green Line works.

The Art-For-Rail-Transit program of the Los Angeles County Metropolitan Transportation Authority is funded from one-half of one percent of the Metro construction costs. Established in 1989, it is one of the largest and most innovative public art programs in the nation. "The inclusion of art in the design of public spaces creates a more inviting environment for passengers," said Jessica

(MORE)

SANTA MONICA GALLERY TO FEATURE METRO RAIL PUBLIC ART

February 10, 1993

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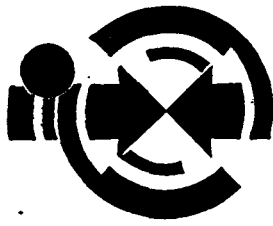
Cusick, A-R-T director. "The unique landmarks created by the A-R-T program contribute to a sense of community pride."

The art works are chosen through a process that includes an advisory committee of residents and business leaders. The group produces a community profile that assists artists in developing their station art ideas. Artists are chosen from a second panel consisting of two community leaders and three arts professionals.

Works designed by artists take the form of ceramic tiles, murals, sculpture or structural and functional forms including benches, railings and light fixtures. Language, sound and music are also potential media.

Eatz Gallery is open Mon. through Sat. from 10 a.m. to 9 p.m. and Sun. from 11 a.m. to 6 p.m. and is located at the 3rd Street entrance to Santa Monica Place at 3rd and Broadway streets. For more information, contact Robin Faulk at 310-394-5451.

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METROLINK NEWS

Lt. Klugman 6877
Sgt Lee Smith 6942

FEBRUARY 11, 1993

**CONTACT: PETER HIDALGO (213) 244-6142
BRENDAN SHEPHERD (213) 244-7173
METROLINK MEDIA RELATIONS**

FOR IMMEDIATE RELEASE

METROLINK ENLISTS SUPPORT TO SPREAD SAFETY MESSAGE

SUN VALLEY -- As a part of an on-going safety education campaign, Metrolink conducted today a special train to provide police and media with the opportunity to witness vehicle and pedestrian violations at railroad crossings.

Today's special train travelled through Sun Valley, Pacoima, San Fernando and Sylmar because three out of the five fatal Metrolink incidents occurred in this area. The event was a combined effort between Metrolink and Operation Lifesaver. Known as Trooper on the Train, the train was followed by Sheriff's Department vehicles which chased and cited violators.

"The Trooper on the Train program is meant to raise public awareness of railroad safety and teach good driver and pedestrian behavior in the vicinity of the Metrolink right-of-way," said Dana Reed, Metrolink vice-chair. "Trespassing is a serious problem. Since we began in October, our core police agency, The Los Angeles County Sheriff's Department, has made 35 arrests and 41 citations for trespassing related incidents -- in this area alone."

In the four months Metrolink has been in operation, four pedestrians and one motorist have died while illegally crossing or sitting on Metrolink's railroad tracks.

(MORE)

METROLINK ENLISTS SUPPORT TO SPREAD SAFETY MESSAGE

February 11, 1993

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"All Metrolink accidents have been created by adults violating rail crossing laws by either trespassing on the tracks or ignoring active crossing signals," said Richard Stanger, Metrolink executive director. **"These were all needless and avoidable deaths."**

Metrolink authorities are working in cooperation with the Los Angeles County Sheriff's Department, the Los Angeles Police Department and the City of Los Angeles to reduce Metrolink accidents.

The interagency safety program includes:

- Deployment of special enforcement units in the San Fernando Valley where all fatalities have occurred.
- Bilingual information campaigns to educate adults on railroad safety.

Metrolink began a safety education program for students one year before the inauguration of its commuter train service. The on-going program has rendered outstanding results among area students. There have been no children involved in Metrolink accidents.

Metrolink encourages residents to follow the rail safety rules.

RAILROAD SAFETY RULES

1. Do not walk on or near rails or climb on railroad cars.
2. When crossing the railroad tracks on foot, always cross at the grade crossing and obey all signs and signals.

(MORE)

METROLINK ENLISTS SUPPORT TO SPREAD SAFETY MESSAGE

February 11, 1993

Page 3

3. Stay off railroad bridges.
4. Never ride or walk around gates.
5. Expect a train on any track at any time.
6. Get out of your vehicle if it stalls.

Metrolink began commuter train operations on October 26, 1992 and runs trains on three routes: San Bernardino, Santa Clarita and Ventura County. Currently, an average of 4,100 long-distance commutes are made each weekday on the train. For schedule or station information call 1-800-371-LINK.

#

Los Angeles County
Transportation Commission
818 West Seventh Street
Suite 1100
Los Angeles, CA 90017
213/623-1194



Southern California
Rapid Transit District
425 South Main Street
Los Angeles, CA 90013
213/872-6000

CONTACT:
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FOR IMMEDIATE RELEASE

FEBRUARY 16, 1993

MEDIA ADVISORY

ICF

**TRANSIT AND EDUCATION OFFICIALS TO ANNOUNCE PLANS
FOR MODEL TRANSPORTATION JOB TRAINING PROGRAM**

WHAT: While lawmakers and economic experts discuss California's ailing economy, Los Angeles County Metropolitan Transportation Authority (MTA) Boardmember Nick Patsouras will hold a news conference to announce a \$600,000 job training program, the first of its kind for the Los Angeles area. ICF Kaiser Engineers, prime contractor on the county-wide Electric Trolley Bus project, is developing the new program in conjunction with leading educators from Los Angeles Trade Technical College. This is the first job training program to be developed under recent guidelines adopted by the MTA, which require its contractors to fund employment development and training programs.

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480
12480

- WHO:**
- o Nick Patsouras, MTA board member and author of the MTA's job training requirement
 - o Rod Garcia, manager of the county-wide Electric Trolley Bus program for ICF Kaiser Engineers.
 - o Wallace Knox, president, Los Angeles Trade Technical College
 - o Al Perdon, Southern California Rapid Transit District Electric Trolley Bus project director.

WHEN: Wednesday, February 17 - 9 a.m.

WHERE: Los Angeles Trade Technical College

(Public parking at corner of Washington Blvd. and Grand Ave. Building A faces Washington Blvd. and the Metro Blue Line station.)

VISUALS: Campus is adjacent to Metro Blue Line station

###

CZ (www): (213) 293-7101

DRAFT

CONTACT:
Cerrell Associates Inc.
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(213) 466-3445

FOR IMMEDIATE RELEASE**FEBRUARY 17, 1993**

**TRANSIT AND EDUCATION OFFICIALS ANNOUNCE PLANS
FOR MODEL TRANSPORTATION JOB TRAINING PROGRAM**

LOS ANGELES -- Leading transit officials joined forces with educators today to announce the formation of a landmark \$600,000 job training program as part of the county-wide Electric Trolley Bus (ETB) project.

At a news conference at Los Angeles Trade Technical College, ETB prime contractor ICF Kaiser Engineers unveiled plans for the model program that will be developed with educators and administrators at the school. The ETB project is the first transportation development to include a job training program under guidelines adopted recently by the Los Angeles County Transportation Commission.

"As we look to the future, we envision Los Angeles as a world leader in the development of advanced transportation technologies," said Nick Patsaouras, member of the Metropolitan Transportation Authority Board of Directors and author of LACTC's job training requirement.

-MORE-

ICF KAISER JOB TRAINING

2-2-2

"The citizens of Los Angeles have the talent and the innovation to lead this city to the forefront of the transportation industry," Patsaouras said. "Job training programs, such as this one developed by ICF Kaiser, will be an important first step toward reaching this goal."

ICF Kaiser developed its job training program under new guidelines from the LACTC, which require its contractors to allocate three-to-five percent of direct labor costs for job development and training programs. ICF Kaiser has a multi-year contract to provide continuing engineering design, construction management and start-up services for the construction of two Electric Trolley Bus lines for the Los Angeles area.

"This is part of a grassroots effort to create jobs and train people for employment in the transportation field," said Rod Garcia, project director of ICF Kaiser's ETB program. "Jobs will be available in engineering and areas requiring knowledge of electronics and other technologies."

-MORE-

ICF KAISER JOB TRAINING

3-3-3

Faculty members with expertise in electrical engineering, electronics, radio communications, trolley operations and motor controls will assist ICF Kaiser in developing the job training program, said Wallace Knox, president of the Los Angeles Trade Technical College Board of Trustees.

"Seventy percent of the students at Trade Tech come from the adjacent Central City area," Knox said. "As we see the transportation industry growing up right in our backyard, we know this job training program will be of immense value to our students and their families."

Al Perdon, director of the ETB project for SCRTD, said the job training program will offer highly-skilled employees to the transit industry.

"The Electric Trolley Bus is an exciting development in L.A. County transportation that will employ local residents at all levels of operation and support," Perdon said. "This program is the first of many job training programs designed to educate and retrain workers for the transit field."

-MORE-

ICF KAISER JOB TRAINING

4-4-4

ICF Kaiser Engineers provides engineering and construction services to clients with environmental, infrastructure, industrial and energy projects around the world. The company is a subsidiary of ICF International, Inc., of Fairfax, Virginia (NASDAQ: ICFI). In its fiscal year ended February 29, 1992, ICF International reported revenue of more than \$700 million.

#



METROLINK NEWS

FEBRUARY 18, 1993

**CONTACT: PETER HIDALGO (213) 244-6142
BRENDAN SHEPHERD (213) 244-7173
METROLINK MEDIA RELATIONS**

FOR IMMEDIATE RELEASE

METROLINK LAUNCHES MIDDAY TRAIN SERVICE

LOS ANGELES -- On Monday, Feb. 22, Metrolink will take the next step to becoming a comprehensive commuter train system by adding 10 new midday trains, for a total of 34 trains a day.

Metrolink will launch what will be known as its FlexTrains; 10 new reduced-fare trains between 9:00 a.m. and 3:00 p.m. These additional trains, transit officials say, will make the Metrolink system more attractive to the drive-alone commuters.

"We are excited about the new FlexTrain schedule," said Larry Walker, Metrolink Board chair and San Bernardino County supervisor. "We listened and responded to the comments of our passengers: more options. If they need to take care of business at home before coming to work it will no longer be a problem -- they will have a train. Also, if something comes up and they need to head home a little earlier, they can still ride the train."

Accompanying the new FlexTrains, Metrolink also announces its new FlexFares. One-way and round-trip tickets purchased between 9:00 a.m. and 3:00 p.m. will be discounted 25 percent off regular fares for adults and 50 percent off for passengers 18 years old and younger. Monthly pass and 10-trip ticket users may use their passes on the new

(MORE)

METROLINK LAUNCHES MIDDAY TRAIN SERVICE

February 18, 1993

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FlexTrains as they would the current trains.

The new FlexTrains also will make Metrolink a transportation option for groups other than commuters. For example, shoppers, retired persons, school groups and youth organizations will be able to use Metrolink instead of fighting the congested freeways.

"Metrolink opened in October with 114 miles and 10 stations," Metrolink Executive Director Richard Stanger said. "By 1995 we will have more than 400 miles of track and nearly 60 stations. We continue to expand and improve in order to provide a viable alternative to driving alone."

Also on Monday, February 22, Metrolink will open a station in Montclair, located at 5091 Richton St., near Central Ave. and Monte Vista, north of the Montclair Plaza mall. Metrolink trains will then connect three counties: Los Angeles, San Bernardino and Ventura. This summer, Metrolink trains will run from Riverside County and from Orange County this December.

Metrolink began commuter train service on October 26, 1992 on three lines: San Bernardino, Santa Clarita and Ventura County. Before the FlexTrain schedule is in effect, Metrolink operates 24 trains each weekday. For station locations and departure times, call 1-800-371-LINK.

EDITOR'S NOTE: New timetable effective Feb. 22 attached.

###

5:15
6:15
10

1:15

SAN BERNARDINO LINE

TO LOS ANGELES MONDAY THROUGH FRIDAY

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

SANTA CLARITA AND VENTURA COUNTY LINES

TO LOS ANGELES MONDAY THROUGH FRIDAY

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

SAN BERNARDINO LINE

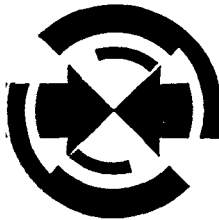
FROM LOS ANGELES MONDAY THROUGH FRIDAY

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

SANTA CLARITA AND VENTURA COUNTY LINES

FROM LOS ANGELES MONDAY THROUGH FRIDAY

	201	101	203	205	103	105	207	107	209	109
METRO RED LINE	METRO RED LINE SUBWAY RUNS EVERY 10 MINUTES MACARTHUR PARK TO UNION STATION: 7 MINUTES									
L.A. UNION STATION	7:53A	1:05P	1:15P	4:10P	4:20P	5:00P	5:30P	5:40P	6:20P	6:30P
GLENDALE	8:08A	1:20P	1:30P	4:25P	4:35P	5:15P	5:45P	5:55P	6:35P	6:45P
BURBANK	8:15A	1:27P	1:37P	4:32P	4:42P	5:22P	5:52P	6:02P	6:42P	6:52P
SYLMAR/SAN FERNANDO	-	-	-	-	-	-	-	-	-	-
SANTA CLARITA	8:52A	-	2:14P	5:07P	-	-	6:27P	-	7:17P	-
VAN NUYS	-	1:37P	-	-	4:52P	5:32P	-	6:12P	-	7:02P
CHATSWORTH	-	1:48P	-	-	5:03P	5:43P	-	6:23P	-	7:13P
SIMI VALLEY	-	2:00P	-	-	5:15P	5:55P	-	6:35P	-	7:25P
MOORPARK	-	-	-	-	5:33P	6:13P	-	6:53P	-	7:43P



METROLINK NEWS

2nd Version

FEBRUARY 19, 1993

CONTACT: PETER HIDALGO/BRENDAN SHEPHERD
METROLINK MEDIA RELATIONS
213/244-6142; 7173

FOR IMMEDIATE RELEASE

METROLINK LAUNCHES MIDDAY TRAIN SERVICE AT REDUCED FARES

Los Angeles -- Metrolink continues its expansion on Monday, February 22, when it adds 10 new midday trains to its schedule. The new service, called FlexTrains, will offer reduced-fare trains between 9:00 a.m. and 3:00 p.m. each weekday.

Transit officials believe these additional trains will have a dual effect. They not only make Metrolink more attractive to drive-alone commuters but they also create a transportation option for other groups of commuters.

"We are excited about the new FlexTrain schedule," said Larry Walker, Metrolink Board chair and San Bernardino County Supervisor. "We listened and responded to the comments of our passengers: more options. If they need to take care of business at home before coming to work it will no longer be a problem--they will have a train. Also, if something comes up and they need to head home a little earlier, they can still ride the train."

(MORE)

METROLINK LAUNCHES MIDDAY TRAIN SERVICE AT REDUCED FARES

February 19, 1993

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Lower Fares

The midday train service will also feature Metrolink's new FlexFares. One-way and round-trip tickets purchased between 9:00 a.m. and 3:00 p.m. will be discounted 25 percent off regular fares for adults and 50 percent off for passengers 18 years old and younger. Monthly pass and 10-trip ticket users may also use their passes on the new FlexTrains.

Obviously, this gives off-hour commuters an excellent opportunity to utilize the commuter train system. In addition, shoppers, retired persons, school groups and youth organizations will be able to use Metrolink instead of fighting the congested freeways.

Montclair Opening

On Monday, February 22, Metrolink also opens its new station in Montclair (5091 Richton Street near Central Avenue and Monte Vista, north of the Montclair Plaza Mall). This expands Metrolink into San Bernardino County. Stations in Riverside County will open this summer, and expansion into Orange County is expected by the end of 1993.

"Metrolink opened in October with 114 miles and 10 stations. By 1995, we will have more than 400 miles of track and nearly 60 stations. We continue to expand and improve in order to provide a viable alternative to driving alone," said Richard Stanger, Metrolink's Executive Director.

Extended Service

Also beginning Monday, February 22, Metrolink is offering a first train for its **EXTENDED SERVICE**. That train will leave downtown Los Angeles at 7:53 a.m. and arrive in Glendale at 8:08 and in Burbank at 8:15. The train will then go on to Santa

(MORE)

METROLINK LAUNCHES MIDDAY TRAIN SERVICE AT REDUCED FARES

February 19, 1993

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Clarita where it will arrive at 8:52 a.m. This will allow commuters on the San Bernardino line that work in Burbank or Glendale to use Metrolink instead of driving. This service, which will cost commuters an additional \$1.00, will be expanded in March.



For station locations and departure times, call 1-800-371-LINK.

Editor's Note: New timetable effective February 22 is attached.

#

SAN BERNARDINO LINE TO LOS ANGELES

MONDAY THROUGH FRIDAY

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


SAN BERNARDINO LINE FROM LOS ANGELES

MONDAY THROUGH FRIDAY

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


SANTA CLARITA AND VENTURA COUNTY LINES TO LOS ANGELES

MONDAY THROUGH FRIDAY

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

SANTA CLARITA AND VENTURA COUNTY LINES FROM LOS ANGELES

MONDAY THROUGH FRIDAY

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BURBANK	8:15A	1:27P	1:37P	4:32P	4:42P	5:22P	5:52P	6:02P	6:42P	6:52P
SYLMAR/SAN FERNANDO	-	-	-	-	-	-	-	-	-	-
SANTA CLARITA	8:52A	-	2:14P	5:07P	-	-	6:27P	-	7:17P	-
VAN NUYS	-	1:37P	-	-	4:52P	5:32P	-	6:12P	-	7:02P
CHATSWORTH	-	1:48P	-	-	5:03P	5:43P	-	6:23P	-	7:13P
SIMI VALLEY	-	2:00P	-	-	5:15P	5:55P	-	6:35P	-	7:25P
MOORPARK	-	-	-	-	5:33P	6:13P	-	6:53P	-	7:43P

Los Angeles County Metropolitan Transportation Authority

MTA-003

Contacts: Greg Davy/Jim Smart

(213) 972-4400

February 22, 1993

FOR IMMEDIATE RELEASE

**BLUE LINE RIDERSHIP HIGHER BECAUSE
OF RED LINE, EARLY FIGURES SUGGEST;
METROLINK COMMUTERS ALSO USING SUBWAY**

Average daily boardings appear to have risen by about 2,500 on the Blue Line light rail system since the Jan. 30 opening of the Red Line subway system, announced Richard Alatorre, chairman of the Los Angeles County Metropolitan Transportation Authority (MTA).

Alatorre also noted that about 1,450 Metrolink commuters each day are transferring to the Red Line at Union Station.

"Many Blue Line patrons are learning that it is extremely easy to transfer to the Red Line to get to their destinations," said Alatorre. "As the MTA rail and bus network expands in the coming years, using public transportation will become viable to many more people like them."

The early estimate is based on the increased number of Blue Line alightings occurring between 6 a.m. and 6 p.m. at the Metro Center station in downtown Los Angeles, where the subway intersects with the Blue Line.

more ...



"While it is still too early to report any conclusive ridership trends, our early estimates of ridership on the Blue Line and the Red Line since the subway system opened indicate that the availability of the Red Line is encouraging more people to use the rail system as a whole," said RTD General Manager Alan F. Pegg.

"On Feb. 4, we counted 6,190 Blue Line alightings at the Metro Center station," said Art Leahy, RTD Assistant General Manager -- Operations. "This is a significant increase from the average of 4,780 alightings we noted on Dec. 3, 1992, which was typical for the month of December."

Spot checks of Red Line ridership have yielded weekday ridership figures of between 16,000 and 20,000 a day, with weekends noticeably higher. Red Line riders are taking advantage of a month-long special one-way fare of 25 cents that is scheduled to end Feb. 28.

Blue Line ridership for the month of January was reported to average 34,200 on weekdays, with 854,900 total boardings. The monthly figure for February is expected to be higher, Pegg said, largely because of the additional Blue Line passengers transferring to the Red Line.

#



February 24, 1993

CONTACT: CLARA POTES-FELLOW/STEPHANIE BRADY
LACTC/MTA NEWS BUREAU
(213)244-6566

FOR IMMEDIATE RELEASE

**CTC ALLOCATES FUNDS TO IMPROVE TRAFFIC FLOW
ON LOS ANGELES' SURFACE STREETS**

The California Transportation Commission allocated today \$23.3 million to expand the Automatic Traffic Surveillance and Control system in the City of Los Angeles. Once installed, the system will adjust traffic signals to speed up rush hour traffic on congested intersections.

This computerized traffic control system allows motorists to drive through a succession of green lights, with no red-light interruptions, expediting the traffic flow.

"Synchronization of these signals will greatly improve the efficiency of Los Angeles' surface streets," said Mayor Tom Bradley, a member of the Los Angeles County Metropolitan Transportation Authority. "This project will save approximately \$60 million annually and 10 million hours of travel time and delays to Los Angeles residents."

Funds for the project were allocated to the LACTC and Caltrans, from the Flexible Congestion Relief account and the State Traffic Systems Management Projects account respectively. Both are funded by State Proposition 111, the gasoline tax initiative approved in 1990.

(MORE)

CTC ALLOCATES FUNDS TO IMPROVE TRAFFIC FLOW ON LOS ANGELES' SURFACE STREETS

February 24, 1993

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"Completion of this project has been a priority for the City of Los Angeles and the Los Angeles County Transportation Commission," said Neil Peterson, LACTC executive director. "To provide much needed congestion relief, the LACTC requested an acceleration of the Flexible Congestion Relief funds, which originally were projected for allocation in fiscal years 1996 and 1997."

The project includes the replacement of obsolete traffic signal controllers and communications equipment; and installation of new traffic signals, vehicle loop detectors, traffic surveillance cameras, and computer equipment at the ATSAC central computer facility.

Traffic signals will be synchronized in the following areas:

Downtown Los Angeles:

- 26 intersections on Temple street and First Street from the Harbor Freeway to Vermont Avenue;
- 31 intersections on Sunset Boulevard from the Harbor Freeway to Silver Lake Boulevard.
- 103 intersections in the western portion of the central business district bounded by the Hollywood Freeway on the north, Figueroa Street on the east, Olympic Boulevard on the south and Vermont Avenue on the west; and on Vermont Avenue from Beverly Boulevard to Melrose Avenue.

(MORE)

CTC ALLOCATES FUNDS TO IMPROVE TRAFFIC FLOW ON LOS ANGELES' SURFACE STREETS

February 24, 1993

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San Fernando Valley:

- 162 intersections in the San Fernando Valley area of the City of Los Angeles delimited by Victory Boulevard on the north, Ventura Boulevard on the south, Reseda Boulevard on the west and Cahuenga Boulevard on the east.

Bike lockers for Metro Blue Line Stations

On a separate action, the CTC allocated \$40,000 to install bike lockers and racks at Blue Line parking lots.

The funding will provide for installation of 60 lockers and 60 racks at the Imperial, Artesia, Del Amo, Wardlow and Willow stations.

Transportation Enhancement Guidelines Adopted

The California Transportation Commission also adopted guidelines for the nomination and selection of Transportation Enhancement projects to be funded as part of the Intermodal Surface Transportation Efficiency Act (ISTEA).

According to the guidelines, major categories of projects include:

- Construction of facilities for bicycles or pedestrians;
- Acquisition of scenic easements or scenic or historic sites;
- Funding scenic or historic highway programs;
- Providing archaeological planning and research;
- Funding historic preservation projects;
- Rehabilitation and operation of historic transportation buildings, structures or facilities;
- Control of removal of outdoor advertising;

(MORE)

CTC ALLOCATES FUNDS TO IMPROVE TRAFFIC FLOW ON LOS ANGELES' SURFACE STREETS

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- Landscaping and other scenic beautification;
- Mitigation of water pollution due to highway run-off; and
- Acquisition of abandoned rail rights-of-way for bicycle or pedestrian purposes.

Cities and agencies looking for funding should submit their applications to the Los Angeles County MTA by March 31, 1993. The Los Angeles County MTA will submit a ranked list to the California Transportation Commission and Caltrans for evaluation, and the CTC will adopt and fund the programs in July 1993.

The emphasis of the ISTEA program in California is to reach out to historic preservationists, environmentalists, parks and recreation officials as well as the transportation community. Successful projects will be directly connected to the transportation system and should also provide the maximum enhancement to the environments and communities.

LACTC Supports Caltrans' Recommendation to provide \$33.4 million for Transit Projects in Los Angeles County

At the CTC meeting, Caltrans made a recommendation to provide \$33.4 million to fund the following five Los Angeles County projects proposed for inclusion in the Fiscal Year 1993-94 Transit Capital Improvement Programs, (TCI):

- **The third segment of the Metro Red Line Project**, which includes the extensions to (1) North Hollywood at Lankershim Boulevard and Chandler Boulevard; (2) West Los Angeles at San Vicente Boulevard and Pico Boulevard; and (3) East Los Angeles.

(MORE)

CTC ALLOCATES FUNDS TO IMPROVE TRAFFIC FLOW ON LOS ANGELES' SURFACE STREETS

February 24, 1993

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- **An Electric Trolley Bus Demonstration Project**, which involves construction of two prototype trolley lines, one in downtown Los Angeles along Broadway Street and another in Long Beach.
- **Expansion of the Metro Blue Line Wardlow Station**, and construction of a 500-space park-and-ride lot.
- **Construction of an intermodal Metrolink Station serving the cities of Montebello and Commerce**, which will serve passengers traveling on the Union Pacific's Los Angeles to Riverside corridor.
- **A Regional Intermodal Transit Center in Burbank**, which includes a rail station; a 600-space park-and-ride lot; and a pedestrian bridge to link the station and the city's Central Business District.

The CTC will vote on Caltrans' recommendation for the Transit Capital Improvement Program in March.

#



February 24, 1993

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(213)244-6566 - (213)244-6792

FOR IMMEDIATE RELEASE

LACTC APPROVES EIR FOR METRO GREEN LINE EASTERLY EXTENSION

The Final Environmental Impact Report for the Metro Green Line Easterly Extension to the Norwalk Transportation Center was approved today by the Los Angeles County Transportation Commission.

The Metro Green Line Easterly Extension is a 2.8-mile rail gap closure between the proposed Metrolink station in Norwalk and the Metro Green Line eastern terminus at the I-605 Freeway. The commission certified the EIR for both an aerial and a subway alignment along Imperial Highway.

Construction of this extension will enable passengers to transfer between the Orange County Metrolink Line scheduled to open in December 1993, and the Norwalk/El Segundo Metro Green Line scheduled to open in late 1994.

The Draft EIR was released on October 28, 1992, for a 45-day public review period that began November 2, 1992, and ended December 22, 1992. A public hearing was held on November 18, at the Norwalk City Hall.

The City of Norwalk, as well as the majority of residents who made comments on the EIR, supported the subway alignment. The cost estimates for the aerial and subway alignments are \$215 million and \$240 million, respectively.

The Metro Green Line Easterly Extension is one of 10 candidate corridors competing for funding in the 30-Year Integrated Transportation Plan. The Los Angeles County Metropolitan Transportation Authority will determine the sequence of candidate corridors in the Spring.



MARCH 1, 1993

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FOR IMMEDIATE RELEASE

METRO RAIL A-R-T PROGRAM HOSTS COMMUNITY MEETING

The Art-for-Rail-Transit program will host a community meeting for Universal City and North Hollywood residents on Monday, March 8 at 7 p.m. in the Texaco Tower Terrace Room at 10 Universal Terrace Parkway. The A-R-T program has commissioned artists to develop projects through-out the Metro Rail transit system and is now beginning the artist selection process for the North Hollywood and Universal City stations.

Community advisory groups contribute histories of the areas to artists and architects working on station designs, so that rail stops can reflect the area's rich cultural resources. Residents interested in learning more about the community process are encouraged to attend the meeting.

The two stations that will serve the area are part of the Metro Red Line subway's Segment 3 scheduled to open in the year 2000. The stations will be at Universal City, and at Lankershim and Chandler.

The Los Angeles County Metropolitan Transportation Authority's A-R-T program is one of the largest and most innovative public art efforts in the nation.

For information, call (213) 244-6131.

9:metro art program
RT:ka:02:25:93



March 17, 1993

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MTA NEWS BUREAU
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FOR IMMEDIATE RELEASE

**FRANKLIN HIGH SCHOOL STUDENTS GET READY TO PARTICIPATE
IN SUMMER JOB PROGRAM AT THE MTA**

A group of Franklin High School students and their parents will participate Wednesday, in an orientation meeting with the Los Angeles County Metropolitan Transportation Authority to discuss a vocational education program that includes summer job opportunities for youth.

"This is a business education program offered to Franklin High School students," said Richard Alatorre, MTA chairman. "We are about to begin construction of a new light rail line connecting the cities of Pasadena and Los Angeles, and we want to offer employment opportunities and scholarships to the communities served by the rail line, so they reap the benefits of the project since the early stages of construction."

"The MTA is inviting parents to the meeting because they need to understand the benefits of the program and help their children to succeed," said Councilman Mike Hernandez who represents the North East Los Angeles and Highland Park areas. "This is a career building opportunity and parents should be familiar with the program and provide support."

The students-- mostly Asian and Latino -- are members of the Transportation Occupations Program (TOP) of the MTA. They have chosen a career in the transportation field and are

(MORE)



MARCH 19,1993

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MTA TRANSPORTATION NEWS BUREAU
(213) 244-6566, 6792**

FOR IMMEDIATE RELEASE

**EAST L.A. AND SOUTH CENTRAL ELEMENTARY SCHOOL CHILDREN
PLANT TREES FOR METRO BLUE LINE**

Anticipating Earth Day celebrations, students from four elementary schools in South Central and East Los Angeles will be planting and taking care of about 3,000 seedlings that eventually will become trees to be planted along the Metro Blue Line right-of-way.

MTA Chairman Richard Alatorre was on hand to cheer the students at the dedication ceremony today, at Soto Street Elementary School in East Los Angeles.

"By planting these seeds today, you are beginning to take charge of your future," Alatorre said. "Each of these trees we plant today will take in carbon dioxide from auto smog and give out fresh clean oxygen, helping to clean the air."

Funding for the project--\$35,000--was provided by the California Transportation Commission under the Environmental Enhancement and Mitigation Grant program which is financed by Proposition 111 (state gasoline tax).

The funds are being used to build four nursery cages at Soto Street Elementary School, Glassell Park Elementary School, George Washington Carver Junior High School and Martin Luther King Elementary School.

**EAST L.A. AND SOUTH CENTRAL ELEMENTARY SCHOOL CHILDREN
PLANT TREES FOR METRO BLUE LINE**

March 22, 1993

Page 2

The program, coordinated by the MTA and The TreePeople, will teach children how to take care of the environment. They will learn to raise trees from seeds and once the trees are large enough will be planted along the Metro Blue Line.

#

30:TREES

CPF:mw:3.19.93



MARCH 22, 1993

CONTACT: ROBERTA TINAJERO/STEPHANIE BRADY
MTA TRANSPORTATION NEWS BUREAU
213/244-6565;6792

FOR IMMEDIATE RELEASE

**LOS ANGELES RAIL PROJECTS NOMINATED
FOR NATIONAL RECOGNITION**

Los Angeles is the only city nation-wide to have two local projects nominated to receive the highest honor a civil engineering project in the United States can get -- the American Society of Civil Engineers' (ASCE) "Outstanding Civil Engineering Achievement." The Metro Red Line, L.A.'s first modern subway, and Metrolink, the new commuter rail system are two of 13 finalists.

The finalists pool includes a new airport, two bridges, a science center, a waste-treatment plant component, an off-shore sulfur mine, a pier and an auto-assembly plant.

Established in 1960, the award recognizes the project that demonstrates the greatest engineering skills, and represents the greatest contribution to civil engineering progress and to society.

The winning project must meet the following criteria: contribution to the well-being of people and communities; resourcefulness in planning and in the solution of design problems; pioneering in use of materials and methods; innovations in construction; impact on physical environment, and unusual aspects and aesthetic values.

"We are honored to just be nominated. Both these projects will help us to increase mobility and improve air quality. Our Metro System is reshaping Los Angeles into an efficient and productive city," said Richard Alatorre, chairman of the Los Angeles County Metropolitan Transportation Authority (MTA).

"Building America's second largest rail transit system through the core of the nation's second largest city, has required a tremendous commitment of professional talent, energy and resources.

**LOS ANGELES RAIL PROJECTS NOMINATED
FOR NATIONAL RECOGNITION**

March 22, 1993

Page 2

I am very proud that the Red Line is being considered for this award," said Ed McSpedon, CEO/president of the MTA's building subsidiary, the Rail Construction Corporation.

"Metrolink's creative method of using existing freight railroad tracks for a new commuter train service results in an attractive alternative to our well-known, gridlocked freeways," said Richard Stanger, executive director of Metrolink's Southern California Regional Rail Authority.

The ASCE will announce the winner next month.

#

mac:word[asce.rls]
RJT:pls:03.22.93



MARCH 23, 1993

CONTACT: ROBERTA TINAJERO/STEPHANIE BRADY
MTA NEWS BUREAU
(213) 244-6565;6792

FOR IMMEDIATE RELEASE

**TRANSPORTATION ASSOCIATION NAMES BACHARACH
"WOMAN OF THE YEAR"**

The Los Angeles chapter of the professional association "Women's Transportation Seminar" has recognized Jacki Bacharach with its top award, "Woman of the Year." Bacharach, a Rancho Palos Verdes councilwoman, was honored for her outstanding contribution toward shaping and influencing transportation policy in the southern California region.

She served on the Los Angeles County Transportation Commission for many years, presiding over the planning and construction of the Metro Rail System. Last year she was the founding chairwoman of the Southern California Regional Rail Authority, the five-county interagency that oversees Metrolink, the new commuter rail network. Bacharach recently served as a member of President Clinton's transition team.

She is also the second vice president of the Los Angeles/San Diego Rail Corridor Agency. She is a member of several transportation agencies including WTS, the Greater Los Angeles Transportation Coalition, the California Advisory Committee on High Speed Rail, the League of California Cities and the National League of Cities Transportation and Public Works Committees, Commuter Transportation Services and

(MORE)

TRANSPORTATION ASSOCIATION NAMES BACHARACH

"WOMAN OF THE YEAR"

March 23, 1993

Page 2

the Alameda Corridor Transportation Authority. She chairs the League of California Cities Telecommuter Task Force.

"Over the last 10 years of public service, Jacki has worked on fostering mobility, reinvesting in American industrial development, promoting high tech solutions and creating jobs," said Sunnie House, L.A. chapter WTS president. "She is most deserving of this award."

WTS's national "Woman of the Year" will be selected from the chapter winners in April and announced in May at their national conference.

#



MARCH 24, 1993

CONTACT: ROBERTA TINAJERO/STEPHANIE BRADY
MTA NEWS BUREAU
(213) 244-6565; 6792

FOR IMMEDIATE RELEASE

BLUE LINE'S DECIBEL LEVEL LOWERED THROUGH VARIOUS MEASURES

LONG BEACH -- Through a combination of noise-busting strategies, the decibel level at a trouble-spot along the Metro Blue Line route has been reduced by 12 decibels (dba), dropping it from 90 to 78 decibels.

Sound engineers, studying the problem for several months and testing various measures, used a rail grinding machine along the track and made adjustments to the trains' wheel gauges.

Research is underway on incorporating rail grinding and wheel gauge and profile adjustments into the ongoing maintenance program for the entire Metro Rail System. Wheel gauges for all rail cars would be a standard size and wheels would be profiled for a snug fit over the top of the rails.

The Blue Line's decibel level was reaching levels higher than the 78 decibels specified in the Environmental Impact Report along a 2-mile stretch of track north of Willow Street. The stretch of track had been used as the vehicle testing spot before the line opened. Every railcar logged 1,000 miles on the stretch. "As a result, the track underwent an unusual amount of stress," said John Higgins, of the MTA's Rail Construction Corporation (RCC). Noise and vibration were inadvertently effected. "What we've learned through the series of noise tests that have been conducted on the Blue Line is helping us plan for the Metro Green and Pasadena Blue lines," he said.

Rail systems through the world experience similar noise problems and grinding the rails is done every two years to three years.



MARCH 24, 1993

CONTACT: ROBERTA TINAJERO/STEPHANIE BRADY
MTA NEWS BUREAU
(213) 244-6565;6792

FOR IMMEDIATE RELEASE

**COMMUNITY MEETING TO EXPLORE STRATEGY
FOR MORE WARDLOW STATION PARKING**

The public is invited to attend a community meeting to discuss the idea of creating more parking spaces at the Metro Blue Line's Wardlow Station park-and-ride lot by relocating the station one-half mile north. The meeting will be on Wed., April 7 at 7 p.m. at the Los Cerritos Elementary School auditorium, 515 W. San Antonio Rd, Long Beach.

The Los Angeles County Metropolitan Transportation Authority is seeking early public input while it begins studying the feasibility of relocating the station. The move would provide space for 467 more parking spaces.

The proposed site is bounded by the Los Angeles River, the rail line's right-of-way and the San Diego (I-405) Freeway. Access to the site would be from Pacific Place.

Written comments can be sent to Brynn Kernaghan or Bryce Little, MTA, 818 W. 7th St., Suite 1100, Los Angeles, CA 90017 For information, call (213) 244-6533 244-6778.

#



MARCH 29, 1993

CONTACT: KATHY JONES IRISH
MTA NEWS BUREAU
213/244-6856

START DATE: ASAP

STOP DATE: APRIL 21, 1993

READING TIME: 30 SECONDS

PUBLIC SERVICE ANNOUNCEMENT

On Tuesday, April 20, the Los Angeles County Metropolitan Transportation Authority will hold its first Vendor Fair at the Los Angeles Convention Center. This all-day event will focus on "How to do Business with the MTA". There will be special opportunities for small firms, minority and women owned businesses to meet the MTA staff. Training seminars on risk management, bonding policies, and proposal writing will also be provided throughout the day.

For registration or further information call **213/244-6871** or **213/972-4901**.

#

SCBA # 021893-584

30:VENDOR.FAI
KJI:mw:3.29.93



MARCH 31, 1993

**CONTACT: ROBERTA TINAJERO/STEPHANIE BRADY
TRANSPORTATION NEWS BUREAU
213/244-6565;244-6792**

FOR IMMEDIATE RELEASE

METRO RAIL A-R-T PROGRAM HOSTS COMMUNITY MEETING

The Art-for-Rail-Transit program will host a community meeting for northeast area residents on Tues., April 6 at 6:30 p.m. at Loreto Elementary School at 3408 Arroyo Seco. The A-R-T program has commissioned artists to develop projects throughout the Metro Rail transit system and is now beginning the artist selection process for the Pasadena Metro Blue Line.

Community advisory groups contribute histories of the areas to artists and architects working on station designs, so that rail stops can reflect the area's rich cultural resources. Residents interested in learning more about the community process are encouraged to attend the meeting.

The stations that will serve the area will be at Avenue 26 and French streets and are part of the 13.6-mile light rail line scheduled to open in 1997.

The Los Angeles County Metropolitan Transportation Authority's A-R-T program is one of the largest and most innovative public art efforts in the nation.

For information, call (213) 244-6893.



March 31, 1993

**CONTACT: CLARA POTES-FELLOW/STEPHANIE BRADY
MTA NEWS BUREAU
(213) 244-6566/6792**

FOR IMMEDIATE RELEASE

**STATE PROGRAMS \$40.4 MILLION FOR SEGMENT 3 OF THE METRO RED LINE
AND OTHER TRANSPORTATION PROJECTS IN LOS ANGELES COUNTY.**

The California Transportation Commission approved today the FY 1993-94 State Transit Capital Improvement (TCI) Program, which provides \$40.4 million for capital investments for various transportation projects in Los Angeles County.

"Today's action will allow the MTA to make good in its promise of expanding subway service to the East and West Los Angeles communities and improving transportation facilities throughout the county," said Los Angeles City Councilman Richard Alatorre, MTA Chairman.

MTA's projects funded include:

\$20 million for segment 3 of the Metro Red Line, which includes extensions to North Hollywood, West Los Angeles (at Pico/San Vicente) and East Los Angeles.

\$10 million for two Electric Trolley Bus demonstration projects serving Long Beach and the East Los Angeles/Downtown Los Angeles communities.

\$6 million for construction of a 500-car parking lot at the Wardlow Station of the Metro Blue Line.

(MORE)

**STATE ALLOCATES ~~\$55~~ MILLION FOR SEGMENT 3 OF THE METRO RED LINE
AND OTHER TRANSPORTATION PROJECTS IN LOS ANGELES COUNTY.**

MARCH 31, 1993

PAGE 2

\$1.8 million for construction of an intermodal Transit Station serving the cities of Montebello and Commerce, along the Metrolink Riverside to Los Angeles commuter rail line.

\$2.6 million for construction of a Regional Intermodal Transit Center in Burbank, featuring a rail station, a 600-car parking lot, and a pedestrian bridge linking the station to Burbank's Central Business District.

TCI funds must be matched dollar-for-dollar with local funds from each of the project sponsors.

The CTC also is expected to allocate \$300,000 in Proposition 108 funds to the MTA for planning, engineering and design for the El Segundo Del Norte station on the Metro Green Line, on April 1, 1993.

#

30:CTCAPRIL
CPF:mw:3.31.93

(MORE)



APRIL 1, 1993

CONTACT: CLARA POTES-FELLOW/STEPHANIE BRADY
MTA NEWS BUREAU
(213) 244-6566/6792

FOR IMMEDIATE RELEASE

**STATE TREASURER BROWN ANNOUNCES FUNDING
TO EXPAND METROLINK SERVICE**

The Los Angeles County Metropolitan Transportation Authority received today a \$35 million commitment from the State to fund expansion of the Metrolink commuter rail network and to fund a portion of the state share of the purchase of the rights-of-way for the light rail line to Pasadena.

The funding commitment was announced by State Treasurer Kathleen Brown, at a press conference held at Union Station near the Metrolink and the Metro Red Line terminals.

After selling \$800 million in state bonds, Treasurer Brown announced that part of the proceeds will be allocated to Propositions 108 and 116, approved by the voters in 1990 to fund rail related projects. The \$35 million component of the state bond sale has previously been programmed and allocated by the CTC.

"Propositions 108 and 116 created the means to build the Metrolink regional network. This commitment from the California voters allowed the accelerated construction of the first 115 miles of Metrolink in an unprecedented two-year period," said Franklin White, the newly appointed MTA Chief Executive Officer. "The new allocations will help to expand the network to 294 miles."

**STATE TREASURER BROWN ANNOUNCES FUNDING
TO EXPAND METROLINK SERVICE
MARCH 31, 1993
PAGE 2**

"This investment in our public transportation system will create new transportation options for long distance commuters and will help to maintain and develop new jobs for the region," said Los Angeles City Councilman Richard Alatorre, MTA Chairman.

The funds from Proposition 116 will be used to expand Metrolink service to the following communities:

- Fullerton to Oceanside
- Fullerton to Riverside to San Bernardino
- Montclair to the City of San Bernardino

"Metrolink will be the workhorse of the regional transportation network," said Larry Walker Metrolink Board Chair and San Bernardino County Supervisor. "A system that will fundamentally change the way people move about the region."

Proposition 108 funds will be applied toward the purchase of rights-of-way from the Santa Fe railroads to build the light rail line to Pasadena.

#

30:BONDS
CPF:mw:3.31.93

(MORE)



April 9, 1993

**CONTACT: CLARA POTES-FELLOW/STEPHANIE BRADY
MTA NEWS BUREAU
(213) 244-6566/6792**

FOR IMMEDIATE RELEASE

MTA ENDORSES CONSTRUCTION OF ALAMEDA CORRIDOR PROJECT

Metropolitan Transportation Authority board member Evan Anderson Braude and MTA's executive staff member Judith Wilson testified yesterday in support of the construction of the Alameda Corridor project, at a joint hearing held by the State Assembly select committees on the Alameda Project and the California Ports.

The Alameda Corridor project is a 20-mile stretch of rail linking the ports of Los Angeles and Long Beach with downtown Los Angeles.

The project is intended to reduce surface street disruption caused by freight train movements and to improve the delivery of goods from the ports by recessing the tracks to speed up the movement. The project will consolidate port-related train movements for the Southern Pacific, Union Pacific and Atchison Topeka and Santa Fe railroads, reducing train miles travelled while increasing operating speeds and efficiency. The project also will reduce vehicle delays at grade crossings.

"Creation of the Alameda Corridor will eliminate approximately 15,000 hours of delay for vehicles waiting at railroad crossings, and double the speed of train travel between the ports and the rail yards in Central Los Angeles," Braude said.

(MORE)

MTA ENDORSES CONSTRUCTION OF ALAMEDA CORRIDOR PROJECT
APRIL 9, 1993
PAGE 3

Select Committee on California Ports. Approximately 150 representatives of businesses, government officials and organized labor attended.

#

30:ALAMEDA
CPF:mw:4.9.93



APRIL 9, 1993

**CONTACT: KATHY JONES IRISH/STEPHANIE BRADY
MTA NEWS BUREAU
(213) 244-6856/6792**

FOR IMMEDIATE RELEASE

**MTA TO HOST FIRST ANNUAL VENDOR FAIR
AT LOS ANGELES CONVENTION CENTER**

"How to do business with the Metropolitan Transportation Authority" will be the theme of the First Annual Vendor Fair to be held on Tuesday, April 20 at the Los Angeles Convention Center. This all-day event will provide the opportunity for small firms, minority and women-owned businesses to meet the MTA staff and participate in specialized training seminars on risk management, bonding policies and proposal writing.

Franklin E. White, recently appointed Chief Executive Officer for the newly formed MTA, will be the keynote speaker during the luncheon program. The luncheon will begin at 12:00 noon.

"The MTA must forge pathways to support the economic viability of the county and the southern California region. We are responding to this challenge by using our resources to create opportunities to stimulate job development, to develop new surface transportation technology," stated Richard Alatorre, MTA Chairman. "This First Annual Vendor Fair is a major outreach effort to express this commitment to the Los Angeles business community. And, more importantly, it is an ideal vehicle to expand our commitment to our disadvantaged, minority and women-owned firms," Alatorre continued.

(MORE)



APRIL 14, 1993

CONTACT: CLARA POTES-FELLOW/STEPHANIE BRADY
MTA NEWS BUREAU
(213) 244-6566/6792

FOR IMMEDIATE RELEASE

**MTA HOSTS COMMUNITY MEETING IN SOUTH PASADENA
TO PRESENT METRO BLUE LINE PLANS**

Los Angeles County MTA
The Metropolitan Transportation Authority will host a community meeting in South Pasadena to present ~~the plans for~~ ^{plans for} construction of the Metro Blue Line to Pasadena and to discuss the ~~artist selection process for the stations.~~ ^{selection of artists that will help in the architectural design of the stations}

The meeting will take place on May 1, from 10 a.m. to 12 p.m. at 1115 El Centro St., South Pasadena.

Groundbreaking for the Pasadena to Los Angeles Metro Blue Line will be in the Fall ~~and~~ the line is scheduled to open for service in November 1997.

The line, powered by electricity, will depart from Sierra Madre Villa Avenue in East Pasadena and will have stations at Allen Avenue, Lake Avenue, Memorial Park, Del Mar Boulevard, Fillmore Street, Mission Street, Avenue 57, Avenue 51, French Avenue, Marmion and Figueroa, Avenue 26, Chinatown and Union Station in downtown Los Angeles.

Each rail stop will reflect the area's rich cultural diversity. To that end, the MTA will coordinate community advisory groups to provide the historical background that may be incorporated into the conceptual design of the stations.

#

30:MEETPASA
CPF:mw:4.14.93



APRIL 15, 1993

CONTACT: CLARA POTES-FELLOW/STEPHANIE BRADY
MTA NEWS BUREAU
(213) 244-6566/6792

FOR IMMEDIATE RELEASE

**CHATSWORTH COMMUNITY CELEBRATES EARTH DAY
WITH 350 NEW TREES PLANTED AT METROLINK STATION**

The Chatsworth Metrolink station will be beautified with 350 trees to be planted in three sessions on April 17, May 8 and May 22.

Volunteers are needed to help the TreePeople plant 25-gallon trees. Professional contractors are responsible for the installation of the irrigation system and hole digging. Those interested in participating in this environmental enhancement project can contact the Chatsworth Chamber of Commerce by calling (818) 341-2428 or showing up at 8:30 a.m. at 21943 Plummer St. in Chatsworth.

The architectural firm of Meléndrez Associates, a minority-owned firm, was awarded the landscape planning contract. The \$118,000 project is financed by the Metropolitan Transportation Authority (MTA) with funds provided by the State's Environmental Enhancement and Mitigation Program.

Metrolink has been providing train service to the Chatsworth Station since October 1992, when the commuter rail service was launched.

#

30:CHATSWORTH
CPF:mw:4.15.93

Los Angeles County Metropolitan Transportation Authority

MTA-029

Contact: Bill Heard/Jim Smart

(213) 972-4400/244-7443

April 15, 1993

FOR IMMEDIATE RELEASE

**MTA CEO WHITE NAMES FOUR INTERIM EXECUTIVES;
APPOINTS THREE OTHERS TO SERVE IN CEO'S OFFICE**

CEO Franklin E. White has named four members of the Los Angeles County MTA staff to serve as temporary heads of the planning and programming, construction, operations and administrative departments of the MTA. Three others were named to serve in the office of the CEO.

White said the temporary appointments are effective immediately and will continue through October 31, 1993.

Named to the position as Executive Officer, Construction, and President of the Rail Construction Corporation was Edward McSpedon. McSpedon joined the LACTC in January, 1985 and most recently served as the President of the Los Angeles County Transportation Commission's Rail Construction Corporation (LACTC). Previously, he was with the engineering firm of Gibbs & Hill and before that with the Urban Mass Transportation Administration. McSpedon holds a master's degree in civil engineering from Manhattan College.

Arthur T. Leahy, former Assistant General Manager, Operations of the RTD, was named Executive Officer, Operations. Leahy joined the RTD in 1971 and rose through the ranks from bus operator to an appointment as Assistant General Manager in 1989.

more ...



Spivack earned master's degrees in city planning and civil engineering at the University of Pennsylvania.

Givens joined the LACTC in 1984 and was appointed Assistant Executive Director in 1991. Previously, he was Assistant City Manager of the City of Compton. He holds a BA in political science and an MA in political science and public administration from the University of California.

"I believe the men and women appointed to these leadership positions will help me move the MTA forward to become one of the premier transportation planning, construction and operations agencies in the United States," White said.

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Página 2. FERIA DE PROVEEDORES...

En la sesión-comida, a las doce horas, el orador principal será Franklin White, el nuevo director general de la MTA.

El presidente del Consejo de la MTA, Richard Alatorre, declaró que "la MTA debe abrir nuevos senderos de apoyo a la viabilidad económica del condado y la región de California del Sur. Nuestra respuesta a este reto reside en utilizar nuestros recursos para crear oportunidades de estimular la creación de empleos y para crear nuevas tecnologías para el transporte público de superficie".

Agregó Alatorre que la Feria del Proveedor "nos brinde la oportunidad de ampliar nuestro compromiso para con las empresas económicamente en desventaja, propiedad de grupos étnicos y de mujeres".

Funcionarios y socios de empresas contratistas y de la pequeña y mediana industria asistirán al evento junto con funcionarios públicos, entre ellos el concejal Alatorre; y los supervisores condales Mike Antonovich, Yvonne B. Burke y Ed Edelman.

Para mayores informes y para conseguir inscripciones, se puede marcar los teléfonos 213/244-6871 o el 213/972-4901 en donde serán atendidos en idioma español.

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APRIL 16, 1993

CONTACT: KATHY JONES IRISH/STEPHANIE BRADY
MTA NEWS BUREAU
(213) 244-6856; 6792

FOR IMMEDIATE RELEASE

**ADVANCED COMPUTERIZED SERVICE NOW AVAILABLE TO
PLUG BUSINESSES INTO MTA VENDOR INFORMATION NETWORK**

Computer access to construction, procurement and professional services contracts is now available through the **Electronic Bulletin Board**, a new service offered by the Los Angeles County Metropolitan Transportation Authority (MTA). By dialing (213) 244-6040 on a personal or business computer with a modem, the caller can review a six-month projection of all agency contracts to be advertised. The service also features a calendar of MTA Board, policy and management committee meetings and a listing of upcoming agency events.

A demonstration of the Electronic Bulletin Board Service will be featured at the MTA's First Annual Vendor Fair to be held on Tuesday April 20 at the Los Angeles Convention Center. The Vendor Fair is an all-day event to provide the opportunity for small firms, minority and women-owned businesses to meet MTA staff and participate in specialized training seminars on risk management, bonding policies and proposal writing.

The Electronic Bulletin Board demonstration will also show how DBE/WBEs and other small enterprises can be placed on the MTA Vendor Relations mailing list. By simply entering a company name and address into the computer, the system will instantly merge the data with the current mailing list.

Contract solicitation and vendor information is also available through any Touch-Tone telephone. By dialing (213) 244-6902 a recorded voice will take the caller through a step-by-step process to provide the information desired.

For more information about the Vendor Telephone HELPLINE of the Electronic Bulletin Board, call the Vendor Relations Department at (213)244-6902.

#



APRIL 16, 1993

CONTACT: KATHY JONES IRISH/STEPHANIE BRADY
MTA NEWS BUREAU
(213) 244-6856/6792

FOR IMMEDIATE RELEASE

**MTA TO HOST FIRST ANNUAL VENDOR FAIR
AT LOS ANGELES CONVENTION CENTER**

"How to do business with the Metropolitan Transportation Authority" will be the theme of the First Annual Vendor Fair on Tuesday, April 20 at the Los Angeles Convention Center. This all-day event will provide the opportunity for small firms, minority and women-owned businesses to meet the MTA staff and participate in specialized training workshops and professional networking opportunities.

Workshop topics include: "MTA Construction Opportunities," "DBE/MBE/WBE Contracting Opportunities," and "Marketing Professional Services." Information discussed during these workshops will cover such subjects as certification and procurement with opportunities for breakout sessions with MTA Equal Opportunity Contracts and Procurement staff.

Over 170 exhibition and information booths, staffed by representatives of participating business enterprises, will be open from 8:15 a.m. until 4:40 p.m. Also, professional support services such as goal-setting and proposal writing will be provided throughout the day. Admission to the Vendor Fair is free.

Franklin E. White, recently appointed Chief Executive Officer for the newly formed MTA, will be the keynote speaker during the luncheon program. The luncheon will begin at 12:00 noon.

(MORE)

**MTA TO HOST FIRST ANNUAL VENDOR FAIR
AT LOS ANGELES CONVENTION CENTER**

April 19, 1993

Page 2

"The MTA must forge pathways to support the economic viability of the county and the southern California region. We are responding to this challenge by using our resources to create opportunities to stimulate job development, to develop new surface transportation technology," stated Richard Alatorre, MTA Chairman. "This First Annual Vendor Fair is a major outreach effort to express this commitment to the Los Angeles business community. And, more importantly, it is an ideal vehicle to expand our commitment to our disadvantaged, minority and women-owned firms," Alatorre continued.

Officials scheduled to attend include Los Angeles City Councilman and MTA Board Chairman Richard Alatorre, Los Angeles County Supervisors Mike Antonovich, Yvonne Brathwaite Burke and Ed Edelman, as well as executives from the prime contractor and small business sectors.

The Los Angeles Convention Center is located at Pico Boulevard and Figueroa Streets near downtown Los Angeles.

For registration or further information call 213/244-6871 or 213/972-4901.

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APRIL 16, 1993

CONTACT: MICHAEL BUSTAMANTE/STEPHANIE BRADY
MTA TRANSPORTATION NEWS BUREAU
(213) 244-6591, 6792

FOR IMMEDIATE RELEASE

SUPERIOR COURT UPHOLDS MID-CITY METRO RAIL EXTENSION

Superior Court Judge Eric C. Younger on Wednesday upheld the Los Angeles County Metropolitan Transportation Authority's contention that the planning for the Metro Rail extension from Wilshire/Western to Pico/San Vicente fully complied with the California Environmental Quality Act (CEQA). A lawsuit had alleged that the environmental planning, documentation and public review process was incomplete.

The court declined to issue an order interfering with future progress of the project.

"The Court's decision to allow the Metro Red Line to proceed to Pico/San Vicente is welcome news to the mid-city communities," said Congressman Julian C. Dixon (D-CA), a strong supporter of the Metro Rail project. "This decision allows the MTA to continue development of the Pico/San Vicente and Olympic/Crenshaw station sites to help revitalize the neighborhoods surrounding the new stations. And it opens the door to begin planning of another extension west to Westwood."

"The MTA is pleased with the Court's decision that we have fully complied with CEQA requirements in our documentation and environmental review," said MTA executive director, Franklin White.

The mid-city extension, which is part of the MTA's proposed 400-mile rail program, will reach the Pico/San Vicente terminus by the year 2001.

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APRIL 19, 1993

**CONTACT: KATHY JONES IRISH/STEPHANIE BRADY
MTA NEWS BUREAU
(213) 244-6856, 6792**

FOR IMMEDIATE RELEASE

**METRO RED LINE WILSHIRE CORRIDOR
CONSTRUCTION ACTIVITIES TO BE DISCUSSED AT OPEN HOUSE MEETINGS**

Wilshire district business owners and residents can get up to date on Metro Red Line construction at two community open house meetings to be held on **Thursday, April 22**, at the **Garden Suites Hotel , 681 South Western Avenue, (between Wilshire Boulevard and 7th Street**. Meeting times will be noon until 3:00 P.M. and 5:00 P.M. until 8 P.M. MTA staff will host the meetings. Items to be covered include future Metro Red Line extensions, the Los Angeles County Metropolitan Transportation Authority's (MTA) Educational and Public Art Programs, and the integrated Metro multi-modal transportation system.

The Metro Red Line Wilshire corridor, which opens in 1996, is part of the 22.7 mile Red Line subway that begins at Union Station with branches to Wilshire Boulevard and Western Avenue, and Hollywood Boulevard via Vermont Avenue. Currently, the first segment of the Metro Red Line provides service through downtown Los Angeles from Union Station to MacArthur Park. The route is 4.4 miles and features five stations. Service from Vermont Avenue and Wilshire Boulevard North to Hollywood and Vine will begin in 1998. By 2001, two other Red Line routes will extend from Union Station into East Los Angeles and from the Wilshire/Western station to West Los Angeles mid-city area.

For more formation call (213) 620-RAIL.

#

30:WILSHIRE.MTG
KJI:mw:3.14.93



APRIL 20, 1993

**CONTACT: CLARA POTES-FELLOW/STEPHANIE BRADY
MTA NEWS BUREAU
(213) 244-6566/6792**

FOR IMMEDIATE RELEASE

**MTA HOSTS COMMUNITY MEETING IN SOUTH PASADENA
TO PRESENT METRO BLUE LINE PLANS**

The Los Angeles County MTA will host a community meeting in South Pasadena to present construction plans for the Metro Blue Line to Pasadena and to discuss the selection of artists that will help in the architectural design of the stations.

The meeting will take place on May 1, from 10 a.m. to 12 p.m. at 1115 El Centro St., South Pasadena.

Groundbreaking for the Pasadena to Los Angeles Metro Blue Line will be in the Fall. The line is scheduled to open for service in November 1997.

The line, powered by electricity, will depart from Sierra Madre Villa Avenue in East Pasadena and will have stations at Allen Avenue, Lake Avenue, Memorial Park, Del Mar Boulevard, Fillmore Street, Mission Street, Avenue 57, Avenue 51, French Avenue, Marmion and Figueroa, Avenue 26, Chinatown and Union Station in downtown Los Angeles.

Each rail stop will reflect the area's rich cultural diversity. To that end, the MTA will coordinate community advisory groups to provide the historical background that may be incorporated into the conceptual design of the stations.

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30:MEETPASA
CPF:mw:4.20.93



APRIL 23, 1993

CONTACT: CLARA POTES-FELLOW/STEPHANIE BRADY
(213) 244-6566/6792

FOR IMMEDIATE RELEASE

MTA SENDS MESSAGE TO HONOR THE MEMORY OF CESAR CHAVEZ

The members of the Los Angeles County Metropolitan Transportation Authority want to express their deep regret for the death of Cesar Chavez, founder of the United Farm Workers of America.

The Los Angeles County MTA Chief Executive Officer today sent the following message:

"Cesar Chavez was a great humanitarian who tenaciously fought for the rights of the farm workers. His departure represents a tremendous loss for the Latino community and for organized labor. His legacy to humankind will remain for generations to come."

#

30:CHAVEZ
CPF:4.21.93



APRIL 26, 1993

**CONTACT: KATHY JONES IRISH/STEPHANIE BRADY
LACTC/MTA TRANSPORTATION NEWS BUREAU
213/244-6856/6792**

FOR IMMEDIATE RELEASE

**LOCAL BUSINESSES SOUGHT TO PROVIDE
SUMMER JOBS FOR TOP LOS ANGELES HIGH SCHOOL STUDENTS**

The MTA is now recruiting local businesses to provide job training this summer for Transportation Occupations Program (TOP) high school and college students pursuing career opportunities in engineering, architecture, urban planning and transportation-related careers.

The summer job training program for TOP students is sponsored by the Los Angeles County Metropolitan Transportation Authority. The summer session begins June 28 through August 27.

The innovative program was created through an educational partnership between the Metropolitan Transportation Authority and local Los Angeles City and county school districts. Since 1986, the MTA has worked with the local business sector to provide job training to more than 250 students who participate in TOP's highly competitive and rigorous academic program. TOP staff and business representatives work together to match TOP students with jobs relevant to their skills and career interests. In addition to the summer internships which are paid by the MTA, TOP offers specialized technical classes, field trips and academic scholarships for those students going on to college.

"TOP gives us the distinct opportunity to cultivate the next generation of transportation planners and developers," said Richard Alatorre, MTA chairman. "Through the hands-on job training, made possible by our local business community, TOP can offer our young people one of the best opportunities available to influence their career choices." Alatorre continued.

To find out more about the Transportation Occupations Program call (213) 244-6546/6134.

#

30:RECRUIT.TOP
KJI:mw:4.26.93



APRIL 30, 1993

CONTACT: CLARA POTES-FELLOW/STEPHANIE BRADY
MTA NEWS BUREAU
(213) 244-6566/6792

**ENVIRONMENTAL IMPACT STATEMENT FOR EASTSIDE METRO RAIL
EXTENSION TO BE RELEASED BY MTA FOR PUBLIC COMMENT**

The Los Angeles County Metropolitan Transportation Authority has been given approval by the Federal Transit Administration (FTA) to release for a 45-day public comment period the draft environmental report for the Metro Red Line extension to East Los Angeles.

The study includes the analysis of ten transportation alternatives to address the needs of East Los Angeles. Eight of the alternatives are potential heavy rail routes. The remaining two include a Transportation Systems Management analysis which studies measures to improve traffic conditions without building rail; and lastly a No-Build alternative.

"The eastern extension is critical to the economic well-being of the community," said Los Angeles City Councilman and MTA Chairman Richard Alatorre. "For the first time, a potential subway extension into East Los Angeles is being studied. A Red Line extension, would provide much-needed rail transit to a community that has long supported and used public transit. Nearly half of the cost of the proposed Red Line extension is funded with local and state resources, demonstrating a strong local commitment on the part of the voters to pay for their own projects. We look forward to receiving comments on the DEIS/DEIR in order to proceed with the alternative that will serve best the transportation needs of the community."

Following the conclusion of the 45-day public comment period, the MTA will review the comments received and make a decision at its June 23 meeting.

The Executive Summary is available for review in both English and Spanish and can be reviewed at local public libraries in east Los Angeles, Monterey Park, Montebello, City of Commerce, and Boyle Heights, or by calling the MTA at (213) 624-1194.

#



MAY 5, 1993

**CONTACT: CLARA POTES-FELLOW/STEPHANIE BRADY
MTA NEWS BUREAU
(213) 244-6566/6792**

FOR IMMEDIATE RELEASE

**MTA HOSTS COMMUNITY MEETING IN PASADENA
TO PRESENT METRO BLUE LINE PLANS**

The Los Angeles County MTA will host a community meeting to present construction plans for the Metro Blue Line to Pasadena and to discuss the selection of artists that will help in the architectural design of the stations.

The meeting will take place on May 11, from 6:30 to 8:30 p.m. at Pasadena High School, 2925 East Sierra Madre Boulevard, Pasadena.

The light rail line, powered by electricity, will depart from Sierra Madre Villa Avenue in East Pasadena and will have stations at Allen Avenue, Lake Avenue, Memorial Park, Del Mar Boulevard, Fillmore Street, Mission Street, Avenue 57, Avenue 51, Southwest Museum, French Avenue, Avenue 26, Chinatown and Union Station in downtown Los Angeles.

Each rail stop will reflect the area's rich cultural diversity. To that end, the MTA will coordinate community advisory groups to provide the historical background that may be incorporated into the conceptual design of the stations.

#

30:MTGPASA
CPF:mw:5.5.93



MAY 6, 1993

CONTACT: MICHAEL BUSTAMANTE/JIM SMART
MTA TRANSPORTATION NEWS BUREAU
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FOR IMMEDIATE RELEASE

**MTA REPRESENTATIVES APPEAR BEFORE CONGRESSIONAL COMMITTEE
TO REQUEST CONTINUED FUNDING OF CRITICAL PROGRAMS**

Representatives of the Los Angeles County Metropolitan Transportation Authority were joined today by area Congressional leaders before the House Appropriations Subcommittee on Transportation and Related Agencies to request continued federal funding for construction of the Metro Red Line subway project and the Gateway Intermodal Transit Center at historic Union Station.

Los Angeles City Councilman and MTA Chairman Richard Alatorre was joined by Congress Members Julian Dixon (D-CA), Esteban Torres (D-CA), Lucille Roybal-Allard (D-CA), David Dreier (R-CA), and Jerry Lewis (R-CA), U.S. Senator Dianne Feinstein (D-CA), Chief Executive Officer Franklin White and Ray Remy, President of the Los Angeles Area Chamber of Commerce and an alternate of Mayor Tom Bradley to the MTA, in testifying before the House Subcommittee.

"Los Angeles' Metro Rail project will continue to provide thousands of jobs for residents in the city while affording many residents the opportunity to travel to other job-rich areas of the city," said Congressman Julian Dixon (D-CA), a long-time supporter of the Metro Rail project. "Construction of the Red Line will offer educational opportunities and technical

(MORE)

MTA REPRESENTATIVES APPEAR BEFORE CONGRESSIONAL COMMITTEE TO REQUEST CONTINUED FUNDING OF CRITICAL PROGRAMS

May 6, 1993

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When completed, the Gateway Intermodal Transit Center will provide easy connections for commuters riding Metrolink from Orange, Riverside, San Bernardino and Ventura counties into downtown Los Angeles' Union Station. The Intermodal Center will also accommodate 100 buses every hour and more than 114,000 passengers each day, providing connections to AMTRAK, the Blue Line light rail line to Pasadena, El Monte Busway commuters, regional and local bus service, van, carpool and taxi services and the Metro Red Line subway.

"Continued development of the Metro Red Line will provide employers with options to offer more transportation alternatives to their employees," said L.A. Chamber President Ray Remy. "An average of 137,000 hours is wasted each day in traffic congestion on L.A. County freeways, costing business an estimated \$240 million annually. The business community understands the many primary and secondary benefits of public transportation and believes that building the Red Line is an important step toward providing necessary mobility options, which will help improve the economic health of our city."

"The MTA is constructing the largest public works project in the country and operates one of the largest bus systems in the United States," said MTA CEO Franklin White.

"Congress has strongly supported our need to improve Southern California's transportation network through funding for Metro Red Line construction largely because of the efforts of our Congressional Representatives. This team effort will go a long way to help lessen our dependence on foreign oil, improve the region's air quality and create jobs for our county's workforce. These goals cannot be achieved without a continued federal commitment to augment the strong local support for rebuilding our transportation infrastructure."

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MAY 11, 1993

**CONTACT: MICHAEL BUSTAMANTE/STEPHANIE BRADY
LACMTA TRANSPORTATION NEWS BUREAU
(213) 244-6591, 6792**

FOR IMMEDIATE RELEASE

**TRANSPORTATION AUTHORITY UNVEILS LIST OF PROPOSED
TRANSPORTATION PROGRAMS INCLUDED IN CALL FOR PROJECTS**

An ad-hoc committee to the Los Angeles County Metropolitan Transportation Authority on Monday received a "preliminary prioritized list" compiled from 728 proposed transportation projects received from cities, agencies and other affected parties across Los Angeles County that are competing for funding in the MTA's annual call for projects. Funded with Proposition C revenues, the half-cent sales tax measure approved by voters in 1990, state funds, and the Intermodal Surface Transportation Efficiency Act (ISTEA) of 1991, the proposed projects are aimed at reducing congestion and improving air quality throughout Los Angeles County. The projects are consistent with the Regional Mobility Plan and the Air Quality Management Plan, and applicable federal, state and local requirements.

While 728 applications were received by the MTA totalling more than \$6.2 billion in funding, the MTA has approximately \$1.1 billion to be disbursed for the selected transportation projects over the next four years. An additional \$466 million in Flexible Congestion relief funds will be programmed through the Call for Projects for FY 1999-00 and FY 2000-01. The preliminary prioritized list represents staff's first cut at ranking the projects submitted for review.

Economic conditions have caused revenues to be lower than previously estimated for the funding sources. Accordingly, only those projects that are regionally significant

(MORE)

**TRANSPORTATION AUTHORITY UNVEILS LIST OF PROPOSED
TRANSPORTATION PROGRAMS INCLUDED IN CALL FOR PROJECTS
APRIL 11, 1993
PAGE 2**

and that rate high on other evaluation criteria will be recommended for funding. Each project will compete within a modal category and be evaluated against other projects in that category based upon Project Evaluation Criteria which include: regional significance; intermodal integration; environmental enhancement; cost effectiveness; project need; equity and economic development; prior commitments; and leveraging of funding sources.

Staff presented the MTA's ad-hoc committee with a briefing packet which includes a description of each of the preliminary prioritized list of projects received for each of the categories. The program is broken down into two funding categories -- two-year and four-year. The four-year Project Modal categories include:

- Freeway - HOV, TSM, and Gap Closures;
- Regional Surface Transportation Improvements (Interchanges, Grade Separations, Goods Movement);
- Bus Capital and Operations;
- Rail Capital and Operations;
- Transportation enhancements; and
- Transit Security

Two-year Project Modal categories submitted for FY 1993-94 and 94-95 funding include:

- Local Traffic Systems Management (TSM);
- Regional Bikeways;
- Transportation Demand Management (TDM); and
- Commuter Rail, Transit Centers, and Park-and Ride

(MORE)

**TRANSPORTATION AUTHORITY UNVEILS LIST OF PROPOSED
TRANSPORTATION PROGRAMS INCLUDED IN CALL FOR PROJECTS
APRIL 11, 1993
PAGE 3**

Each project sponsor will be able to give an oral presentation on May 19 and 20 to the selection committee and staff. MTA staff recommendations are expected the week of June 2, with a final decision expected at the MTA's meeting on June 23.

The MTA's five member ad-hoc committee is comprised of Marv Holen, an alternate to Supervisor Ed Edelman; MTA Board member and Glendale City Councilman Larry Zarian; MTA Board member and L.A. County Supervisor Yvonne Burke; MTA Board member and L.A. City Councilman Mark Ridley-Thomas; MTA Board member and L.A. County Supervisor Gloria Molina; and a Caltrans representative serving in an ex-officio capacity.

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News

MAY 14, 1993

CONTACT: ANTHONY GRENO/JIM SMART
MTA NEWS BUREAU
(213) 972-4400; 244-7443

FOR IMMEDIATE RELEASE

HISTORIC AGREEMENT PROVIDES FOR NEW RED LINE CONSTRUCTION TO PROCEED EAST, WEST AND TO SAN FERNANDO VALLEY

MTA Chairman Richard Alatorre and U.S. Secretary of Transportation Federico Peña on Friday, May 14 signed an agreement totaling \$1.4 billion to extend construction of Metro Red Line Segment 3 into East Los Angeles, the Mid-City area, and the San Fernando Valley.

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

Additional funding, to be sought under the Intermodal Surface Transportation Efficiency Act of 1991, is expected to bring the total federal participation in Segment 3 to \$1,396,400,000.

The Red Line's first segment, a 4.4-mile stretch through downtown Los Angeles from Union Station to Westlake/MacArthur Park at Wilshire Boulevard and Alvarado Street, opened last January 30.

The second segment is currently under construction along Wilshire Boulevard to Western Avenue, and north under Vermont Avenue from Wilshire Boulevard to Hollywood Boulevard and Vine Street.

Segment 3 will consist of three extensions totaling approximately 11.6 miles of subway with at least seven stations: an extension from Union Station through East Los Angeles toward Atlantic Boulevard; an extension to Mid-City Los Angeles near the intersection of Pico and San Vicente boulevards, and an extension from Hollywood Boulevard and Vine Street to a point near

(MORE)

HISTORIC AGREEMENT PROVIDES FOR NEW RED LINE CONSTRUCTION TO PROCEED EAST, WEST AND TO SAN FERNANDO VALLEY

May 14, 1993

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the intersection of Chandler and Lankershim boulevards in North Hollywood, in the San Fernando Valley.

MTA Chairman Alatorre said: "The agreement to extend the Red Line subway to the East Side will mean more and better service for the transit-dependent population in the area. We are very enthusiastic about being able to extend the three segments simultaneously, including the Mid-City area and the San Fernando Valley sections."

Transportation Secretary Peña noted: "The grant we are announcing today will build more than a subway. It will build a new foundation of hope and opportunity for this community."

Secretary Peña added: "The money we spend on our transportation system should build communities up. And, that's exactly what this grant will do. The new Red Line will be an economic lifeline for East Los Angeles."

Mayor Tom Bradley said: "The development of the Red Line system has come full circle with this funding agreement from the Federal Transit Administration. The third leg of Metro Red Line construction is the culmination of our commitment to rail transportation in Los Angeles."

Bradley added: "The impact of this project is more than transportation-related. The infusion of federal funds for Red Line construction will boost the economic vitality of all Southern California."

"With the signing of the Full Funding Agreement for the Metro Red Line, President Clinton has shown his commitment to equity in Federal resources. The Eastside will finally be included in the regional program for mass transportation and share in its benefits," said Los Angeles County Supervisor Gloria Molina.

Under a schedule and financing plan developed by the MTA, Segment 3 would be completed by December, 2000. The seven-year plan totaling \$2.45 billion calls for simultaneous design and construction of the East Side, Mid-City and North Hollywood extensions.

The main characteristics of each extension are:

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HISTORIC AGREEMENT PROVIDES FOR NEW RED LINE CONSTRUCTION TO PROCEED EAST, WEST AND TO SAN FERNANDO VALLEY

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- East Side Extension -- The alignment would run generally east from the Red Line terminus at Union Station to include a line of approximately three miles with at least two stations. Eight alignment alternatives are now under consideration, including segments on Brooklyn Avenue, First Street, Indiana Street, Whittier Boulevard, and Atlantic Boulevard.
The MTA is expected to select the locally preferred East Side alignment in June.
- Mid-City Extension -- The 2.3 mile alignment would continue west under Wilshire Boulevard from the Wilshire/Western Station. Just west of Norton Avenue, the line would turn south directly under Crenshaw Boulevard north of Eighth Street. The line would proceed under Crenshaw Boulevard, with a station at Olympic/Crenshaw until a point south of Country Club Drive, where the alignment would turn west. The line would come directly under Pico Boulevard east of Plymouth Boulevard and continue west to a terminal at the Pico/San Vicente station, where Rimpau Boulevard intersects Pico Boulevard.
- North Hollywood Branch -- The Red Line will be extended 6.3 miles from Hollywood Boulevard and Vine Street to Chandler and Lankershim boulevards. Stations will be built at Hollywood/Highland, Universal City and North Hollywood. This segment passes beneath the Santa Monica Mountains and will connect the San Fernando Valley with the remainder of the Metro Red Line system. Twin tunnels will proceed north from the Hollywood/Highland Station beneath the mountains. A bus terminal and parking for approximately 850 automobiles will be built adjacent to the North Hollywood Station on Chandler Boulevard.

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MAY 14, 1993

CONTACT: MICHAEL BUSTAMANTE/STEPHANIE BRADY
MTA TRANSPORTATION NEWS BUREAU
(213) 244-65691, 6792

FOR IMMEDIATE RELEASE

MTA REVIEWS RECESSION IMPACT TO 30-YEAR PLAN

A review of the Los Angeles County MTA'S 30-year Integrated Transportation Plan indicates that the Southern California recession and other events will significantly impact the Plan, CEO Franklin E. White reported to the MTA Board today.

During a special meeting of the Board, White said that anticipated revenues generated from Propositions A and C, two half-cent sales tax measures approved by the voters in 1980 and 1990, respectively, will fall short by \$1.4 billion during the next ten years.

MTA analysts believe that the drop in revenue can be attributed to the lingering recession and the loss of more than 200,000 jobs in Southern California aerospace and defense industries.

The Plan contemplated spending an estimated \$183 billion over 30 years to provide needed transit bus and rail operations, construction of a modern rail system, highway improvements and Transportation Demand Management strategies to significantly reduce the region's dependence upon the automobile.

The decline in revenue sources will not in any way impact construction of the Metro Red Line subway to East Los Angeles, North Hollywood or the Mid-City area. Funding for the Red Line already has been earmarked, White reported. Maintenance of the existing Red Line construction schedule is a condition to receiving federal assistance, he said.

(MORE)

MTA REVIEWS RECESSION IMPACTS TO 30-YEAR PLAN

May 14, 1993

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"There has been a significant erosion of anticipated revenues," White said. "Every level of government has experienced dramatic revenue losses as a result of one of the worst recessions in the state's history. Government budgets throughout the state have been and will continue to be impacted from the fallout of this recession."

In all, the MTA anticipates losing an estimated \$2.9 billion during the next ten years which will have a significant impact on the MTA's construction program. Combined with an estimated loss of \$1.4 billion in sales tax revenues, and an operational shortfall in the range of \$130 million for fiscal year 1993-94, the MTA is faced with revisiting some of its short-term construction decisions.

"We are looking at ways to mitigate the revenue losses to maintain as much of our construction program as we can," said White. "We may be able to bridge all of these things with a new timetable, restaging of projects or other means to continue our programs. The presentation today is intended to make Board members aware of the fiscal problem. I will bring back a suggested plan at another meeting to deal with these issues, a plan to put the MTA on a solid track of performance."

While no decision has yet been made, potential solutions to address the projected shortfall could include seeking regulatory relief to provide additional federal funding flexibility, securing additional state and federal funds, investigating additional local revenue sources, restructuring fares, implementing operational efficiencies, or restaging capital expansion projects.

The 30-Year Plan, approved in April 1992, was intended to establish a framework of mobility and financial strategies to address mobility needs, provide a guiding vision for short- and long-term decisions and enable the MTA to monitor and measure progress in meeting mobility goals for the region.

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MAY 17, 1993

CONTACT: KATHY JONES IRISH/STEPHANIE BRADY
MTA NEWS BUREAU
(213) 244-6856; 6792

MTA OFFERS CONSTRUCTION LOAN PROGRAM TO AREA BUSINESSES

The Los Angeles County Metropolitan Transportation Authority (MTA) today executed an agreement with East-West Federal Bank as the first financial institution to administer the Construction Enhancement Loan Program (CELP). The MTA's action is aimed at making available short-term loans to merchants and property owners located near Metro construction sites. CELP loan applications will be accepted as of today at East-West's corporate offices at 415 Huntington Drive in San Marino. The phone for East-West bank is (818) 799-5700.

"The Construction Enhancement Loan Program was established to assist commercial enterprises and property owners near Metro Rail construction," said Frank White, MTA Chief Executive Officer. "We want to assist these enterprises so that eventually they will be able to serve the public along these commercial zones when the system opens."

Initial funding for the CELP is \$25 million and will come from Proposition A and Proposition C revenues.

Last fall, the LACTC surveyed property owners and merchants along Wilshire Boulevard, Vermont Avenue and Hollywood Boulevard to determine the need for the CELP. The responses were enthusiastic. Although the CELP will not address all concerns regarding construction, the program is intended to be an essential component to the overall success of MTA's relationship with corridor commercial enterprises.

Anticipated Metro ridership combined with increased patronage of businesses near Metro stations is expected to generate substantial economic profit for transit corridor

(MORE)

MTA OFFERS CONSTRUCTION LOAN PROGRAM TO AREA BUSINESSES

May 17, 1993

Page 2

enterprises. This economic boost to businesses is expected to assist credit recipients make loan payments. Repayments from loans issued along the two Red Line corridors will be recycled to provide loans to businesses located along corridors involved in future Metro Rail construction.

"The Construction Enhancement Loan Program is the first of its kind to be undertaken by public sector organization anywhere in the United States. The MTA now has broader flexibility to manage construction and, at the same time, better respond to the needs of businesses located near Metro rail construction sites," stated Richard Alatorre, MTA Chairman.

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MTA-041

Contact: Anthony Greno/Jim Smart

213/972-4400

May 21, 1993

FOR IMMEDIATE RELEASE

**MTA ANNOUNCES TEMPORARY BUS ROUTE CHANGES
FOR L.A. FIESTA BROADWAY ACTIVITIES; METRO
RED LINE TO EXTEND SERVICE ON SUNDAY NIGHT**

Temporary route changes affecting 60 bus lines Friday night, Saturday, Sunday and Monday morning, May 28-31 due to Sunday's L.A. Fiesta Broadway 1993 have been announced by the MTA.

Entertainers, food concessionaires and street vendors will join the public in an outdoor celebration to be held on Broadway between Temple Street and Olympic Boulevard.

Most of the bus service changes will be effective starting at 9 p.m. Saturday, May 29 through 5 a.m. Monday, May 31. During that time, Hill Street, Broadway, and Spring Street will be closed to traffic between First Street and Olympic Boulevard. All east-west streets also will be closed to through traffic between First and Olympic Boulevard.

Additionally, Broadway will be closed from First to Temple streets beginning at 9 p.m. Friday, May 28.

On Sunday, May 30, the Metro Red Line will extend service several hours, with the last train departing Union Station at 10 p.m. Civic Center Station and Pershing Square Station will be open.

more...

Also, extra buses will be assigned to various downtown lines during Sunday afternoon and evening hours to assist in handling the increased patronage generated by the event.

All MTA bus service affected by the street closures will be rerouted around the L.A. Fiesta Broadway area onto the following streets:

Temple, 11th, 12th, and Olive streets; Grand Avenue, Main Street (northbound only); and Los Angeles and San Pedro streets (southbound only).

During the closures, the following MTA lines will have minor route changes that will detour around the L.A. Fiesta Broadway site to accommodate festival goers from 9 p.m. Saturday, May 29 through 5 a.m. Monday, May 31:

Lines 1, 2, 3, 4, 10, 14, 16, 18, 20, 21, 22, 26, 27, 28, 30, 31, 33, 37, 38, 40, 42, 45, 48, 51, 53, 55, 60, 66, 67, 68, 70, 71, 76, 78, 79, 81, 83, 84, 90, 91, 92, 93, 94, 96, 97, 320, 401, 420, 424, 439, 444, 446, 447, 460, 462, 470, 471, 483, 484, and 485.

Bus patrons can obtain more information by calling MTA at 213/626-4455 from central Los Angeles and Hollywood.

Elsewhere, patrons from the San Fernando Valley can call 818/781-5890 while patrons in east county points can call 909/620-1871.

Hearing-impaired persons with a TTY machine can dial 1-800/252-9040.

#

El servicio del Metro Línea Roja, se ampliará el domingo 30, de manera que el último tren partirá de Union Station a las 22.00 horas. Las estaciones Civic Center y Pershing Square, de la Línea Roja, funcionarán normalmente a lo largo del fin de semana.

Toda línea y ruta de los autobuses urbanos MTA en la zona afectada por los cierres viales, se desviará por las siguientes arterias:

Calles Temple, Once, Doce, y Olive; avenida Grand; calle Main (hacia el norte solamente); y las calles Los Angeles y San Pedro (hacia el sur solamente).

Durante el tiempo que permanecen cerradas las mencionadas calles, las siguientes líneas de autobuses urbanos de la MTA experimentarán desviaciones provisionales, desde las 21.00 horas del sábado 29 hasta las 5.00 horas del lunes 31:

Líneas 1, 2, 3, 4, 10, 14, 16, 18, 20, 21, 22, 26, 27, 28, 30, 31, 33, 37, 38, 40, 42, 45, 48, 51, 53, 55, 60, 66, 67, 68, 70, 71, 76, 78, 79, 81, 83, 84, 90, 91, 92, 93, 94, 96, 97, 320, 401, 420, 424, 439, 444, 446, 447, 460, 462, 470, 471, 483, 484, y 485.

Los usuarios podrán obtener datos adicionales al llamar por teléfono a la MTA al 213/626-4455 desde el centro de Los Angeles y Hollywood.

Los usuarios domiciliados en el valle de San Fernando, podrán marcar el 818/781-5890 y las personas procedentes del oriente del condado, podrán marcar el 909/620-1871.

Los sordos con máquina teletipo TTY, podrán marcar el 1-800/252-9040.

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MAY 21, 1993

CONTACT: BILL HEARD/JIM SMART
MTA NEWS BUREAU
(213) 972-4400; 244-7443

FOR IMMEDIATE RELEASE

MTA TO REVIEW PROPOSED \$3.4 BILLION BUDGET FOR FY 1994

The Los Angeles County MTA Board of Directors at a May 26 workshop will review a proposed \$3.4 billion FY 1994 budget that anticipates \$20 million in savings resulting from the merger of its two predecessor agencies.

The draft budget, incorporating a nine percent increase over FY 1993, provides funding for bus and rail operations, an aggressive rail construction program and other support programs to improve mobility throughout the region.

The document was submitted to the MTA Board May 21, by MTA CEO Franklin E. White. It calls for MTA bus and rail fares to remain the same next year, while efforts are launched to cut costs, increase revenues and combat graffiti on MTA buses.

White's recommended budget includes a \$1.2 billion capital improvement program primarily for rail construction projects, a local transportation subsidy program of \$1.1 billion, \$.7 billion for bus and rail operations, debt service of \$.3 billion, and a bus capital procurement program totalling \$148 million.

White recommended the elimination of 246 positions arising from the merger and other efficiencies. At the same time, positions would be added to staff the Green Line and as many as 130 Transit Police officers would be hired to improve security on buses and trains.

"The merger has provided us the opportunity to reduce duplication of functions," he wrote. "The mission of the MTA to provide quality, comprehensive systems of public

(MORE)

MTA TO REVIEW PROPOSED \$3.4 BILLION BUDGET FOR FY 1994

May 21, 1993

Page 2

transportation to the people of Los Angeles will be achieved through the hard work and dedication of the staff and leadership of this new agency."

MTA Operations program will continue the MTA's aggressive anti-graffiti efforts, promote the development of alternative fuel vehicles and technologies, and prepare for the scheduled November 1994 opening of the first segment of the Metro Green Line.

MTA construction efforts will focus on Metro Red Line Segment 2 and the Green Line, improvements to rail grade crossing and construction site safety, and the start of construction of the Blue Line extension to Pasadena.

The budget proposal noted that the agency must close a \$95 million funding shortfall for bus and rail operations. For this year alone, that can be achieved through the use of reserve funds, White said.

The long-term solutions to the shortfall the MTA will face beginning in FY 1994-95, White wrote, include changes in service delivery as well as finding new funding sources.

Because the "profound economic downturn has placed severe limitations on the MTA's ability to issue debt for capital projects," he said Proposition A funds in the future will be "spent exclusively on servicing outstanding and future debt" related to Red Line and Blue Line construction.

In comments directed toward long-term budget forecasts, White noted that overall funding for the objectives of the MTA has dropped below levels forecast in the 30-Year Plan.

"In the long run," he wrote, "the MTA will be instrumental in establishing a productive business environment, while being sensitive to the needs of the transit dependent, local communities served by the transportation system, and the environmental goals of the region."

#



May 22, 1993

CONTACT: CLARA POTES-FELLOW/STEPHANIE BRADY
MTA NEWS BUREAU
(213)244-6566

FOR IMMEDIATE RELEASE

**CHATSWORTH COMMUNITY COMPLETES LANDSCAPE PROJECT
AT METROLINK STATION**

Elementary and high school students today joined elected officials in Chatsworth to complete a 350-tree planting project at the Chatsworth Metrolink station.

The trees, planted by the community on three weekend sessions, are part of a landscape project developed by the Los Angeles County Metropolitan Transportation Authority (MTA) and the City of Los Angeles.

The planting sessions were coordinated by the TreePeople and the Chatsworth Chamber of Commerce.

"This event marks another milestone for our community," said Los Angeles City Councilman Hal Bernson, a board member of the Southern California Regional Rail Authority, the agency that oversees Metrolink. "The opening of Metrolink was the beginning of what will be a full transportation center for Chatsworth. These trees will serve as a canopy of shade for what will--in a few short years--become part of our Town Center."

Some of the trees are California pepper and Mexican fan palm, London plane tree, crape myrtle, valley oak, coast live oak, toyon, white alder and California sycamore.

The \$118,900 project was funded through local and state grants.

(MORE)

**CHATSWORTH COMMUNITY COMPLETES LANDSCAPE PROJECT
AT METROLINK STATION**

May 22, 1993

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In addition to the existing train platform, the Chatsworth Metrolink station will have a 5,000-square foot depot designed in Western/ranch style, and a childcare facility to accommodate 90 children. These facilities will be completed in Spring 1994.

The station depot will be a replica of the historic Southern Pacific station which formerly occupied the site. The building will feature meeting rooms, office space, sites for small vendors, ticket sales and transit information.

As part of the MTA's Art-for-Rapid-Transit Program, the station depot will have an open area to showcase Chatsworth Western memorabilia.

Plans for the site include the development of a Town Center with arcaded retail buildings, seniors housing, multi-family residential courtyards, a central park and thematic landscaping.

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CHATSWORTH METROLINK STATION TREEPLANTING

GROUPS INVOLVED

Chatsworth High School

Chatsworth Baseball Team

Chatsworth High School Korean Club

TreePeople

Chatsworth Chamber of Commerce

Office of Councilman Hal Bernson

Metropolitan Transportation Authority (MTA)

Los Angeles Department of Transportation (DOT)

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News

TO:

CLARA
POTES

MTA-047

Contact: Greg Davy/Jim Smart

(213) 972-4400

May 24, 1993

FOR IMMEDIATE RELEASE

MTA PROGRAMS WIN THREE AWARDS FOR EXCELLENCE

MTA recently won three awards for innovative use of the television medium and for effective communication with the public through the Corporate Transit Partnership Program.

The entertaining and informative television series, "Transit 2000," produced to communicate the importance of public transportation and clean air issues to a mass audience, won two awards. The first was a bronze statue awarded by the national Telly Awards competition, which recognizes outstanding non-network and cable TV film and video productions. Nearly 8,000 entries were received for this year's competition.

The winning episode of "Transit 2000" featured an historical background of rail transit in Los Angeles, a preview of Metrolink commuter trains, a behind-the-scenes tour of the art at Red Line subway stations and a "Spotlight" segment of MTA's Customer Information Center.

In addition, the South Coast Air Quality Management District (AQMD) bestowed on "Transit 2000" its 1993 Clean Air Award in the Innovative Projects category. Contest judges look for a "comprehensive transportation strategy" that demonstrates air quality benefits.

more ...

Page 2 -- TRANSIT 2000 AWARDS

MTA's Corporate Transit Partnership also received an award for excellence in the same category. In praising the overall program, which helps companies to encourage its employees to use public transportation, judges especially took note of MTA's TransLink service, which provides bus information to prospective transit users via computer by telephone.

"One of MTA's most important goals is to keep the public informed of MTA services and other public transit-related issues," said Franklin White, MTA's Chief Executive Officer. "These two programs accomplish this goal in a very imaginative way. I am pleased to see that others have recognized their excellence."

Seven episodes of "Transit 2000" have been produced to date by the MTA in association with the Emmy Award-winning Wilkman Productions. They regularly air on KABC, Channel 7, at 3 p.m. on the last Sunday of every month.

Funding for "Transit 2000" is provided by the MTA and an innovative public/private partnership with the following entities: ARCO, Canadian Consulate, GTE, Longo Toyota-Penske Corporation, PacTel, Southern California Edison, Southern California Gas Team RideShare and Universal Studios-Hollywood.

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METROLINK NEWS

MAY 26, 1993

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BRENDAN SHEPHERD (213) 244-7173
METROLINK MEDIA RELATIONS

FOR IMMEDIATE RELEASE

METROLINK RIDERSHIP SOARS

LOS ANGELES -- Metrolink adds new stations and sets a ridership record.

Last week, Metrolink began long-distance commuter train service to the heart of the Inland Empire, adding stations in San Bernardino, Rialto and Upland. Plus, the Metrolink Baldwin Park station opened this week in the San Gabriel Valley.

Because of these extensions, Metrolink ridership continues to climb. Passengers are flocking to the new stations while ridership continues to grow at existing stations.

"This is great news," said Larry Walker, Metrolink board chair and San Bernardino County supervisor. "The Metrolink word is getting out and Southern California commuters are realizing their day has finally come."

More people are riding the train than expected. Metrolink officials had projected a ridership of 5,300 per day by the end of June. On Monday, May 24, Metrolink's ridership was at an all-time non-promotional period high of 6,504. This reflects a 33 percent increase from 4,893 two weeks ago, the last non-promotional period.

(MORE)



JUNE 9, 1993

CONTACT: JIM SMART/STEPHANIE BRADY
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FOR IMMEDIATE RELEASE

**MTA VOTES FUNDING FOR CONSTRUCTION OF
HEADQUARTERS BUILDING AT GATEWAY SITE**

The Los Angeles County MTA Board voted June 9, 1993 to provide funding for the construction of a new MTA headquarters building near historic Union Station in downtown Los Angeles.

Termed the Gateway Project, the 26-floor office tower will be built next to the Gateway Intermodal Transit Center at Union Station already under construction. The Transit Center will serve as the downtown transportation hub for the five-county Southern California region, providing easy access and transfer between local and commuter buses and trains, including the Metro Red Line subway system, the planned Metro rail extension to Pasadena, Metrolink interurban commuter trains and AMTRAK trains.

The MTA Board action will provide \$133.7 million for construction of the 570,000 square foot office building by the Catellus Development Corporation. All MTA administrative, planning and engineering functions will be housed in the new structure.

"It is proper to locate the MTA's headquarters adjacent to the new transit center," said Richard Alatorre, MTA chairman. "It will provide ready access for those who will oversee the continued construction of one of the most ambitious rail projects in the nation, and for the operation of the MTA's transit services."

"The Gateway Project, including the Transit Center, has been lauded by Secretary of Transportation Federico Peña as one that demonstrates what can be done with a private-public

(MORE)



METROLINK NEWS

JUNE 10, 1993

CONTACT: PETER HIDALGO (213) 244-6142
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METROLINK MEDIA RELATIONS

FOR IMMEDIATE RELEASE

METROLINK TRAINS RUN ON SCHEDULE

LOS ANGELES -- Better than nine times out of 10, your Metrolink train will be on time, according to transit officials.

"A commuter train can have the most comfortable seats and the nicest conductors, but if it doesn't get you there on time, its worthless," Executive Director Richard Stanger said.

In fact, between April 3 and May 14, 94.4 percent of all Metrolink trains arrived within five minutes of the published schedule.

Metrolink recently launched an advertising campaign along its Santa Clarita and Ventura County lines, routes that earlier this year had a less than shining on-time performance record. The ads feature the after-work activities of two commuters, one who drives and the other who rides the train. The Metrolink rider is enjoying herself at a ballgame while the driver is stuck in traffic. The campaign is an effort to spread the word about Metrolink reliability to potential -- and previous riders.

Stanger notes that Metrolink may have lost passengers earlier this year due to delays. The railroad has since reduced these delays by upgrading the signal system.

"We experienced some growing pains at the beginning of the year, but we've

(MORE)

METROLINK TRAINS RUN ON SCHEDULE
PAGE 2

worked them out and our passengers notice -- and appreciate -- our reliability."

Stanger says Metrolink's reliability contributes to the system's growing ridership.

"The majority of our passengers are former drive-alone commuters who used to battle the unpredictable freeways," he said. "If you left work in your car, you had no idea when you'd be home. On Metrolink, it's right there in black and white."

Metrolink's ridership averages 6,135, a 17 percent increase over three weeks ago. Ridership will continue to increase with the additions of new stations and lines.

For instance, on Monday, June 14, Metrolink will open its Riverside Line. Eight trains each weekday will run between downtown Riverside and Los Angeles, making stops in Pedley, East Ontario and Industry. Passengers on the new line ride free June 14-30.

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

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JUNE 10, 1993

CONTACT: MICHAEL BUSTAMANTE/STEPHANIE BRADY
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(213) 244-6591, 6792

FOR IMMEDIATE RELEASE

**MTA STAFF RECOMMENDS SIEMENS DUEWAG TO RECEIVE AWARD
TO BUILD L.A. STANDARDIZED LIGHT RAIL VEHICLE;
92% TO BE BUILT IN THE UNITED STATES**

A team of firms that has committed to build 92 percent of the MTA's next light rail car order in the United States has been recommended for contract award. This rail car contract proposal includes 72 vehicles to be used on the Green Line, the Pasadena Line and other light rail lines to be constructed by the MTA in this decade.

The prime contractor, Siemens Duewag Corporation, offered to provide the highest level of domestic involvement among four competing bidders -- 11 percent higher than any of its competitors. The firm included in its bid a commitment to award over 20 percent of its contract to disadvantaged and minority owned businesses.

Siemens Duewag also promised to open a facility in Los Angeles County to manufacture light rail vehicle shells, marking the first time modern rail car shells would be built in the U.S.

If the firm receives approval of both the RCC Board and the Los Angeles County MTA Board, it also will be asked to construct two prototype vehicles that could revolutionize the light rail car industry.

Siemens Duewag Corporation received a score of 88.26 points out of a possible 100 as part of an extensive review of bidder proposals.

"The closeness of the scores indicates the quality of the work by the proposers toward meeting the MTA's goal of creating business development opportunities and defense industry

(MORE)

**MTA STAFF RECOMMENDS SIEMENS DUEWAG TO RECEIVE AWARD
TO BUILD L.A. STANDARDIZED LIGHT RAIL VEHICLE;
92% TO BE BUILT IN THE UNITED STATES**

June 10, 1993

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conversion efforts," said MTA Chairman and Los Angeles City Councilman Richard Alatorre. "The efforts on the part of all the proposers to team with both local firms in the defense industry and to exceed our minority involvement requirements underscores the success of our efforts to spur local economic growth. We are very pleased with the proposals received by all four teams."

Following several months of technical review, the highly competitive negotiated procurement contract was recommended to be awarded to Siemens Duewag and its high tech partners AAI Corporation, TRW, and Aerojet, at a cost of \$205 million, or \$2.7 million per vehicle, for 74 light rail cars, in addition to being awarded up to \$10 million for research and development of at least three advanced transportation products.

The MTA evaluated the proposals from the bidders on point scoring criteria established after months of extensive discussions with railcar builders, high-tech aerospace/defense industry, labor and business representatives by a special MTA L.A. Car Ad Hoc Committee. The board adopted scoring criteria is based on four major components:

- Technical portion (35 points);
- Cost (35 points);
- Advanced Transit Products Development Program (15 points); and
- Content Level (15 points).

Because the contract will be issued under a negotiated procurement, cost was but one factor in determining the award of the contract. The MTA L.A. Car Ad Hoc Committee structured the RFP in order to encourage local and domestic business participation, create long-term meaningful employment, strong DBE/MBE participation, and provide the opportunity for the defense and aerospace industry to begin a transition into the emerging surface transportation industry to develop niche products that had been originally used for defense purposes but also had transportation applications.

(MORE)

**MTA STAFF RECOMMENDS SIEMENS DUEWAG TO RECEIVE AWARD
TO BUILD L.A. STANDARDIZED LIGHT RAIL VEHICLE;
92% TO BE BUILT IN THE UNITED STATES**

June 10, 1993

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Siemens proposed that more than twenty percent (20%) of the total contract cost be awarded to Disadvantaged/Minority Business Enterprises (DBE/MBE). The proposal also included a commitment to build over ninety-two percent (92%) of the total contract award in the United States, more than eleven percent (11%) higher than Siemens closest competitor. One-half, or fifty percent will be built in California.

"The strengths of the Siemens Duewag proposal were evidenced in the technical, domestic business development, and content portions," said Gwendolyn Williams, MTA Manager of Contracts for the L.A. Car project. "Siemens Duewag has committed to a well defined arrangement with AAI Corporation to transfer technology for the fabrication of light rail cars from its [Siemens] plant in Germany to AAI. That transfer will include locating a light rail car shell manufacturing facility in the Los Angeles area with the objective of developing a local nucleus of a car body manufacturing industry."

Currently no company in the United States has the manufacturing capability to produce domestic light rail vehicle shells. All light rail vehicle shells currently must be imported into the U.S. from abroad.

The staff report was prepared for the RCC's regularly scheduled meeting for June 14. Following the RCC meeting, the MTA board is expected to make a final decision at its meeting scheduled for June 30.

The RFP -- which is for 72 standardized light rail vehicles, 2 prototype vehicles and an option for 13 additional light rail cars -- was issued following cancellation of a contract with Sumitomo Corporation to build 41 Metro Green Line vehicles in January 1992. The rail vehicles to be built by Siemens will be used on the Metro Green Line, the Metro Blue Line extension to Pasadena and future light rail lines to be built this decade.

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JUNE 23, 1993

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FOR IMMEDIATE RELEASE

**MTA BOARD EXTENDS FUNDING FOR OMNITRANS LINE 110/496 FOR 60 DAYS,
CALLS FOR STAFF TO CONSIDER ALTERNATIVES**

The MTA Board Wednesday unanimously voted to continue funding Omnitrans Line 110/496 serving Los Angeles, San Bernardino and Riverside counties for an additional 60 days beyond the contract expiration date of June 30, 1993, while MTA works with the counties to find alternative ways to serve the line.

A motion introduced by MTA Board Member John Fasana stipulated that Proposition C transit funds shall be used to guarantee Los Angeles County's share of the cost of operating the line for two additional months while alternatives are considered.

A public forum will be scheduled in coordination with San Bernardino and Riverside counties to gather public input.

For the last three years, MTA funded half of the cost of operating Omnitrans Line 100/496. Because of fiscal constraints, MTA chose not to exercise the option year of the contract, which would have cost \$1.2 million.

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9:omnitrans.rls
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JUNE 25, 1993

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(213) 244-6566;6792

FOR IMMEDIATE RELEASE

**MTA TO CONDUCT TRAFFIC STUDY ON GLENDALE BOULEVARD NEAR THE
SILVERLAKE/ECHO PARK AREAS**

The Los Angeles County Metropolitan Transportation Authority has authorized a study to find transportation solutions and improve mobility along Glendale Boulevard near the terminus of the Glendale Freeway Corridor.

"Completion of the study will provide guidance to facilitate transportation improvements and relieve the congestion created by the terminus of the Glendale Freeway (Route 2) in the middle of the Silverlake and Echo Park areas," said Councilman Richard Alatorre, chairman of the MTA.

MTA officials have been working with local homeowner associations, community groups and Assemblyman Richard Polanco and Los Angeles City Councilman Mike Hernandez to evaluate sources of congestion and identify potential solutions. As a result, a Glendale Boulevard/Freeway Phase I Corridor Study has been completed and, now, the initiation of a more comprehensive Phase II Study was approved.

The Glendale Freeway originates in La Canada-Flintridge and continues south crossing the I-210 Freeway, 134 Freeway and the I-5 Freeway terminating at Glendale Boulevard in the Silverlake area.

(MORE)

Identification of additional funds was necessary to respond to a budget amendment made by the MTA Board on August 25, when it approved a \$40 million allocation for the Pasadena Line and directed staff to add \$57 million to the Line's budget.

The Pasadena Line is a 13.6-mile light rail system connecting downtown Union Station to Sierra Madre Villa Avenue in East Pasadena. Construction of the line is scheduled to start in early 1994. As currently planned, the line will serve the communities of downtown Los Angeles, Mount Washington, Highland Park, South Pasadena, and Pasadena.

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JUNE 30, 1993

CONTACT: GREG DAVY/JIM SMART
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(213) 972-4400; 7443

FOR IMMEDIATE RELEASE

**MTA BOARD ADOPTS "CONTINUING BUDGET RESOLUTION";
AGENCY'S SPENDING WILL RUN AT FY 1992-93 LEVELS THROUGH JULY**

The Los Angeles County MTA Board of Directors Wednesday adopted a special one-month budget continuation resolution that allows more time to resolve funding shortfalls in the proposed FY 1993-94 budget.

All MTA bus and train service will continue at their current levels, said Franklin White, MTA's Chief Executive Officer.

As part of the same action, the Board approved \$907 million in transportation projects recommended as part of the FY 1993-94 Call for Projects, while deferring \$193 million originally targeted for Caltrans Traffic Operations Systems (TOS) projects. That money will be subject to future programming of alternative transportation projects.

The action continues the MTA budget at FY 1992-93 levels through July, or until earlier adoption of next year's budget, noted Richard Alatorre, Chairman of MTA's Board of Directors.

"We have taken this unusual action to deal with harsh realities that are the result of the recession," Alatorre said. "MTA staff will continue to search for new and innovative ways to provide and program funds to maintain our ambitious construction and operations programs."

The budget-deferring motion also stipulates that an additional \$158 million of Proposition C bonds be sold to fund continued construction of the Green Line, with the

(MORE)

**"MTA BOARD ADOPTS "CONTINUING BUDGET RESOLUTION" AGENCY'S
SPENDING WILL RUN AT FY 1992-93 LEVELS THROUGH JULY**

June 30, 1993

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money to be repaid by the end of the decade. In addition, it requires that \$18 million be reallocated to meet bus capital needs.

Outstanding issues facing the MTA include funding of the construction of the Pasadena Line from Union Station to Sierra Madre Villa, and the purchase of the "L.A. Car" light rail vehicles.

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JUNE 30, 1993

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(213) 244-6566; 6792

MTA SELECTS ROUTE FOR METRO RED LINE EXTENSION TO EAST LOS ANGELES

A six-mile subway route and seven station locations for the Metro Red Line extension to East Los Angeles were selected today by the Los Angeles County Metropolitan Transportation Authority (MTA). The approval clears the way to initiate preliminary engineering and to complete all environmental requirements for the project.

The new route, identified as "Alternative 9B-with a proposed variation," departs from Union Station and has a terminus at Whittier and Atlantic boulevards in East Los Angeles.

Seven stations are planned at: Little Tokyo; the Mariachi Plaza, at First and Boyle Avenue; Brooklyn Avenue and Soto Street, behind the former Jonson's Market; First Street and Lorena Avenue; Whittier/Rowan; Whittier/Arizona; and Whittier/Atlantic.

One small variation in the original 9B alignment also was approved to respond to public concerns about tunneling under Evergreen Cemetery and about adverse impacts of a station near Ramona High School.

"The selected route will provide access to the major community centers within East Los Angeles," said Councilman Richard Alatorre, chairman of the MTA. "The line will connect Little Tokyo to the First Street corridor, Brooklyn Avenue and the Whittier Boulevard shopping district."

"This is an historic moment and a tremendous move forward by residents of East Los Angeles," said Supervisor Gloria Molina, a member of the MTA's board of directors. "With the Red Line, East Los Angeles will have a direct connection to downtown Los Angeles, Mid-Wilshire, Hollywood and the San Fernando Valley. The recommended alignment will

(MORE)

**MTA SELECTS ROUTE FOR
METRO RED LINE EXTENSION TO EAST LOS ANGELES**

June 30, 1993

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United Neighborhood Organization (St. Alphonsus Church)

The Mothers of East Los Angeles

Boyle Heights Chamber of Commerce

Lincoln Heights Chamber of Commerce

Whittier Boulevard Merchants Association

Congressmember Lucille Roybal-Allard

Congressmember Xavier Becerra

State Senator Art Torres

State Senator Charles Calderon

Assemblymember Richard Polanco

Assemblymember Louis Caldera

Assemblymember Grace Napolitano

Assemblymember Martha Escutia

California State Legislative Caucus

Eastern Group Publications

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JULY 1, 1993

CONTACT: CLARA POTES-FELLOW/STEPHANIE BRADY
MTA NEWS BUREAU
(213)244-6566/6792

FOR IMMEDIATE RELEASE

NOTE TO EDITORS: DESCRIPTION OF SPECIFIC PROJECTS WILL BE AVAILABLE UPON REQUEST. LIST OF PROJECTS BY AREA ALSO IS AVAILABLE.

**210 LOS ANGELES COUNTY TRANSPORTATION PROJECTS
RECOMMENDED FOR \$800 MILLION**

Approximately 210 transportation projects that would result in traffic and road improvements and in the purchase of new buses were approved for funding by the Los Angeles County Metropolitan Transportation Authority at a meeting Wednesday, June 30.

The projects selected in the Multi-Year Call for Projects will be funded by various federal, state and local transportation sources. Funds were allocated by the MTA consistent with the 30-Year Integrated Transportation Plan, and federal, state and local requirements. The MTA developed a unified application process with the selection criteria focused on project merit, irrespective of the final funding source.

"Despite severe financial constraints the MTA board went forward funding projects that will offer immediate and mid-range solutions to local and regional mobility needs," said Councilman, Richard Alatorre, MTA Chairman. "These projects were proposed by the cities and other transportation agencies and represent their priorities to improve freeway traffic and bus service, and to ensure smoother vehicle and pedestrian circulation on local streets."

**210 LOS ANGELES COUNTY TRANSPORTATION PROJECTS
RECOMMENDED FOR \$800 MILLION**

July 1, 1993

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- More than \$100,000 to design and plant landscaping along a freeway ramp area at I-605 and Whittier Boulevard in the City of Whittier.
- More than \$20 million to synchronize traffic signals through various local jurisdictions in Los Angeles County.
- Close to \$18 million for the construction of 33 bikeway projects connecting to, or enhancing, the regional bikeway network and likely to contribute to cycling as a viable commuting mode.
- More than \$450,000 for the formation of Transportation Management Organizations in Southeast Los Angeles and Torrance to facilitate the implementation of Transportation Demand Management measures at multi-tenant commercial buildings, high density residential areas, and employment sites with fewer than 100 employees.
- Approximately \$1.3 million to establish a telebusiness center in the City of Long Beach, with five private offices, 40 work stations, a video conferencing room, office machine room and reception area.
- Approximately \$36 million for the construction of the Union Station Gateway Intermodal Transportation Center. Facilities consist of a bus plaza and a 2500-space park-and-ride.
- Rail projects were not considered in this Call For Projects, with the exception of \$30 million programmed for the Metro Red Line Segment 3. The MTA makes major rail system improvement decisions outside of this process as a part of the MTA's budget. The application for the Metro Red Line-Segment 3 was included in the process because it needs to be part of the priority list to compete for Flexible Congestion Relief funds in the 1994 State Transportation Improvement Program.

(MORE)

**MTA BOARD APPROVES 38 REQUESTS FROM SOUTH BAY AREA
IN RESPONSE TO MTA'S FY 1993-94 CALL FOR PROJECTS**
JULY 6, 1993
Page 2

Following is a list of transportation projects requested in the South Bay area:

- Alameda Corridor engineering -- Alameda Corridor Transportation Authority (ACTA)
- Rosecrans/Aviation intersection widening -- Hawthorne
- Los Alamitos traffic circle reconfiguration -- Long Beach
- Widen Alameda Street from I-405 to Lomita -- County of L.A.
- Del Amo Boulevard over Alameda Street bridge construction -- County of L.A.
- Anaheim Street grade separation -- Port of Long Beach
- Replace 20 buses and two vans -- Gardena
- Continue annual capital tire purchase -- Gardena
- Purchase 20 engine and 10 transmission packages -- Gardena
- Replace old unlined fuel tanks -- Gardena
- Base service bus maintenance and rehab -- Long Beach Public Transportation Company
- Base service bus replacement -- Long Beach Public Transportation Company
- Purchase of 12 fixed-route replacement buses -- Torrance
- Avalon scenic bikeway and drive -- Avalon
- Golden Park/Shoreline Drive realignment -- Long Beach
- Wrigley green belt -- Long Beach
- Billboard removal, Artesia Boulevard -- Redondo Beach
- Traffic signal synchronization, El Segundo Boulevard -- El Segundo
- Citywide traffic signal synchronization -- Hawaiian Gardens
- Pacific Coast Highway traffic systems management -- Long Beach
- Imperial Highway signal synchronization -- County of L.A.
- Manhattan Beach Boulevard signal synchronization -- County of L.A.
- South Bay traffic signal system improvements -- South Bay JPA

(MORE)



JULY 6, 1993

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FOR IMMEDIATE RELEASE

**MTA BOARD APPROVES 33 REQUESTS MADE ON THE WESTSIDE
IN RESPONSE TO MTA'S FY 1993-94 CALL FOR PROJECTS**

Thirty-three transportation projects recommended in the Westside area of Los Angeles County as part of the MTA's FY 1993-94 Call for Projects were approved by the MTA Board of Directors June 30.

The Westside requests include projects ranging from surface street improvements, environmental enhancements to municipal bus systems, Transportation Demand Development (TDM) projects such as ridesharing and vanpooling programs, and construction of bikeways. They will be implemented during the next four years.

"A variety of federal, state, and local transportation funding sources will be used to respond to the Call for Projects," said Franklin White, MTA's Chief Executive Officer. "We established this process to allow applicants to apply for the specific projects they would like to see in their cities, while also taking advantage of the flexibility of the various funding sources."

There were nine categories in which project applicants competed. The categories were developed to facilitate the use of funds in various federal, state and Los Angeles County voter-approved programs.

There were 728 applications considered countywide, of which 215 were approved for funding. Funding is programmed from the Federal Intermodal Surface Transportation Efficiency Act (ISTEA), Proposition C transit sales tax and various state funding sources. Projects recommended for state funding will have to compete again with other proposals at the state level, White said.

(MORE)

**MTA BOARD APPROVES 33 REQUESTS MADE ON THE WESTSIDE
IN RESPONSE TO MTA'S FY 1993-94 CALL FOR PROJECTS**

JULY 6, 1993

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- Bicycle commuting and safety education -- City of L.A.
- Hollywood/West L.A. transit restructuring study -- City of L.A.
- Hollywood Bowl Park and Ride transportation program -- County of L.A.
- Countywide school bicycle safety program -- County of L.A.
- UCLA/Westwood vanpool expansion project -- UCLA
- Culver City/Fox Hills Mall transit center -- Culver City
- Pico/San Vicente transit center park and ride facility -- MTA
- Exposition right-of-way regional bikeway -- MTA
- Bicycle lockers at Metro Rail stations -- City of L.A.
- Environmental planning and design studies for Santa Monica Boulevard transit parkway federal demonstration project -- MTA
- Funds to relieve 25 of the region's most overcrowded bus lines -- Countywide
- Purchase of 200 replacement buses per year for MTA fleet -- MTA
- Continued funding of CTS's ridesharing services -- Commuter Transportation Services
- SMART corridor motorist information system upgrades -- Caltrans

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July 7, 1993

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FOR IMMEDIATE RELEASE

**MTA BOARD APPROVES TRANSPORTATION PROJECTS FOR REQUESTS FROM
SANTA ANITA AREA IN RESPONSE TO MTA'S FY 1993-94 CALL FOR PROJECTS**

Eighteen transportation projects recommended in the San Gabriel Valley area of Los Angeles County as part of the MTA's FY 1993-94 Call for Projects were approved by the MTA Board of Directors June 30.

The San Gabriel Valley area requests, include projects ranging from street widening to construction of bicycle trails. "A variety of federal, state, and local transportation funding sources will be used to respond to the Call for Projects," said Franklin White, MTA's Chief Executive Officer. "We established this process to allow applicants to apply for the specific projects they would like to see in their cities, while also taking advantage of the flexibility of the various funding sources."

There were nine categories in which project applicants competed. The categories were developed to facilitate the use of funds in various federal, state and Los Angeles County voter-approved programs.

There were 728 applications considered countywide, of which 215 were approved for funding. Funding is programmed from the Federal Intermodal Surface Transportation Efficiency

(MORE)

MTA BOARD APPROVES TRANSPORTATION PROJECTS 18 REQUESTS FROM SAN GABRIEL VALLEY AREA IN RESPONSE TO MTA/S FY 1993-94 CALL FOR PROJECTS
JULY 2, 1993

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- HOV lanes on Rte 60 from Rte 57 North to San Bernardino County line - Caltrans
- HOV lanes on Rte 10 from Baldwin Park Ave to Rte 605 - Caltrans
- HOV lanes on Rte 10 from Rte 605 to Puente Ave - Caltrans
- HOV lanes on Rte 10 from Puente to Citrus Ave - Caltrans
- HOV lanes on Rte 10 from Rte 57 to San Bernardino line - Caltrans
- HOV lanes on Rte 60 from Brea Canyon Rd to Rte 57 north - Caltrans
- HOV lanes on Rte 60 from Rte 605 to Brea Canyon - Caltrans
- HOV lanes on Rte 30 from 210 to Foothill Blvd - Caltrans

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MTA-067

Contact: Greg Davy/Jim Smart

(213) 972-4400

July 8, 1993

FOR IMMEDIATE RELEASE

**FINALISTS IN ANNUAL MTA BUS ROADEO COMPETE
FOR TOP PRIZE AT SANTA ANITA JULY 10**

Saturday, July 10, is the day of reckoning for the 63 participants in MTA's annual Bus Roadeo competition.

Of the 204 bus operators who entered the agency-wide competition two weeks ago, only 30 remain. They will meet head-to-head on an obstacle course at the Santa Anita Racetrack parking lot that will require all the skill and expertise they have accumulated over the years to negotiate successfully.

While the MTA's best operators are threading their 40-foot vehicles through narrow spaces, the men and women that keep those buses running in top condition will be having their own competition. Eleven teams, each consisting of three members, will try to diagnose and repair various problems planted in a bus or its engine in as little time as possible.

"The Roadeo has always been one of the highlights of the year for our bus operators and maintenance teams," said Arthur Leahy, MTA's Executive Officer, Operations. "It brings out the best in everyone in more ways than one.

more ...

Page 2 -- MTA BUS ROADEO

"Not only do we have the opportunity to see some of the finest operators and mechanics in the nation demonstrate their skills, it is a chance for some real camaraderie. The atmosphere is very supportive -- everybody roots for each other."

Rodeo winners receive a cash prize of \$1,000, plus a trip to New Orleans in October to compete in the National Bus Rodeo. Runners-up receive \$750, and third-place finishers receive \$500.

Obstacles facing bus operators include precision left and right turns, reverse left and right turns, simulated passenger stop, diminishing clearance and wheel clearance.

Maintenance teams compete in four categories: coach inspection, air brakes, power train module and obstacle course.

The Bus Rodeo competition is the brainchild of the American Public Transit Association, which launched the nationwide program 18 years ago. MTA has participated in the competition all 18 years. Maintenance workers joined the Rodeo three years ago.

The obstacle course will be set up on the Santa Anita Racetrack parking lot, reached by entering Gate 6 off W. Colorado Place in Arcadia.

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MTA-069

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July 13, 1993

FOR IMMEDIATE RELEASE

**MTA RAIL SAFETY CURRICULUM FOR SCHOOLS
WINS AMERICAN PUBLIC TRANSIT ASSN. AWARD**

An imaginative rail safety curriculum developed by the MTA for use in Los Angeles County elementary schools has won the Management Innovation Award presented annually by the American Public Transit Association (APTA).

The 10-lesson study guide, distributed since last fall to teachers in 114 elementary schools along the Metro Blue Line corridor, was created by the MTA's Local Government and Public Affairs Department. MTA staffers have made some 130 presentations in local schools, reaching an estimated 16,000 youngsters with a rail safety message.

"Modern-day rail is still relatively new in Los Angeles," said MTA Board Member Antonio Villaraigosa, who has sponsored the program from its formative stages. "It is important for the safety of the children who live along our rail lines that we find creative ways to teach rail safety in the classroom."

The Management Innovation Award is for transit-related projects that "demonstrate innovative concepts or effective problem solving" and can be adapted for use by other transit systems. It will be presented to the MTA in October at APTA's national convention in New Orleans.

more....



July 21, 1993

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FOR IMMEDIATE RELEASE

**DONATED HOUSE TO BE USED FOR CHILD CARE FACILITY
AS PART OF MTA PRESERVATION PROGRAM**

A home once owned by W.C. Fields has been donated by a private party to be used as a child care facility at the Sylmar/San Fernando Metrolink Station. The donation was made possible through a new program established by the Los Angeles County Metropolitan Transportation Authority's Transportation Land Preservation Corporation. The child care facility is a cooperative effort between the City of Los Angeles and the MTA.

The Transportation Land Preservation Corporation, or "land bank", is a non-profit entity established in March 1991 to "bank" tax-deductible donations of land or other assets for public transit use or support. The board consists of three MTA Board members and 2 public members appointed by the MTA Chairman.

"The land bank allows us to stretch limited public resources by leveraging land, facilities and funds to accomplish a number of the MTA's transportation goals," explains Ed Edelman, Chairman of the Los Angeles County Board of Supervisors and MTA Vice Chair. "The Sylmar/San Fernando Metrolink Child Care Center is one of two Metrolink station child care facilities that are planned for the San Fernando Valley".

The 3700 square foot donated home has been prepared for temporary relocation to a storage site owned by the MTA. The storage site is located at 5621 Fulton Street (formerly

(MORE)

Press Release

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Steve Crosby
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**Nolan Calls For MTA To Be Fiscally Responsible --
Warns The Taxpayers Are Watching**

Pasadena, CA, July 26, 1993 -- California State Assemblymember Pat Nolan (R-Glendale) and Councilmembers Bill Wiggins (Burbank) and Chris Holden (Pasadena), representing the Tri-Cities area, today called for the MTA to be fiscally responsible.

"The taxpayers have invested billions of dollars through increased payments for fuel and transportation and deserve to have the transportation system they have been promised built in a fiscally prudent and timely manner," said Assemblymember Pat Nolan.

Joined by Arch Hardymont, President of the Los Angeles Taxpayers Association, Pat Nolan and the Tri-Cities council members stood in front of the Civic Center West Project in which the City of Pasadena has invested approximately \$17 million dollars.

"For the MTA to allow a \$123 million dollar deficit to occur and put the Pasadena light rail system at risk, while the City of Pasadena is investing taxpayers dollars on promises of its timely completion is unconscionable. It is wrong for the completion of the Blue line to Pasadena to be put at risk since it will further delay rail transportation to the Burbank/Glendale area."

Pat Nolan then called upon the MTA Board members to get their house in order and to spend taxpayers funds wisely. "It is important not only to provide jobs, but to build capital projects in a timely manner. Capital projects do not get less expensive they only get more expensive with delays," Nolan said.

Lastly, Nolan called for the MTA to give increased attention to the cost of contracts and to spend taxpayers' money wisely.

"The taxpayers are watching," Nolan said, "From Covina to the Tri-Cities and across the nation taxpayers are sending a message -- do not waste our money!"

"I call on the MTA to do whatever is necessary -- from the delaying of the award of contracts not critical to the completion of the Blue line to reassessing the basis on which contracts are awarded, so that dollars, are spent judiciously."

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JULY 29, 1993

CONTACT: KATHY JONES IRISH/JIM SMART
MTA NEWS BUREAU
(213) 244-6856; 7443

FOR IMMEDIATE RELEASE

**METRO GREEN LINE PROJECT TEAM
INVITES LOCALS TO A COMMUNITY BRIEFING**

EL SEGUNDO TO NORWALK -- Workers in the El Segundo employment area are invited to attend a presentation on the completion of the Metro Green Line Nash Street aerial guideway and refreshment social on **Friday, July 30 from 11:00am until 2:00pm**. Sponsored by the Rail Construction Corporation (RCC) for businesses near the future light rail line, the event will be held at **400 North Nash Street (Gordon Laboratories parking lot)**.

"Completion of the Nash Street aerial guideway marks a major construction milestone toward the completion of the Metro Green Line," stated Ed McSpedon, RCC President/CEO. The RCC is the builder of the Los Angeles County Metropolitan Transportation Authority's 400-mile rail transit system. The Nash Street segment is part of the entire 3.5 miles of elevated guideway of the Metro Green Line. "In addition to celebrating the safe and steady progress we make as we build the Metro Green Line, we want to express our appreciation to the employers and employees in the El Segundo business community for their patience and cooperation during our construction," McSpedon concluded.

Construction of the 20-mile Green Line continues from Norwalk to El Segundo in the center of the I-105 (Glenn Anderson Freeway). Passenger service is scheduled to begin in early 1995.

For more information, call the Metropolitan Transportation Authority,
(213) 620-RAIL.

#

9:nash.rls
KJL:pls:07.29.93



JULY 29, 1993

CONTACT: KATHY JONES IRISH/STEPHANIE BRADY
MTA NEWS BUREAU
(213 244-6856,6792)

FOR IMMEDIATE RELEASE

MTA SIGNS AGREEMENT WITH THREE MINORITY-OWNED BANKS

The Los Angeles County Metropolitan Transportation Authority (MTA) today signed an agreement with a consortium of three minority-owned and managed financial institutions to administer its Construction Enhancement Loan Program (CELP). The MTA's action is aimed at making available short-term loans to merchants and property owners located near Metro Rail construction sites. The three banks are:

Broadway Federal Savings Bank

4501 South Broadway
Los Angeles, CA 90037
(213) 232-4271

Family Savings Bank

3683 Crenshaw Blvd.
Los Angeles, CA 90016
(213) 295-3381

(MORE)



July 29, 1993

CONTACT: RICK JAGER/JIM SMART
MTA NEWS BUREAU
(213) 972-4400; 244-7443

FOR IMMEDIATE RELEASE

**NEARLY TWO AND A HALF MILLION PEOPLE HAVE USED THE
METRO RED LINE DURING THE FIRST SIX MONTHS OF OPERATION**

Since the inception of service on January 30, 1993, the Metro Red Line subway system has carried approximately 2.49 million passengers and logged nearly 111,000 miles, announced MTA Chief Executive Officer Franklin White.

"The popularity of this system continues to grow as more and more people discover the convenience of using the Metro Red Line during their commute to and from work," said White.

"As future segments open along Wilshire Boulevard and through Hollywood, more MTA patrons will enjoy the convenience and reliability of subway travel."

The first segment of the Red Line, conceived as the "spine" of a planned 400-mile rail system, stretches 4.4 miles through downtown Los Angeles from Union Station to Wilshire and Alvarado near MacArthur Park.

Upon completion, the subway line will run 22.7 miles, branching in three directions that will include East Los Angeles, North Hollywood and the mid city, Pico/San Vicente area.

The Red Line is presently carrying approximately 15,000 boarding passengers on average weekday. During the first six months of service the system has achieved a 98 percent on-time performance record.

(MORE)



Julio 30 de 1993

CONTACTOS: ANTHONY GRENO/JIM SMART
DEPTO. DE PRENSA - MTA
(213) 972-4685; 244-7443

PARA PUBLICACION INMEDIATA.

**EL METRO LINEA ROJA HA TRANSPORTADO A 2.5 MILLONES DE USUARIOS
EN LOS SIEMPRE PRIMEROS MESES DEL TREN SUBTERRANEO DE LOS ANGELES**

A partir de su inauguración el pasado 30 de enero, el Metro Línea Roja, ha transportado a casi 2.5 millones de pasajeros y los trenes han recorrido una distancia de casi 11 mil millas, según informó el director general de la MTA, Franklin White.

"Se observa un incremento cada vez mayor en el número de favorecedores de la Línea Roja, a medida que las personas descubren la conveniencia de utilizar este modo de transporte", afirmó White.

"Se avisora ^{GRAN} concurrencia al tren subterráneo una vez queden inaugurados los tramos por el bulevard Wilshire hasta la avenida Western; y por la avenida Vermont y el bulevard Hollywood".

El primer tramo del Metro Línea Roja, considerado la "espina dorsal" del subterráneo, recorre una distancia de 4.4 millas desde la central de ferrocarriles «Union Station» hasta el bulevard Wilshire esquina con la calle Alvarado en la zona Pico-Unión.

Al terminarse la construcción de la Línea Roja, el tren subterráneo tendrá una extensión de 22.7 millas tres tramos que incluirán al Este de Los Angeles, North Hollywood y la zona Pico-San Vicente. (SIGUE...)

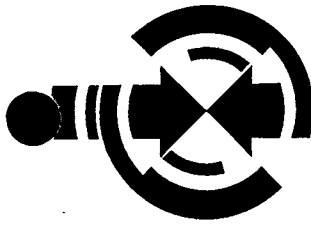
A diario la Línea Roja transporta un promedio de 15 mil usuarios cada día de semana, entre lunes y viernes. A lo largo de sus primeros seis meses de servicio al público, la Línea Roja ha logrado operar con 98 por ciento de puntualidad.

"Este sistema moderno de transporte ha proporcionado servicio útil a millones de usuarios durante los últimos seis meses y seguramente dará servicio a millones más de las próximas generaciones", aseveró el concejal y presidente del Consejo de Administración de la MTA Richard Alatorre.

"Este hito de hoy nos indica la necesidad de un sistema de transporte balanceado, un sistema que emplea autobuses urbanos, el tren ligero y el tren pesado, todos integrados en una red efectiva de transporte público para desterrar de Los Angeles los embotellamientos de tránsito y la contaminación ambiental", puntualizó Alatorre.

Por otra parte, recibieron reconocimiento público, cuatro funcionarios latinos que recientemente fueron nombrados a la alta dirección de la Autoridad Metropolitana de Transporte del Condado de Los Angeles: el abogado Michael González, asistente especial al Director General; Filiberto Martínez, director de Auditoría; Patricia Padilla, funcionaria ejecutiva de Oportunidad Equitativa de Empleos; y Armando Ramírez, asistente ejecutivo al Director Administrativo. Franklin White, Director General de la MTA, los felicitó por sus nuevos cargos.

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METROLINK NEWS

AUGUST 5, 1993

CONTACT: BRENDAN SHEPHERD
METROLINK NEWS BUREAU
(213) 244-7173

FOR IMMEDIATE RELEASE

METROLINK RIDERSHIP HITS ALL-TIME HIGH

Metrolink paid ridership has averaged more than 8,000 passengers per weekday during July, a new record for the commuter rail system which provides 197 miles of service linking Riverside, San Bernardino, Santa Clarita and Ventura with downtown Los Angeles and points between.

"Our passengers are continuing to rely on us as their chosen way to get to their destinations," said Metrolink Chairman and San Bernardino County Supervisor, Larry Walker. "Everyone expected record numbers of people to give us a try during the free-ride period, but no one anticipated we would sustain the kind of ridership we are achieving once the promotion ended."

Average daily ridership during July was 8,130. Ridership on the system's four lines was as follows:

Riverside Line	2084
San Bernardino Line	3104
Santa Clarita Line	992
Ventura County Line	1950
SYSTEMWIDE	8130

Ridership has continued to increase on the Metrolink system as miles of service have been added and with the addition of the Riverside to Los Angeles Line. For example, average weekday ridership during May was approximately 6,000 passengers.

(MORE)



August 6, 1993

CONTACT: CLARA POTES-FELLOW/STEPHANIE BRADY
MTA NEWS BUREAU
(213)244-6566/6792

FOR IMMEDIATE RELEASE

STATE FUNDS TRANSPORTATION PROJECTS RECOMMENDED BY MTA

More than \$16 million in transportation projects recommended by the Los Angeles County Metropolitan Transportation Authority were approved Thursday by the California Transportation Commission.

The approved projects had been previously selected as part of the MTA's FY 1993-94 Call for Projects and were competing against other state projects for funding.

The projects will be funded by Federal Transportation Enhancement Activities (TEA) funds.

Following is a list of the transportation projects funded:

- Union Station Gateway Intermodal Transit Center \$8 million
- Watts Towers Crescent Bike Path \$422,000
- Transit facility at Southwest Museum Community Center \$368,000
- Construction of Mariachi Plaza Community park at future Metro Rail station in East Los Angeles \$427,000
- Improvements at Metro Rail stations on Wilshire Boulevard \$1.4 million
- Mitigation of Hollenbeck Lake contamination caused by storm water runoff from Interstate 5 \$546,000
- South Pasadena Oaklawn Bridge restoration \$558,000
- Hill Street improvements at Pershing Square Metro Rail station \$523,000.

(MORE)



AUGUST 10, 1993

Contact: GREG DAVY/JIM SMART
MTA NEWS BUREAU
(213) 972-4400
FOR IMMEDIATE RELEASE

**TWO MTA BUSES TO FEATURE ORION PICTURES' "ROBOCOP"
CHARACTER IN GIANT ALL-BUS ADVERTISEMENT**

The larger-than-life presence of Orion Pictures' "RoboCop," the ultra-sophisticated crime-fighting cyborg, will be featured in computer-generated advertisements that will cover nearly the entire outside surface of two MTA buses during the next four months.

The jumbo-sized ads, which will cover the back and both sides of the buses, are the first of their kind to appear on a public transportation vehicle in Los Angeles County. They represent the first two of 10 similar advertisements to be placed by a variety of advertisers during a one-year experimental test period.

The first bus featuring the "RoboCop" ad will be placed into regular service Aug. 10 on MTA's Line 20, serving Wilshire Boulevard. A second bus with the same ad is scheduled to be placed into service within the next two weeks in the San Fernando Valley on a line to be selected later.

Orion Pictures chose this method of advertising to promote its new film, "RoboCop 3," due for release on Nov. 5. Other "all-bus" ads will follow featuring different clients,

(MORE)

including Steel Jeans, a clothing manufacturer. All 10 buses will serve a variety of lines in the MTA system during the test period.

"This kind of advertising can be thought of as sort of a 'moving billboard,' " said Franklin White, MTA's Chief Executive Officer. "This one-year test will allow us to evaluate the public acceptance of the concept. It has produced extremely good results in other cities, not only for the advertiser paying for the ad, but for the bus company on whose buses the ad appears."

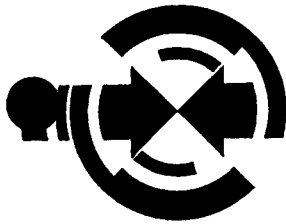
The innovative technique features computer-enlarged, photorealistic graphics that are placed on easily removable self-adhesive vinyl which is applied directly to the bus's surface. Though it appears from the outside that it is covering all the bus's windows, the ad is in fact invisible from the inside of the bus, thus causing no safety hazard to the bus operator or passengers.

White said the all-bus advertising program will be evaluated after the completion of the 10-bus pilot program. If the program is deemed successful, TDI, MTA's advertising agency, could receive authorization to place similar style ads on up to 100 MTA buses, which would bring an additional \$150,000 in revenue to the MTA for the first year.

A 100-bus program for the two ensuing years would bring an additional \$400,000 in revenue as part of the contract agreement between TDI and MTA.

The ads are created by SuperGraphics, Inc., of Sunnyvale, under arrangement with TDI.

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METROLINK NEWS

AUGUST 13, 1993

CONTACT: BRENDAN SHEPHERD
FRANCISCO OAXACA
METROLINK NEWS BUREAU
(213) 244-7173;6989

FOR IMMEDIATE RELEASE

METROLINK PASSES VALID ON MULTIPLE LINES

Inland Empire Metrolink passengers may now ride the Riverside Line or the San Bernardino Line with the same pass, it was decided today.

The action by the Metrolink board is in response to requests from passengers who live between the two lines and find one more convenient than the other on a given day. The two lines run roughly parallel, are five to 10 miles apart and offer different departure times.

"This action means that commuters now have more choices," said Larry Walker, Metrolink chair and San Bernardino County supervisor. "For instance, if they normally ride a Riverside train and arrive in L.A. at 7:30 a.m., but today they have an early meeting, they can take a San Bernardino train that arrives at 6:55 a.m., all with the same pass."

The new policy takes effect immediately and applies to monthly pass and 10-trip ticket users.

"This is another example of our responsiveness to our passengers' needs," said Richard Stanger, Metrolink executive director. "We hear our passengers and act upon their suggestions."

Metrolink began commuter train operation in October 1992. The system currently carries more than 8,100 passengers each weekday between downtown Los Angeles and Riverside, San Bernardino, Santa Clarita and Moorpark. In December, Metrolink will begin commuter service between L.A. and Oceanside.

For more information on Metrolink fares, departures or station locations, call (800) 371-LINK.

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AUGUST 17, 1993

CONTACT: GREG DAVY/JIM SMART
MTA NEWS BUREAU
(213) 972-4400; 244-7443

FOR IMMEDIATE RELEASE

**MTA INCREASES FREQUENCY OF
METRO BLUE LINE TRAINS DURING NON-RUSH HOURS**

MTA has responded to the steadily growing number of riders using the Metro Blue Line light rail system by increasing non-rush hour service frequency from every 15 minutes to every 10 minutes as of August 16.

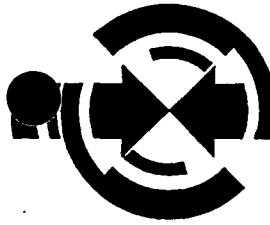
From 9:00 A.M. to 3:00 P.M. on weekdays, Blue Line trains serving 22 stations on a north-south corridor between downtown Los Angeles and downtown Long Beach will now arrive every 10 minutes. During peak travel times of 6:00 A.M. to 9:00 A.M. and 3:00 P.M. to 6:00 P.M., trains will continue to arrive every six minutes. Weekend schedules will remain unchanged.

"The average weekday ridership in July once again topped 40,000, which is another strong signal to us that people are getting turned on to public transportation," said Franklin White, MTA's Chief Executive Officer. "We are pleased to be able to offer the increased frequency."

The Blue Line carried an average of 40,425 riders on weekdays in July. Saturday ridership averaged 31,000, with Sundays averaging 28,050. Ridership for the month was 1,144,175.

#

9:moreblue.rls
GD:pls:08.17.93



METROLINK NEWS

AUGUST 18, 1993

CONTACT: PETER HIDALGO (213) 244-6142
FRANCISCO OAXACA (213) 244-6989
METROLINK MEDIA RELATIONS

FOR IMMEDIATE RELEASE

NEW METROLINK FENCE BOOSTS COMMUNITY SAFETY

LOS ANGELES -- Metrolink construction crews are erecting a two-mile long wrought-iron fence to deter pedestrians from dangerously trespassing on the tracks.

The stretch of tracks along the Santa Clarita Line through the City of San Fernando has been plagued with incidents since Metrolink began last October.

"These trains are an outstanding addition to our regional rail transit network," L.A. Board of Supervisors Chairman Ed Edelman said. "But, public support depends on their safe operation, particularly in areas where young people, such as students, are at risk."

The pilot safety fencing program is a joint project of Metrolink and the Los Angeles County Metropolitan Transportation Authority, with input from local residents, San Fernando Middle School, the City of Los Angeles and the City of San Fernando.

"Metrolink is committed to safety," said Richard Stanger, Metrolink executive director. "Not only the safety of our passengers, but of the

MORE

METROLINK FENCE
AUGUST 18, 1993
PAGE TWO

community residents, as well. The fence is one more example of our continuing program of rail safety."

The \$863,760 pilot safety fencing program is in response to several pedestrian trespasser incidents which along this section of track.

In addition to the 4' to 12' wrought-iron fence, Metrolink is installing new bilingual signs to alert residents of the potential danger around the tracks. Plus, the work involves rebuilding the pedestrian crossing at Astoria St. in Sylmar. The crossing is a new "zig-zag" design which forces the pedestrian to look both ways before crossing the railroad. Also, at the San Fernando Middle School, Metrolink is rebuilding a drainage ditch that has been a problem for many years.

Funding was approved by the MTA in May from Proposition C moneys. Crews are expected to complete the project in early November.

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Agosto 23 de 1993

Contactos: ANTHONY GRENO/CLARA PG
DEPTO. DE PRENSA - MTA
213/972-4685; 244-6566

TO:
CLARA
POTES

PARA PUBLICACION INMEDIATA.

ESTABLECIO LA MTA SERVICIO DE MINIBUSES DE RUTA CORTA ENTRE LA LINEA AZUL Y LA ZONA DE FABRICAS Y OFICINAS DE EL SEGUNDO Y REDONDO BEACH

Los trabajadores de unas 60 fábricas de la zona de El Segundo y Redondo Beach, cuentan ahora con servicio de minibuses de viaje corto que facilitarán conexión con la Estación Artesia del tren ligero Metro Línea Azul.

Bajo la designación de BLT --siglas en inglés por **Blue Line Transfer**-- el servicio de ruta corta enlazará la Estación Artesia con la zona fabril de El Segundo por los bulevares Artesia y Aviation durante las horas "pico" de mañana y tarde, con servicio limitado que hace 25 paradas. Se inició la línea BLT el lunes 23 de agosto.

Se proporcionará el servicio de circuito por ruta corta durante 22 meses de prueba a un costo total de unos 800 mil dólares, obtenidos en un 85 por ciento por disposición de la Ley Federal de Eficiencia de Transporte Terrestre Multimodal (ISTEA, siglas por Intermodal Surface Transportation Efficiency Act).

"Se estableció este servicio a instancias de los patronos principales de El Segundo y Redondo Beach para alentar a los trabajadores de fábricas y oficinas a utilizar más el transporte público", declaró el director general de la Autoridad Metropolitana del Transporte del Condado de Los Angeles, Franklin White. (SIGUE)

"A la vez, el establecimiento del circuito BLT coadyuva a que las empresas cumplan con los requisitos en materia de no contaminación ambiental, al reducir el uso de automóviles particulares", concluyó White.

Todo el público en general puede utilizar el servicio BLT. El pasaje sencillo cuesta 1.10 de dólar, igual que los demás autobuses MTA. Los usuarios del tren ligero Metro Línea Azul, que desean hacer transbordo a la BLT, deberán pagar 25 centavos de derecho de lo mismo, por un total de 1.35 de dólar por viaje sencillo. Se aceptarán los pases mensuales de transporte público de la MTA.

Por las mañanas el servicio BLT de El Segundo y Redondo Beach, pasará cada 20 minutos desde las 4.30 hasta las 9.00 horas; por las tardes operará con la misma frecuencia entre las 15.00 y las 19.00 horas.

Entre las empresas principales cuyos trabajadores resultarán beneficiados son Mattel, Hughes Aircraft, TRW, Xerox, y Fairchild.

En el futuro se proyecta inaugurar otras cuatro líneas de circuito corto entre el centro de Los Angeles, Cal State Los Angeles, El Monte Busway y la Estación Metrolink; Chatsworth-Pacoima-Sylmar en el Valle de San Fernando; Westchester y el Aeropuerto Internacional de Los Angeles; y el servicio de viajes cortos de West Hills, cerca de Canoga Park.

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AUGUST 25, 1993

Contact: GREG DAVY/JIM SMART
MTA NEWS BUREAU
(213) 972-4400, 244-7443
FOR IMMEDIATE RELEASE

MTA BOARD APPROVES \$3.3 BILLION FY 93-94 BUDGET

The MTA Board of Directors August 25 unanimously adopted a \$3.3 billion spending plan that maintains bus and rail passenger fares at current levels and provides for the immediate funding needs of rail construction projects now under way.

The MTA's first full budget includes a reduction of \$20 million in annualized personnel costs that will result from the merger of the MTA's predecessor agencies.

The budget provides \$574.4 million for 6.9 million hours of bus service, 81,000 hours of Metro Blue Line service and 16,000 hours of Metro Red Line service, anticipated to serve about 400 million passengers during the fiscal year.

Construction projects include continuing the Green Line and Segment 2 of the Red Line, continuing work on all three extensions of Segment 3 of the Red Line and the L.A. to Pasadena line, and improving rail grade and construction site safety on all projects.

The FY 93-94 budget will be balanced, said MTA Chief Executive Officer Franklin White, thanks to available reserve funds. But the MTA still faces an operations shortfall of approximately \$140 million for FY 94-95. White said MTA staff is conducting a thorough analysis to bring recommendations to the board on ways to reduce the deficit.

"This budget is the result of many hours of hard work and reflection by MTA staff and board members," White said. "Our united mission is to provide a quality, comprehensive

(MORE)

To meet the Green Line's construction expenses over the next two years, the budget calls for the transfer of state rail bonds from the North Coast Extension (\$106 million) and the use of Proposition C funds earmarked for transit-related highway improvements (\$308 million).

The proposed budget authorizes 9,154 positions, the majority of which will provide day-to-day bus and rail service throughout the region.

At the end of June and July, the Board adopted one-month interim budgets that allowed more time to resolve funding shortfalls in the FY 93-94 budget.

As part of the June action, the Board approved \$907 million in transportation projects recommended as part of the FY 93-94 Call for Projects, while deferring \$193 million originally targeted for Caltrans Traffic Operations Systems (TOS) projects. That money will be subject to future programming of alternative transportation projects.

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AUGUST 27, 1993

Contact: **BILL HEARD/JIM SMART**
MTA NEWS BUREAU
(213) 972/4400/244-7443
FOR IMMEDIATE RELEASE

**TRANSIT POLICE BREAK UP MAJOR PASS COUNTERFEIT RING;
FRAUD MAY HAVE COST MTA \$4.6 MILLION**

MTA Transit Police have broken up what is believed to be one of the largest bus pass counterfeit rings in Southern California, an operation that may have cost the MTA as much as \$4.6 million in lost revenue since October 1991.

Three men were arrested Thursday, August 26, and materials seized including 2,400 bogus bus passes following a two-month investigation. The investigation was launched as a result of a tip to police stemming from news coverage of the break up of another counterfeit ring in June.

MTA Transit Police Chief Sharon Papa said that two suspects were arrested in the Westlake district. A third was arrested at a printing business at 7th and Westmoreland. Charged with forgery are: Mario Unmanzor Hernandez, 39; Francisco Rodriguez, 49; and Fernando Rodriguez, 44, all of El Salvador.

MTA Transit Police Sgt. Mark Weissmann, who led the investigation, said counterfeit passes valued at \$42 each, printing plates and logo dies dating to 1991 were confiscated. Police said the trio could have produced as many 5,000 bogus passes each month, and then sold them through a network of vendors at bus stops in the Central Los Angeles area.

"We believe we have broken up one of the largest of the bus pass counterfeit rings ever in operation in Southern California," said Chief Papa. "News coverage of the arrest and break up of another ring June 28 was key in helping us identify the suspects in this case."

(MORE)

In June, three men were arrested when MTA police broke up another ring producing and distributing counterfeit passes. Those men were believed responsible for distribution of bogus passes that could have cost the MTA \$250,000.

To help combat counterfeiting, the MTA has introduced metal tokens earlier this year and switched to high-tech printing processes known as hologram images which incorporate multi-color designs and metallic embossing. Designs are changed monthly.

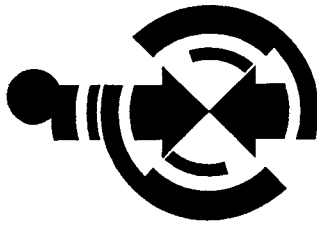
Chief Papa reminded MTA bus and rail customers to purchase their monthly passes at MTA Customer Centers or by merchants authorized as pass sellers by the MTA.

"Using a fake or stolen pass or transfer is a crime punishable by a \$250 fine," she said.

"To some, the use of a counterfeit bus pass may seem like a small thing -- but look at the size of this operation," said MTA Board Chairman and Los Angeles City Councilman, Richard Alatorre. "This is money right out of the pockets of the taxpayer, money that could be used to improve bus service.

"Our Transit Police are working diligently to uncover and put a stop to this type of activity," Alatorre continued. "Their success today is one of the reasons I have insisted on maintaining a good, strong MTA Transit Police force."

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METROLINK NEWS

AUGUST 30, 1993

CONTACT: PETER HIDALGO (213) 244-6142
BRENDAN SHEPHERD (213) 244-7173
METROLINK MEDIA RELATIONS

FOR IMMEDIATE RELEASE

RIDE METROLINK TO L.A. COUNTY FAIR

Metrolink will run special weekend trains to the L.A. County Fair, providing potential passengers a chance to sample the new commuter train.

On weekends between Sept. 11 and Oct. 3, Metrolink will run three round trips between Rialto and Los Angeles on the San Bernardino Line, taking passengers to a new Fairplex station in Pomona.

"We have seen that a drive-alone commuter will not switch to Metrolink until they have seen the train, sat in a seat and gone for a ride," said Larry Walker, Metrolink board chair and San Bernardino County supervisor. "The weekend trains to the L.A. County Fair give a commuter an opportunity to try the train in a relaxed, fun atmosphere."

Round-trip tickets for the promotional train are a flat fare of \$4 and Metrolink monthly pass holders and children under six accompanied by an adult may ride free of charge. Plus, Metrolink will give its weekend passengers coupons good for \$2 off Fair admission. Fair shuttles will connect passengers from the specially built Fairplex station to the front gate.

The special trains will stop at all the stations on the line, thereby opening up the opportunity for trips to destinations other than the Fair.

"People also will ride to downtown L.A. to visit Olvera Street and for the

(MORE)

METROLINK TO COUNTY FAIR -- Page 2

shopping and museums," said Richard Stanger, Metrolink executive director. "It's a great opportunity to take the family on a mini-vacation and not spend much money."

The Los Angeles County Metropolitan Transportation Authority will also provide special bus service to the Fair. Line 697 originates in downtown Los Angeles and travels to Pomona on the San Bernardino Freeway. The fare from L.A. will be \$3.50 (cash fare or equivalent -- no passes will be accepted).

Metrolink will evaluate the fair trains as an indication of the interest in permanent weekend service. For exact departure times see attached schedule.

For more information on Metrolink call (800) 371-LINK.

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fair.rls
PH:pls:08.30.93

(MORE)



METROLINK

WEEKEND SCHEDULE SEPTEMBER 11- OCTOBER 3, 1993

To LOS ANGELES				
RIALTO	READ DOWN	8:28AM	12:25PM	4:48PM
UPLAND		8:49AM	12:46PM	5:09PM
MONTCLAIR		8:58AM	12:55PM	5:18PM
CLAREMONT		9:03AM	1:00PM	5:23PM
POMONA		9:07AM	1:04PM	5:27PM
L.A. COUNTY FAIR		9:10AM	1:07PM	5:30PM
COVINA		9:20AM	1:17PM	5:48PM
BALDWIN PARK		9:26AM	1:23PM	5:54PM
EL MONTE		9:35AM	1:32PM	6:03PM
L.A. UNION STATION	▼	10:00AM	1:57PM	6:25PM

To RIALTO				
L.A. UNION STATION		10:25AM	2:20PM	8:00PM
EL MONTE		10:45AM	2:40PM	8:20PM
BALDWIN PARK		10:54AM	2:49PM	8:29PM
COVINA		11:00AM	2:55PM	8:36PM
L.A. COUNTY FAIR		11:10AM	3:05PM	8:46PM
POMONA		11:13AM	3:11PM	8:52PM
CLAREMONT		11:16AM	3:14PM	8:55PM
MONTCLAIR		11:21AM	3:19PM	9:00PM
UPLAND		11:30AM	3:28PM	9:09PM
RIALTO	▼	11:52AM	3:50PM	9:31PM

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AUGUST 31, 1993

CONTACT: BILL HEARD/JIM SMART
MTA NEWS BUREAU
(213) 972-4400; 244-7443

FOR IMMEDIATE RELEASE

**DOT SECRETARY PEÑA PRESENTS \$49 MILLION TO MTA
FOR RED LINE CONSTRUCTION; \$300,000 GRANT TO IMPROVE
TRANSIT ACCESSIBILITY FOR NON-ENGLISH SPEAKERS**

U.S. Transportation Secretary Federico Peña today presented a \$49.6 million check to the MTA to help fund continuation of construction of the Metro Red Line subway system.

An annual incremental payment on the five-year, \$1.446 billion project, the funds will be used to advance the subway's Wilshire Corridor segment to 65 percent completion. The Wilshire Corridor segment of the Red Line is scheduled to open to the public in 1996.

Peña also presented the MTA with a \$300,000, federal Section 8 grant for an MTA project aimed at making the county's transit system more accessible and user-friendly to non-English speakers.

"We are pleased that the federal government, represented by Secretary Peña, continues to provide strong support and funding as our partner in the construction of Los Angeles County's first modern subway," said MTA Board Chairman and Los Angeles City Councilman Richard Alatorre. "In turn, we are committed to building a safe, reliable and cost-effective rail network that will serve our citizens well into the next century."

The Wilshire Corridor will continue west from the Westlake/MacArthur Park station, currently the western terminus of the Red Line. The segment will have three stations: Wilshire/Vermont, Wilshire/Normandie and Wilshire/Western.

(MORE)

"With these funds in hand, we can proceed with the installation of mechanical and air handling systems, and with the completion of the fire protection systems for the Wilshire Corridor tunnels and stations," said MTA CEO Franklin E. White.

White said the \$300,000 federal grant will bring the MTA together with members of non-English speaking communities to develop ways to break down language and cultural barriers that may have hampered their use of the county's mass transit systems. The project could lead to the development of bilingual signs, rider information materials and patron services, as well as additional opportunities for contracting the services of minority firms.

Secretary Peña made the announcements in the Los Angeles offices of Aegir Systems, an engineering and computer services firm founded in 1981 by Ella D. Williams. As a minority woman-owned business, Aegir has won a key contract with Northrop Corporation, prime contractor on design and development of the Advanced Technology Transit Bus ("Stealth Bus"). The company also is a subcontractor on projects involving the Red Line, the Green Line "L.A. Car" project, Metrolink and the Caltrans High Speed Ground Transportation System from Los Angeles to Bakersfield.

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SEPTEMBER 9, 1993

Contact: RICK JAGER/JIM SMART
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FOR IMMEDIATE RELEASE

**MTA ADDS 40 BUSES TO 25 HEAVILY TRAVELED BUS LINES
TO EASE OVERCROWDING AND IMPROVE SERVICE QUALITY**

MTA this week has added a total of 40 buses to 25 of the MTA's most heavily traveled bus lines to relieve peak hour overcrowding.

"We have identified 25 bus lines that are each currently operating with an average peak passenger load of over 62 people per bus trip. This means that 20 or more of these riders are standing," said MTA Chief Executive Officer Franklin White.

"The addition of 40 buses to these lines will reduce the peak passenger loads on the MTA bus system, which is the most crowded major transit system in the nation," added White.

The addition of these buses will reduce the average number of standees per bus to 16 and bring these lines into compliance with MTA loading standards.

"This service enhancement program is an important element of the recently approved MTA budget aimed at restoring high quality service to the MTA bus system" said MTA Chairman and Los Angeles City Councilman Richard Alatorre.

"Collectively, these bus lines provide service to more than a half a million boarding passengers each weekday. By implementing this expansion program, MTA is dedicated to eliminating overcrowding and improving the quality of bus service on these lines," said Alatorre.

Over 600 buses are presently assigned to these routes each morning and afternoon. The 40 additional buses will operate 75,000 revenue bus hours during this fiscal year at a cost of \$4.5 million. They will provide a 6.5 percent increase in the capacity on these lines during weekday rush hours.

Attached is a list of MTA Bus Lines to receive added service.

#

Line 1	(Hollywood Blvd.)
Line 2/3	(Sunset Blvd.)
Line 14/38	(Beverly/Adams Blvds.)
Line 16	(W. Third St.)
Line 18	(W. Sixth St./Whittier)
Line 26/51	(Virgil Ave./Seventh St./Avalon Blvd.)
Line 30/31	(Pico Blvd./E. First St.)
Line 33/333	(Venice Blvd.)
Line 45/345	(Broadway)
Line 53	(Central Ave.)
Line 66/67	(W. Eighth St./E. Olympic Blvd.)
Line 68	(W. Washington Blvd./Brooklyn Ave.)
Line 70	(Garvey Ave.)
Line 81	(Figueroa St.)
Line 94	(San Fernando Rd.)
Line 105	(Vernon Ave./La Cienega Ave.)
Line 108	(Slauson Ave.)
Line 152	(Roscoe Blvd.)
Line 164	(Victory Blvd./Vanowen St.)
Line 166	(Nordoff St.)
Line 180/181	(Hollywood/Glendale/Pasadena)
Line 204/354	(Vermont Ave.)
Line 206	(Normandie Ave.)
Line 207/357	(Western Ave.)
Line 560	(Van Nuys Blvd./Westwood/LAX)



SEPTEMBER 10, 1993

Contact: ANTHONY GRENO/JIM SMART
MTA NEWS BUREAU
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FOR IMMEDIATE RELEASE

**MTA LINE 697 BUS, BLUE LINE, RED LINE, AND METROLINK
TO SERVE LOS ANGELES COUNTY FAIR IN POMONA**

Fair-goers from the metropolitan area will be able to choose between several modes of public transportation for travel to the 66th Los Angeles County Fair in Pomona during its 24-day run through Oct. 3.

As usual, MTA Line 697 buses will be operating daily from downtown Los Angeles to the fair. On weekends Metrolink, the suburban commuter rail service, will operate special trains between Union Station in downtown Los Angeles to Rialto in San Bernardino County.

Persons bound for Union Station to take Metrolink trains on the four weekends of the fair can ride the Metro Blue Line light rail from Long Beach, and transfer to the Metro Red Line at Seventh Street Metro Center to take the subway to Union Station. Regular fares will apply -- \$1.10 one way on the Blue Line, and 25 cents one way on the Red Line.

Daily bus service will be offered on Line 697 starting at 9:17 a.m. from Olive Street and Venice Boulevard on weekdays, with departures approximately every 25 to 40 minutes. The first bus on Saturdays leaves Olive and Venice at 8:22 a.m., while the first bus on Sunday departs at 9:02 a.m.

The last trip on weekdays leaves Olive and Venice at 1:02 p.m., while the last trip eastbound on Saturdays and Sundays leaves at 1:17 p.m.

On the return trip from Pomona to Los Angeles, the first bus departs at 3:40 p.m. weekdays, at 3 p.m. Saturdays and 3:30 p.m. Sundays. Departures from Pomona will be as travel demands, with the last bus leaving 15 minutes after the fair closes each night.

One-way fare from downtown Los Angeles on Line 697 will be \$3.50, and from the El Monte Station the fare is \$3. Only cash fare or tokens combined with cash will be accepted. No passes or transfers will be accepted.

(MORE)



The Line 697 bus terminal at the Fairplex is at the Orange Gate, just behind the main exhibition buildings.

Passengers making the return trip westbound from the fair may purchase transfers to other lines for 25 cents.

Telephone information for MTA buses, the Blue Line and Red Line can be obtained by calling 213/626-4455, 818/443-1307 or 909/620-1871 daily from 6 a.m. to 11 p.m.

The Metrolink fare is \$4 round trip. For more information on weekend Metrolink trains to the fair, call (800) 371-LINK for departure and arrival times.

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SEPTEMBER 13, 1993

CONTACT: KATHY JONES IRISH/JIM SMART
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(213) 244-6856; 244-7443
FOR IMMEDIATE RELEASE

NEW TRANSIT BOND GUARANTEE PROGRAM WORKSHOP

The MTA will present a Transit Bond Guarantee Program workshop for minority, women and disadvantaged business enterprises on Tuesday, September 21, 1993 in the Union Station room of the MTA's headquarters at 818 W. 7th Street in downtown Los Angeles.

The Transit Bond Guarantee Program was established by the MTA to provide minority, women and disadvantaged business enterprise contractors and suppliers a means to obtain bonding for MTA projects. Successful applicants to the program can obtain bid, payment and performance bonds without having to post collateral.

Registration for the Transit Bond Guarantee Program will begin at 8:00 a.m. The morning session will include a presentation by Transit Bond Guarantee Program staff and a summary of MTA construction contracts out for bid. The afternoon session will include presentations on construction management topics by the MTA's construction managers.

This workshop is offered at no charge and includes a complimentary lunch and validated parking. Space is limited and reservations are required. To reserve, call Katie Calgano at (213) 613-1228.

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BROADCAST EXCERPT

BERNARD GONZALES, CO-ANCHOR (VOICE OVER FILM REPORT): Police say the man who allegedly ran a red light and rammed this RTD police car was also driving drunk. It happened just after three this morning at the intersection of Pico and Grand in Downtown L.A. A fire hydrant was knocked over, spraying water into the street. The officer was okay but the driver of the other car was rushed to the hospital.

* * *



SEPTEMBER 15, 1993

Contact: GREG DAVY/JIM SMART
MTA NEWS BUREAU
(213) 972-4400/244-7443
FOR IMMEDIATE RELEASE

**BLUE LINE'S WILLOW STATION TO RECEIVE 500 MORE
PARKING SPACES WITH HELP FROM REALLOCATED FUNDS**

The MTA Board of Directors Wednesday approved the reallocation of \$6 million in state Transit Capital Improvement (TCI) funds to help build 500 more parking spaces at the Blue Line's Willow Station in Long Beach.

Pending final approval by the California Transportation Commission, the \$6 million, originally earmarked to fund the Wardlow Blue Line Station Relocation Project, will instead be used to expand the parking area at Willow Station by four acres to provide room for 500 more parking spaces, the Board decided.

"As Long Beach's representative on the MTA Board, I'm gratified that we were able to work with the community and come to an agreement regarding the relocation of the Wardlow Station," said Evan Braude, a Long Beach city councilman. "Expanding the Willow Street parking capacity will give more commuters convenient access to the Blue Line, while not interfering with the surrounding community."

Braude said the agency will continue to work with the City of Long Beach to explore further joint development plans for a shopping center to be located at the station site between Pacific and Long Beach boulevards.

In March 1993, the California Transportation Commission adopted its FY 1993-94 TCI program, which included \$33.4 million for five projects in Los Angeles County. Among them was the relocation of the Wardlow Station.

(MORE)



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"Last April, residents of the community where the Wardlow Station would have been relocated told us that they preferred that improvements be made to the Willow Station instead," said Franklin White, MTA's Chief Executive Officer. "I'm pleased that we listened and responded to their concerns."

When construction is completed in June 1995, the Willow Station will have a total of 757 parking spaces to serve Blue Line riders. The estimated total cost of the parking lot expansion project is \$12 million.

Blue Line ridership has steadily increased since the service began in July 1990. Figures for July 1993, report that an average of 40,425 people rode the trains on weekdays, with 1.15 million boardings for the month.

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SEPTEMBER 15, 1993

CONTACT: CLARA POTES-FELLOW/JIM SMART
MTA NEWS BUREAU
(213) 244-6566; 244-7443
FOR IMMEDIATE RELEASE

MTA BOARD APPROVES ADDED FUNDING FOR THE PASADENA LINE

The MTA Board of Directors today approved a financial plan that identifies an added \$57 million to fund this year on the Pasadena Line light rail line.

The added funds increase this year's Pasadena Line budget from \$40 million to \$97 million. The revised budget provides \$40 million for final design, \$20 million for real estate acquisition, \$12 million for the Los Angeles River bridge construction, \$10 million for utility relocation, \$5 million for hazardous waste removal, \$5 million for agency costs, \$3 million for construction management and \$2 million for track work.

The sources of the additional funds are summarized as follows:

- \$30 million of Proposition C funds transferred from the Transit-on-Highway account.
- \$20 million from state rail bonds
- \$7 million loan from the City of Pasadena

MTA Chairman and Los Angeles City Councilman Richard Alatorre called the budget adjustment "a good compromise. It fulfills a commitment made in the past to the Pasadena Line, without having an impact on other modes of transportation."

"This budget arrangement avoided cost implications for bus riders, which is something we must guard against in the future," said Marvin Holen, alternate to Supervisor Ed Edelman on the MTA Board.

(MORE)





SEPTEMBER 15, 1993

Contact: ANTHONY GRENO/JIM SMART
MTA NEWS BUREAU
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FOR IMMEDIATE RELEASE

MTA BUS OPERATOR BERNARDO VAZQUEZ CITED FOR HEROISM IN SAVING 3 WOMEN FROM AN ONCOMING FREIGHT TRAIN

Bernardo Vazquez, an MTA bus operator who saved the lives of three persons by pulling them from their car that was stuck on railroad tracks as a freight train was bearing down upon them, was honored publicly, September 15, by the MTA Board of Directors.

A proclamation presented by MTA Chairman Richard Alatorre congratulated Vazquez for his "unselfish heroism" and thanked him "for these heroic acts."

Vazquez, 29 years old and a resident of Fontana, was on his way to work on Labor Day night when he saw a small automobile stuck on the tracks at Valley Boulevard and North Puente Avenue in the City of Industry. He also saw an approaching freight train.

Vazquez leaped from his car and tried to warn the occupants who, because of a language barrier, rolled up the windows in the mistaken belief that Vazquez was attempting to rob them.

Vazquez reported that about one minute before the train hit the car, he opened the unlocked left front door, grabbed the arm of Jenny Duong, 41, and yanked her out of the car. Then he reached into the back seat and pulled Sharon Phong, 10, and Chuyen Nguyen, 20, from the vehicle.

But it was too late to help the fourth person, the oldest of the group, Thi Dui, grandmother of the family. "I don't think she realized what was going on," Vazquez told reporters.

(MORE)



Vazquez signed on with the Southern California Rapid Transit District--predecessor agency of the MTA--on November 11, 1987. He works as a full-time relief operator on the "extra board," which means his assignment changes daily. Vazquez is assigned to MTA bus Division 1, at East Sixth Street and Central Avenue, just east of downtown Los Angeles. He has been assigned to Division 1 since February 1988.

"Except for the unselfish heroism of Bernardo Vazquez, this tragedy could have been more unfortunate," the proclamation concludes.

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Contact: SEPTEMBER 17, 1993
BILL HEARD/JIM SMART
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FOR IMMEDIATE RELEASE

MTA LAUNCHES THREE-PRONGED PROGRAM TO HALT SPREAD OF GRAFFITI ON BUSES

The MTA is launching a three-pronged, \$7 million program designed to halt the spread of graffiti vandalism on its buses. The plan combines escalated bus cleaning procedures and the use of innovative graffiti-resistant materials with increased law enforcement action and strong community involvement.

The Enhanced Graffiti Abatement Program follows a successful six-month pilot "Zero Tolerance" program that began last January on four downtown bus lines totalling 150 buses operating out of MTA Division One.

The Zero Tolerance effort now has been expanded to cover a total of some 400 buses, including 155 on central Los Angeles bus lines and approximately 100 buses serving Long Beach. The anti-graffiti program will be extended next to MTA Division 5, which operates about 200 buses on lines in South-Central Los Angeles.

"The pilot program showed that our new strategy, emphasizing zero tolerance, law enforcement action and community involvement, is highly effective in keeping MTA buses graffiti-free," said MTA Board Member Antonio Villaraigosa. "By June 1994, the MTA plans to provide graffiti-free service on more than 1,500 buses -- almost 70 percent of the active fleet."

Villaraigosa, the Board member who initiated the Zero Tolerance program, also announced the opening of a new toll-free 800 telephone number - **1-800-STOP-TAG** - the public can call to report acts of graffiti vandalism. The reports will assist MTA Transit Police in tracking graffiti vandals and their activities and may lead to some arrests, he said.

(MORE)

"We believe the \$7 million allocated by the Board for this program is an investment that eventually will reduce our bottom-line expenditures on graffiti," said Franklin E. White, MTA chief executive officer.

The major component of the graffiti abatement plan is the **Zero Tolerance** effort, itself. Every bus rolling out for its assignment each morning leaves the division yard graffiti-free. A bus that is "tagged" during its route is cleaned within one round trip.

This part of the program is intended to prevent graffiti and reduce damage to buses by more frequent cleaning and the use of innovative graffiti-resistant materials.

A second important element is **community outreach and education**. In an effort to win community support of the graffiti abatement program, MTA staff and employee volunteers have led neighborhood cleanup events at bus shelters and have made scores of anti-graffiti presentations.

MTA employees have carried their message to more than 50,000 students and teachers, more than 1,500 civic organization members, as well as to over 500 business owners in neighborhoods along the Zero Tolerance bus routes.

"My vision for the MTA's graffiti abatement program places it at the center of a county-wide effort to build an anti-graffiti coalition," said Villaraigosa. "Many organizations, community groups and individuals working together to overcome graffiti...a problem we can address through cooperation with one another and with a genuine concern for our neighborhoods and our cities."

Vital also to the success of the MTA program is the **law enforcement** element, which includes intensified surveillance and tracking of graffiti vandals, arrests and citations by MTA Transit Police. A juvenile diversion program operated in conjunction with the County Probation Department and the courts

(MORE)

seeks to find constructive alternatives to jail time for youngsters apprehended on criminal charges. This may include community service time cleaning graffiti off buses and MTA facilities.

"The tide of graffiti that has swept over our communities has been extremely costly," White said.

"It also has caused incalculable damage to the confidence our riders have had in the mass transit system and to the morale of MTA employees. With this new graffiti abatement program, I am confident we can make great inroads in the problem."

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SEPTEMBER 22, 1993

CONTACT: MICHAEL BUSTAMANTE/JIM SMART
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FOR IMMEDIATE RELEASE

MTA NAMES INDEPENDENT PANEL OF EXPERTS TO REVIEW METRO RED LINE TUNNEL STRUCTURAL INTEGRITY

Following a nationwide search, the Los Angeles Metropolitan Transportation Authority's Chairman and Chief Executive Officer have selected three experts with a combined 120 years experience in construction to assess the structural integrity of the Metro Red Line tunnel from Union Station to Pershing Square. The Independent Review Panel named today is made up of three experts in the fields of tunnel construction, concrete strength and geotechnical engineering.

They are: Dr. Edward J. Cording, Professor of Civil Engineering from the University of Illinois at Urbana-Champaign; Dr. John M. Hanson, Distinguished Professor of Civil Engineering and Construction from North Carolina State University; and Mr. Paul DeMarco, former Senior Vice-President of Grow Tunneling Corporation, an expert in the construction of tunnels.

"Collectively, these experts represent some of the best in the construction business," said MTA Chairman and Los Angeles City Councilman Richard Alatorre. "A number of serious allegations have been raised. As a result, CEO Franklin White and I have moved swiftly to assemble this panel to conduct a thorough probe to assess the structural strength and safety of the Metro Red Line tunnel."

(MORE)



Professor Cording, who currently teaches courses in rock and soils engineering, was a soils engineer for the U.S. Army Corp of Engineers. He has extensive experience on a number of subway projects including those in Washington, D.C. Metro, Baltimore and San Francisco. He also has done extensive research on design of tunnels, stability of large chambers for subway construction and influence of earth movements on buildings and tunnels.

Cording is the former Chair of the Committee on U.S. National Tunneling Technology, and a Member of the National Academy of Engineering. Cording's prior involvement with the rail construction in progress is as follows: one day's work on behalf of Shank Construction to evaluate the impact of tunneling under the Jewelry Mart at 6th and Hill Streets; and evaluation of the feasibility of excavating for the Hollywood/Highland station by "mining" from a side street rather than digging from the surface. None of his work was otherwise related to the design or construction of Red Line tunnel segments.

Professor Hanson currently serves as the President of the International Association of Bridge and Structural Engineers. He recently retired as President from, but continues as a board member of, Wiss, Janney, Elstner Associates, an investigatory engineering firm, which also conducts laboratory and field tests of materials and structures. Professor Hanson is an expert in concrete and was recently elected to the National Academy of Engineering. His former firm was hired in 1990 to assist with the independent investigation of the Metro Red Line tunnel fire.

During his more than fifty years of tunnel construction, DeMarco has worked on numerous tunnels and was chosen for his "hands-on" expertise in tunnel construction. He has worked on such projects as the Queens Mid-Town and Lincoln Tunnels in New York, construction of a water tunnel in Hong Kong for the Chek Pek water project, tunneling under the Hartsfield Airport in Atlanta, Georgia, numerous subway tunnels in New York, and construction of more than 32 miles of tunnel for a hydroelectric project in New York.

(MORE)

Prior to his retirement in 1985, Mr. DeMarco was Senior Vice-President of Grow Tunneling Corporation. He has been a member of both prestigious tunneling fraternities, The Moles and The Beavers, and was the recipient of the Golden Beaver Award for Supervision.

The Independent Review Panel will also have the assistance of top structural engineers from the California Department of Transportation who will brief the Independent Review Panel on local construction conditions.

"In order to maintain the independence of this panel, it will report directly to Chairman Alatorre and me," said MTA CEO Franklin E. White. "We intend to give this independent panel the latitude necessary to investigate any and all issues they believe should be addressed, and order any testing they believe should be performed, to resolve the allegations that have been raised about the safety of the Metro Red Line tunnel and the quality of the management decisions made during its construction."

While the Independent Review Panel will itself determine its general scope of work and deliverables, it is expected to review the documents which provided the basis for design and construction. The panel will also be expected to assess the structural integrity of the tunnel and, in particular, those areas determined by prior testing to appear to be at variance with design specifications. The Independent Review Panel will also:

- Evaluate the thoroughness and adequacy of the geotechnical reports used as the basis for the design of the tunnels;
- Review the design and structural integrity of the tunnel, and determine compliance with engineering specifications, construction methods, and management procedures; and
- Identify and conduct any tests necessary to ascertain the structural integrity of the tunnel structure.

(MORE)

The Federal Transit Administration, in a letter to CEO White, has agreed to monitor and evaluate the progress and findings of the Independent Review Panel. The FTA has also asked that the Independent Review Panel conduct appropriate testing of the remaining section of the Red Line tunnels, currently in operation, to ascertain the structural integrity of those tunnels.

"We agree with the request of the FTA and want this independent panel to be thorough in its evaluation of the Metro Red Line tunnel. We have asked them to report in as expeditious a manner possible to put to rest the issues raised," concluded White.

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SEPTEMBER 27, 1993

CONTACT: CLARA POTES-FELLOW/PETER HIDALGO
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FOR IMMEDIATE RELEASE

TEST TRAIN TO LANCASTER

Metrolink authorities will run a special test train from Santa Clarita to Lancaster Wednesday at 2:00 p.m. as part of a feasibility study assessing regular service between the two cities.

Traveling on the Southern Pacific right-of-way, recently purchased by the MTA, Metrolink planners will measure exact travel times between the Santa Clarita Metrolink Station, Palmdale and Lancaster.

"Trains traveling that route must curve through mountains which limit train speeds," said Jan Heidt, Mayor of Santa Clarita and alternate to the Southern California Regional Rail Authority Board, which oversees Metrolink. "The study will determine whether the tracks could be modified to allow speeds superior to the present 30 miles-per-hour."

To ensure that local concerns are considered in the study, the MTA formed the Antelope Valley Metrolink Task Force, composed of MTA board member and Santa Clarita Mayor Jan Heidt, one representative appointed by Supervisor Mike Antonovich, one from the Antelope Valley Transit Authority, and one each from the cities of Santa Clarita, Lancaster and Palmdale.

The test-train will begin at the Santa Clarita Metrolink Station, travel to Palmdale and Lancaster and return to Santa Clarita. The round trip will take approximately two hours.

Metrolink commuter rail service began in October 1992 and currently serves the

(MORE)

Page 2-- TEST TRAIN TO LANDCASTER

counties of San Bernardino, Los Angeles, Ventura and Riverside. Service to Orange county will begin in December.

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SEPTEMBER 29, 1993

CONTACT: MICHAEL BUSTAMANTE/STEPHANIE BRADY
MTA TRANSPORTATION NEWS BUREAU
(213) 244-6591, 6792

FOR IMMEDIATE RELEASE

**SENATE APPROPRIATIONS COMMITTEE RECOMMENDS
\$190 MILLION FOR METRO RED LINE FUNDING**

The Senate Appropriations Committee today recommended that Los Angeles receive funding for a variety of transportation projects including \$190 million in federal support to continue construction of the Metro Red Line segments to North Hollywood, East Los Angeles, and the Mid-Cities. Funding was also recommended to continue construction of the Gateway Intermodal Transit Center at historic Union Station to the tune of \$9 million and continued funding for bus capital and operations.

"Today's action by the U.S. Senate is welcome news for Los Angeles," said MTA Chairman and Los Angeles City Councilman Richard Alatorre. "The funding the Senate has recommended includes monies that will enable the MTA to purchase much needed buses, provide bus operating assistance, and continue construction of transit facilities such as the Gateway Intermodal Transit Center."

The Senate Appropriations Committee recommendation also includes:

- \$69.27 million to complete the federal share for Segment 2 from Wilshire/Alvarado to Wilshire/Western and Hollywood/Vine;



Page 2 -- Senate Appropriations Recommendation

- \$120.73 million to continue construction of Segment 3, to North Hollywood, Pico/San Vicente, and East Los Angeles;
- \$9 million for the Advanced Technology Transit Bus (ATTB), commonly referred to as the "Stealth Bus"; and
- Section 9 formula funds to be used for mass transportation capital and operating expenses and administered by the Federal Transit Administration.

"We are pleased with the recommendation made in the Senate Appropriations Committee today," said MTA Chief Executive Officer Franklin White. "California's Senators, Barbara Boxer and Dianne Feinstein, have ensured that transportation projects will continue to be a priority in this state, creating much needed jobs. The \$190 million recommended for the Metro Red Line, for example, will create more than 100,000 jobs."

The recommendation, embodied in H.R. 2750, will be forwarded to the Senate floor for a vote early next week.

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OCTOBER 1, 1993

CONTACT: BILL HEARD/JIM SMART
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(213) 972-4678; 244-7443
FOR IMMEDIATE RELEASE

**RED LINE CONSTRUCTION COSTS EXPECTED TO BE
UNDER BUDGET BY \$30 MILLION TO \$40 MILLION**

The final cost of building the Metro Red Line segment between Union Station and Westlake/MacArthur Park in downtown Los Angeles, including all change orders, could be \$30 million to \$40 million below the project's approved budget of \$1.45 billion, according to officials of the Rail Construction Corp. (RCC), the MTA's construction subsidiary.

RCC officials also said total project costs may only rise 15 percent above the original \$1.25 billion budget, far less than other recent U.S. subway projects. (The original budget was approved in August, 1986.) The RCC compared Red Line costs with those of subway projects in Washington, D.C., Atlanta, Baltimore, Miami and San Francisco (see chart).

"Not only did we bring this project in under the revised budget, but we opened the Red Line eight months ahead of schedule, said Ed McSpedon, RCC chief executive officer.

The RCC assumed responsibility for construction of the Metro Red Line project from the Southern California Rapid Transit District in July, 1990. An independent assessment of construction costs conducted at that time established a \$1.45 billion estimate for completion of the project, \$200 million above the original budget.

"While change orders pushed up costs in completing Segment 1, we are experiencing far fewer change orders in building Segment 2," McSpedon said. "It will be at least another 18 months before we can close the books on such a monumental project, but this report is a very favorable sign that the project management team did its job well on what is widely regarded as the most technically complex public works project ever built in Los Angeles."

(MORE)



The first segment of the Red Line opened for service January 30, 1993, some eight months ahead of schedule. It provides service at five stations to a steadily increasing ridership, currently estimated at 15,000 daily passengers, a total of more than 2.89 million since opening day.

The cost comparisons are part of a status report on the management performance of the Metro Rail system that will be presented Oct. 7 at the first of a series of briefings for the MTA Board of Directors.

The RCC report details the types of change orders that increased construction costs by \$206 million -- 36 percent -- on Red Line Segment 1. The largest single category of Segment 1 construction cost increases -- 13 percent -- was due to changes in **work scope** not covered in the original contract. An example was the total remodeling of the Union Station baggage handling area as part of an agreement giving Metro Rail construction access to Union Station.

Design changes represented another 7 percent of construction cost increases and, for example, allowed the RCC to modify the communications system to meet revised LAPD requirements.

About 5 percent of Red Line construction cost increases was the result of **schedule changes** associated with a variety of situations, including occasional delays to implement additional safety measures prior to tunneling under downtown buildings.

Another 3 percent of construction cost increases was attributed to "**differing or unforeseen conditions**," such as underground obstructions, pockets of hazardous materials or subsurface conditions not discovered prior to the start of construction.

Non-technical administrative changes and management issues created approximately 3 percent of Red Line construction cost increases. Administrative changes included budgeted contract options for such items as the purchase of additional rail ties for future rail construction. Management issues included actions taken by the construction managers that contractors claimed caused delays in project completion.

(MORE)

The remaining 5 percent of construction cost increases was labeled "Other" and included a wide variety of changes and claims that RCC managers said could not easily have been attributed to a single category. An example is the final adjustment of a contract to account for the actual quantities of materials used to complete construction.

The RCC report also points out that change orders have been drastically reduced in the construction of Segment 2 from Westlake/MacArthur Park to Wilshire/Western and Hollywood and Vine. As of September, 1993, Segment 2 had incurred change orders amounting to only a 3 percent increase in overall construction costs.

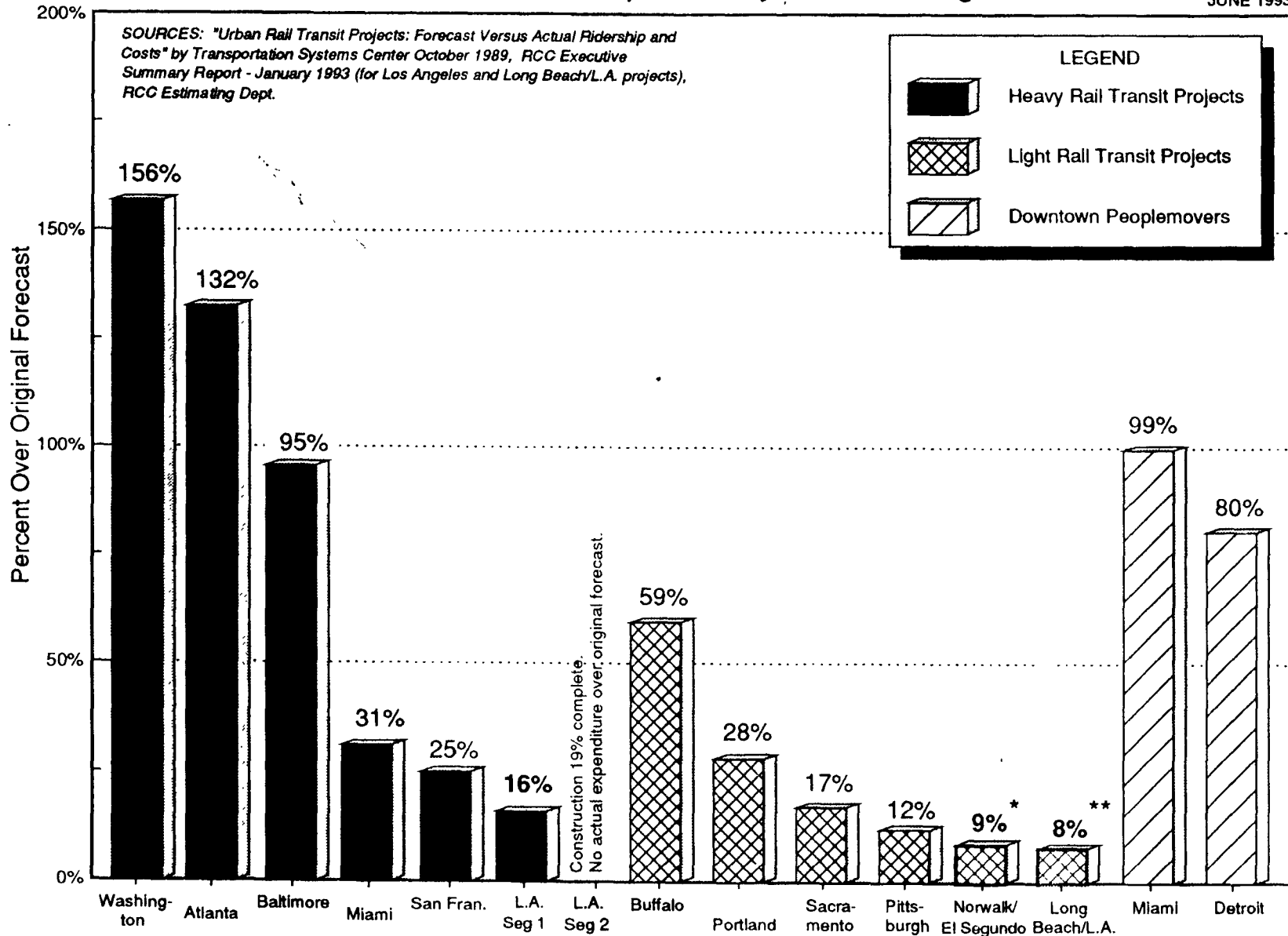
"Our success in reducing the construction costs of Segment 2 is due in great part to lessons we learned in building Segment 1 and to the Total Quality Program we have initiated," said Joel Sandberg, RCC project manager for Red Line Segment 2. "Even though Segment 2 is almost twice as long and has three more stations, the project team is confident they can complete it within 10 percent of the cost of building Segment 1."

. # # #

RAIL TRANSIT PROJECT COST COMPARISON - COMPLETED PROJECTS

Percentage - Actual Capital Outlays Over the Original Forecast

JUNE 1993



* GREEN LINE Original Budget of \$671 million (construction is about 54% complete).
 ** LONG BEACH/L.A. All increases were board approved directives to change project scope.





OCTOBER 4, 1993

Contact: GREG DAVY/CLARA POTES
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FOR IMMEDIATE RELEASE

**MTA OFFICIALLY INTRODUCES GOLD "M" LOGO FOR BUSES;
AGENCY UNVEILS CORPORATE MISSION TO HONOR "RIDESHARE WEEK"**

Citizens of many eastern U.S. cities and Europeans know it well: "M" means "Metro." They know it's their ticket to almost anywhere they want to go without ever having to drive.

"When Los Angeles County taxpayers see our Metro 'M' logo in its various colors and designations, we want Los Angeles County taxpayers to associate it with the quality public transportation operation the MTA provides," said Richard Alatorre, chairman of MTA's Board of Directors.

"But, when they see the 'M,' we also hope they will say to themselves, 'This system is Mine. I helped pay for it, and I'm going to use it.' "

To celebrate "Rideshare Week" Oct. 4-9, MTA Monday introduced the latest link in Los Angeles County's lengthening Metro chain -- the gold "M," which will begin appearing on MTA's fleet of 2,400 buses and bus stop signs in the coming months.

MTA officials also presented the new agency's recently passed mission statement, which lays out clear goals and objectives for service quality now and in the future. In the statement, MTA promises an "unyielding commitment to quality, cost-effectiveness, public accountability and visionary thinking."

(MORE)



The installation of the gold "M" logos on the bus fleet will be performed as a part of regular maintenance over a period of approximately one year.

Because a large portion of MTA bus lines serve the downtown Los Angeles area, approximately 500 bus stop signs in the L.A. Central Business District will be the first to receive the identifying gold "M."

"There are about 18,500 bus stop signs throughout our service area that will be changed over," said Franklin White, MTA's Chief Executive Officer. "We will concentrate our efforts in downtown Los Angeles during the first month to make sure that all 500 signs feature the gold 'M' after 30 days."

The remaining signs in the system will receive decals in the following months as part of routine care and maintenance of the signs, White said. MTA will manufacture all "M" logo signs and decals.

"Because of our current budget constraints, we are committed to performing this job as inexpensively as possible," White said.

"But we also understand how important it is for our riders to be able to easily identify the Metro system's vehicles and services."

White also noted that many other vehicles, including other municipally run bus lines such as Long Beach Transit, Santa Monica Municipal Bus Lines and Foothill Transit, will feature the black-and-white "M." "This signifies that they, too, are being funded by taxpayers' Proposition C dollars, and that they are an integral part of the Metro system."

Most of the conversion work will be done as part of the agency's routine maintenance operation. New logos will be placed on vehicles when they are painted or undergo major maintenance.

Bus stop logos will be changed as part of MTA's normal sign replacement activities. Some existing staff will be dedicated to this program.

#



October 5, 1993

**CONTACT: ROBERTA TINAJERO/JIM SMART
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FOR IMMEDIATE RELEASE**

Driving Costs More Than You Think

Motorists who switch to the use of MTA buses or trains can save up to \$7,679 a year.

Annual costs for MTA transit pass holders who ride buses or the Metro Red or Blue Lines varies between \$504 and \$1,224 based on freeway miles traveled; and \$960 to \$2,880 for Metrolink passengers.

"Those most married to the freedom of four wheels might be surprised to know just how big a chunk of income they are sinking into that hunk of metal -- and just how competitively priced are alternatives such as MTA's bus system and the Metrolink commuter rail system," said MTA Chairman Richard Alatorre.

Each year, the Automobile Club of Southern California estimates the average annual costs of driving in the Los Angeles area for three 1993 models of automobile. This year, the Auto Club used the Ford Escort LX, the Ford Taurus GL and the Chevrolet Caprice Classic.

"The Automobile Club tells us that the annual cost for driving 10,000 miles a year is \$5,927, for 15,000 annual miles it's \$7127, and for 20,000 annual miles the cost is \$8,327," said MTA Chief Executive Officer Franklin White.

These figures include both operating and ownership expenses. Operating expenses consist of gasoline (based on \$1.22/gal. regular unleaded self-serve), oil, maintenance and tires. Ownership costs are made up of insurance, license/registration/taxes, depreciation and finance charges.

(MORE)

COSTS OF DRIVING
PAGE 2/OCT. 5, 1993

Along with charges for parking, transportation experts call these out-of-pocket expenses the "market" costs of driving -- the costs that are directly reflected in economic transactions.

Hidden costs

Increasingly, however, groups such as the Surface Transportation Policy Project, a Washington, D.C., organization which advocates policies that promote alternative transportation use, contend that driving imposes many other hidden costs on everyone.

Congestion - Almost 70% of peak hour travel in the U.S. occurs in near stop-and-go conditions. The federal government's General Accounting Office estimates that congestion costs resulting from reduced productivity, excess fuel use and higher insurance premiums amount to \$100 billion a year; truck delays cost another \$24 to \$40 billion a year.

- According to Commuter Transportation Services, California drivers waste 1.2 billion hours in traffic each year -- an amount equal to \$16 billion in lost productivity statewide. The Texas Transportation Institute found that in 1990, Los Angeles lost \$7.7 billion because of congestion -- the highest congestion cost in 50 American urban areas.

Air Pollution - U.C. Davis researchers calculate that air pollution from motor vehicles costs anywhere from \$10 to \$200 billion per year in illnesses, premature deaths, reduced agricultural productivity and reduced visibility.

Roads - The Surface Transportation Policy Project calculates that, in 1989, governments at all levels spent about \$71 billion in capital and operating expenses to build and maintain U.S. roads and highways. Only 60% of this cost was covered by highway user taxes. The rest came from general tax revenues and property taxes, mostly at the state and local level paid by non-drivers and drivers alike.

(MORE)

**COSTS OF DRIVING
PAGE 3/OCT. 5, 1993**

Incentives

Incentives that encourage alternative transit use are already being created at the federal and state levels. The comprehensive energy bill that took effect in January increased the federal tax-free transit subsidy to \$60 per month; tax-free parking benefits are now capped at \$155 per month; and tax-free status for employer-provided vanpool benefits, which expired in 1986, have been reinstated.

MTA sells passes at about 600 Southern California outlets. For information, call 1-800-2LA-RIDE. Metrolink information is available by calling 1-800-371-LINK.

During National Rideshare Week (Oct. 4-8), the MTA reminds motorists to consider commuting alternatives.

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OCTOBER 6, 1993

Contact: GREG DAVY/JIM SMART
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FOR IMMEDIATE RELEASE

**SENATE APPROVES TRANSPORTATION PACKAGE THAT
INCLUDES \$190 MILLION FOR METRO RED LINE FUNDING**

The U.S. Senate today passed legislation that would provide Los Angeles County funding for a variety of transportation programs including \$190 million in federal support to continue construction of Segments 2 and 3 of the Metro Red Line.

"Today's action by the Senate is welcome news for Los Angeles," said MTA Chairman and Los Angeles City Councilman Richard Alatorre. "The funding the Senate has approved includes monies that will enable the MTA to purchase much needed buses, provide bus operating assistance, and continue construction of transit infrastructure such as Metro Rail and the Gateway Intermodal Transit Center."

The Senate's action approves:

- \$69.27 million to complete the federal funding share for Segment 2 from Wilshire/Alvarado to Wilshire/Western and Hollywood/Vine;
- \$120.73 million to continue construction of Segment 3 to North Hollywood, Pico/San Vicente, and East Los Angeles;
- \$9 million for the Advanced Technology Transit Bus (ATTB), commonly referred to as the "Stealth Bus";

(MORE)



- More than \$140 million in formula funds to be used for mass transportation capital and operating expenses as administered by the Federal Transit Administration; and
- More than \$50 million in Section 3 bus and bus facility funding.

"The increase in funding from the House bill is welcome news, and a strong indication the Senate understands the importance of public transit in the Southern California area," said Sen. Dianne Feinstein, who supports the legislation along with her colleague, Sen. Barbara Boxer.

Boxer pointed out that, in funding the Stealth Bus program, "we are virtually turning bombers into buses and layoffs into jobs for Californians" with the approval of the legislation. "The project envisions eventually a production assembly plant in California employing hundreds of workers with total employment, including subcontractors, amounting to about about 1,000 workers," Boxer said.

"We're pleased with the Senate's action today," said MTA Chief Executive Officer Franklin White. "California's senators, Barbara Boxer and Dianne Feinstein, have ensured that transportation projects will continue to be a priority in this state, creating much-needed jobs. The \$190 million recommended for the Metro Red Line, for example, will create about 100,000 jobs."

The House and Senate versions of the bill will be forwarded to a House-Senate Conference Committee early next week, with a vote expected shortly after Columbus Day recess. Pending the Conference Committee's approval, the Committee's version of H.R. 2750 will return to the respective bodies for final passage before reaching the President's desk.

#



October 6, 1993

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URBAN GREENWAY LINKS BLUE LINE STATION TO WATTS TOWERS

Children of the Watts community joined Metropolitan Transportation Authority officials today in the opening ceremony of the Watts Urban Greenways Project--a park-like area near the Metro Blue Line right-of-way.

Westminster Neighborhood Association School children kicked-off the event with a tricycle ride and safety demonstration.

Extending approximately three blocks along Graham Avenue, the Watts site provides a winding path with space for bicycles and pedestrians, sandy areas dedicated for artwork, grassy areas, drought-tolerant trees and shrubs.

"The project transformed a strip of barren, littered ground adjacent to the 103rd Street Blue Line Station into a colorful, landscaped pathway, connecting the rail station to the historic Watts Towers Cultural Monument and Art Center," said Supervisor Yvonne Burke, MTA Board member.

"The Watts community is the first one to benefit from the Urban Greenways Project," said Nick Patsouras, alternate MTA Board member, who proposed the idea two years ago. "We want to bring vegetation, beauty and public recreation opportunities to innercity neighborhoods," he added.

"Urban Greenways are a good example of community and public agency cooperation to revitalize neighborhoods and maintain rail corridors," said Franklin White, chief executive officer of the MTA.

(MORE)

"The Greenways can be developed along rights-of-way or other transportation facilities owned by the MTA," White said. They link transit corridors to cultural and recreational areas and contain bikeways, pedestrian or equestrian trails.

The MTA allocated \$150,000 of Proposition A funds for design and construction.

The community, through the Watts Cultural Crescent Advisory Committee, participated in the selection of the designer and landscape architect for the project. The selected firm, Melendrez and Associates--a female owned business--gathered project ideas from the community and obtained community approval of the final design. Local high school students were hired to work with the architects drafting design plans.

The artwork will include a series of temporary site-specific murals painted by local youths. "The murals will honor the community and provide young people with the experience of working on a public art project," said White.

"The Community Redevelopment Agency of the City of Los Angeles plans to incorporate the Watts Urban Greenways site into the proposed Watts Cultural Crescent project, which could feature a series of new museums, theaters, classrooms, a child care center and retail shops for the community," said CRA Vice Chair Peggy Moore.

"The Watts Cultural Crescent Project promises to become a symbol of the ongoing rebirth of Watts and South Central Los Angeles in the wake of last year's civil disturbance and a focal point for artistic expression in the community," she said.

The Watts project is part of a Countywide Urban Greenways Master Plan, developed with the Mountains Conservancy Foundation. The plan identifies 13 other locations for future Urban Greenways construction.

#



October 8, 1993

PHOTO OPPORTUNITY

CALL BOXES INSTALLED ON I-105

WHAT: In anticipation of the opening of the Glenn Anderson (I-105) Freeway, the MTA is installing 250 new call boxes on 18 miles of freeway from Norwalk to LAX.

Photographers are welcome to take pictures of workers installing the call boxes during the following times:

WHEN: **MONDAY, OCTOBER 11 AND TUESDAY, OCTOBER 12**
9 A.M. TO 3 P.M.

DETAILS: When the Glenn Anderson Freeway call box installation is completed, there will be 4,300 call boxes on Los Angeles County's freeways and highways. The Los Angeles County Metro Call Box system is the largest and most active in the nation.

The Metro Call Boxes have cellular phones and are powered with solar energy.

The call boxes are to be used by motorists to report emergencies, road hazards and accidents.

The system is paid for by a \$1 surcharge on each motor vehicle registered in the county.

The Los Angeles call boxes were first installed in 1962 and upgraded to solar and cellular technology in 1992.

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#

Photop.rls
CPF:rp:10.08.93





OCTOBER 15, 1993

Contact: ANTHONY GRENO/JIM SMART
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FOR IMMEDIATE RELEASE

**MTA'S CORPORATE TRANSIT PARTNERSHIP WINS SECOND NATIONAL
AWARD FOR EFFORTS TO INCREASE COMMUTER USE OF PUBLIC
TRANSPORTATION**

MTA's Corporate Transit Partnership program has received a major national award for the agency's efforts to increase the use of public transportation.

TransLink, a computer-based system by which the MTA produces detailed home-to-worksite trip planning information for employees in a printout, was given the National Award of Merit by the Association for Commuter Transportation, based in Washington, D.C.

Personalized bus and rail itineraries are produced by TransLink for employees of companies subscribing to the MTA service under the Corporate Transit Partnership. Currently more than 230 companies use TransLink.

"The MTA staff has worked hard over the years to develop specific and personalized employee commuter trip plans to encourage greater use of public transit and less reliance on automobiles," said Arthur T. Leahy, MTA executive officer for operations. "TransLink has proved to be a valuable tool in reducing the number of single-occupancy vehicles driven to work."

Teresa Moren, MTA deputy executive officer for Corporate Transit Partnership, cited some of the accomplishments of TransLink use by employers.

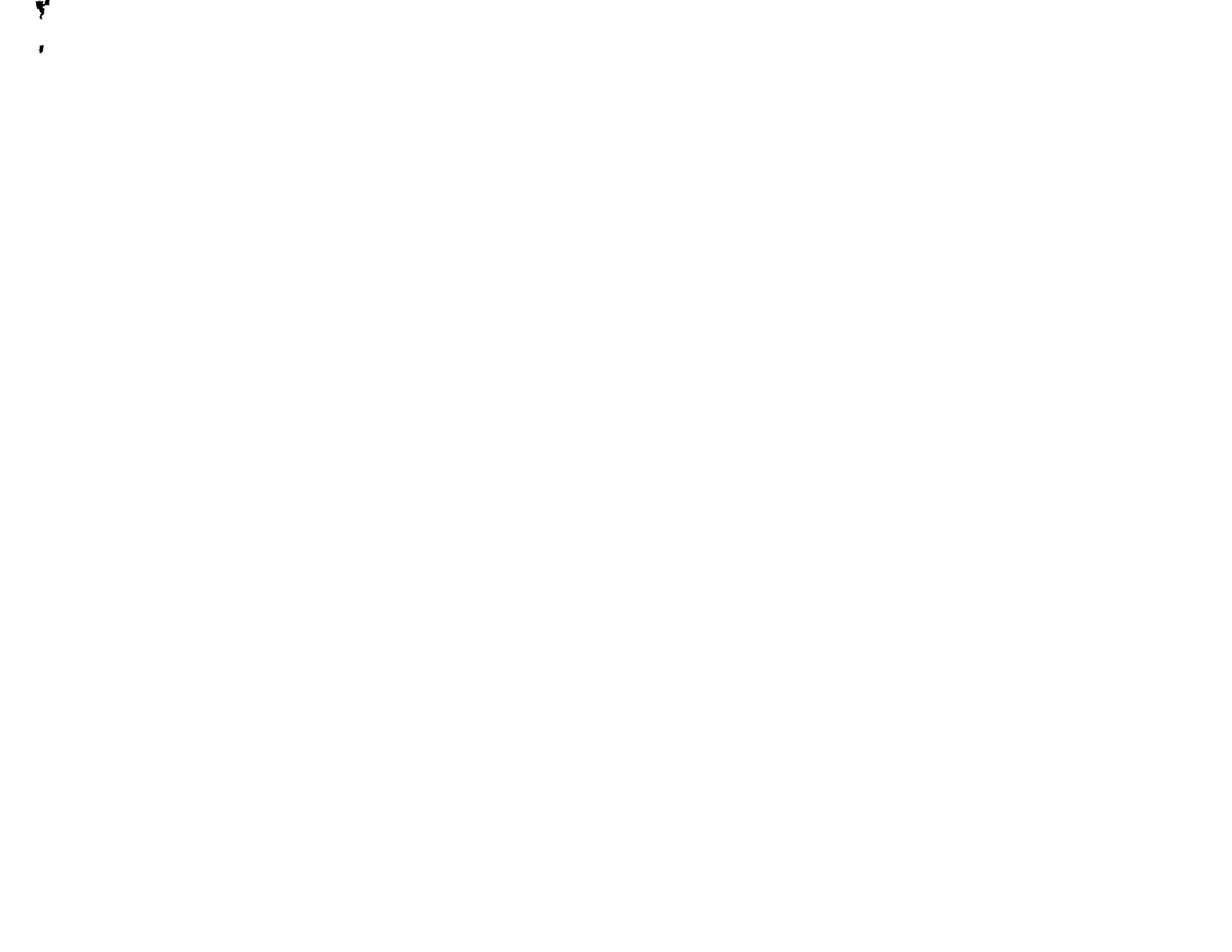
(MORE)



"A downtown Los Angeles oil firm experienced a three percent increase in transit ridership since providing trip itineraries to their employees, a Vernon manufacturer went from three transit riders to more than 30, and a Duarte hospital and medical center increased monthly pass sales to 28 from 12," Moren said.

The Association for Commuter Transportation distinction was the second national award presented to MTA's Corporate Transportation Partnership this year. In April, the unit received the Clean Air Award from the South Coast Air Quality Management District, based in Diamond Bar.

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October 15, 1993

CONTACT: CLARA POTES-FELLOW/JIM SMART
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FOR IMMEDIATE RELEASE

MTA TO SPONSOR TWO COMMUNITY ART PROJECTS IN WATTS

The Metropolitan Transportation Authority will co-sponsor the Watts Chalk-In and Cultural Walk, and the Watts Urban Greenways Community Art Project to be held in the neighborhood of the Metro Blue Line's 103rd Street Station.

"The MTA is participating in these two community art projects as part of a policy that calls for transit right-of-way beautification and MTA community involvement in the upkeep of transportation facilities," said Franklin White, chief executive officer of the MTA.

Created in 1965, the Watts Chalk-In represents a long tradition of artistic expression in South Central Los Angeles. The event brings communities together in a day-long exchange of images and ideas.

For many young artists, the Chalk-In has been the first opportunity to obtain public recognition. Artists who participate in this year's Watts Chalk-In will be considered for the Watts Community Art Project.

The Chalk-In will feature six young artists commissioned by a panel of former Chalk-In award winners, consisting of Charles Dickson, Varnette Honeywood, and Richard Wyatt.

Scheduled for Saturday, October 23, from 10 a.m. to 3 p.m., the Watts Chalk-In will be held at a site near the historic 103rd Street Red Car station, adjacent to the Metro Blue Line Station, at the corner of 103rd and Grandee streets. The event will include an exhibition of photographs commemorating the visit of artist Jacob Lawrence to South Central.

(MORE)



The Watts Urban Greenways Community Art project aims to create a series of temporary site-specific art works to honor the community. It will involve the Watts community in the creation of the murals, and will provide youth in the area with hands-on experience on a public art project.

Under the supervision of a project Lead Artist/Mentor, four Artist-Apprentices will create mural panels for the greenways. Each Artist-Apprentice will be given a grant of \$200 for his or her participation in the project.

To be considered for a grant, interested artists should do one of the following: (1) Send a letter of interest to the Art for Rail Transit program at the address below; (2) Attend the Greenways Art Workshop; or (3) Participate in the Watts Chalk-In. For information, call the A-R-T program at (213) 244-7ART, or write, MTA Art for Rail Transit, 818 W. Seventh St., Suite 1100, Los Angeles, California 90017.

The projects are sponsored jointly by the Metropolitan Transportation Authority, the City of Los Angeles Cultural Affairs Department, the Watts Towers Community Action Council, the Watts Community Housing Corporation, and the Isaacs Brothers' Foundation

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OCTOBER 15, 1993

CONTACT: ROBERTA TINAJERO/JIM SMART
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FOR IMMEDIATE RELEASE

**STATE ALLOCATES \$20 MILLION FOR
NORTH HOLLYWOOD SUBWAY SEGMENT**

The California Transportation Commission has allocated \$20 million in funding for the construction of the North Hollywood branch of Metro Red Line Segment 3 for fiscal year 1993-94.

The monies are from the state's Transit Capital Improvement funds (\$13,000,000) and the Flexible Congestion Relief funds (\$7,000,000).

"We are pleased that the CTC is continuing its commitment to the funding partnership established to bring rail transit to Los Angeles County," said MTA Chairman Richard Alatorre.

The \$2.4 billion project is funded by a combination of federal, state, local and private monies.

Segment 3 will branch in three directions. The 6.3-mile north Hollywood Branch will continue from the Hollywood/Vine station to a Lankershim/Chandler station, with intermediate stations at Hollywood/Highland and Universal City.

East Los Angeles and Mid-City branches also are planned. All three branches are expected to be operating by the year 2001.

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RT:rp.10.15.93





OCTOBER 22, 1993

CONTACT: GREG DAVY/JIM SMART
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FOR IMMEDIATE RELEASE

**CONGRESS APPROVES \$170 MILLION FOR METRO RED LINE
AND \$140 MILLION FOR CAPITAL AND OPERATING NEEDS**

The U.S. House of Representatives and Senate have passed legislation that would provide Los Angeles County funding for a variety of transportation programs, including \$170 million in federal support to continue construction of Segments 2 and 3 of the Metro Red Line.

The \$170 million represents 25 percent of Section 3 "New Starts" rail capital funding for the entire country. The House-Senate Conference Committee's version of H.R. 2750 approved by Congress provides for the following:

- \$69.27 million to complete the federal funding share for Segment 2 from Wilshire/Alvarado to Wilshire/Western and Hollywood/Vine;
- \$100.73 million to continue construction of Segment 3 to North Hollywood, Pico/San Vicente, and East Los Angeles;
- More than \$140 million in formula funds to be used for mass transportation capital and operating expenses as administered by the Federal Transit Administration;
- \$6.25 million for the Advanced Technology Transit Bus (ATTB), commonly referred to as the "Stealth Bus";
- \$8 million for the continued construction of the Gateway Intermodal Transit Center.

(MORE)



"The increase in funding from the bill is welcome news, and a strong indication the Senate understands the importance of public transit in the Southern California area," said Sen. Dianne Feinstein, who supports the legislation along with her colleague, Sen. Barbara Boxer.

Rep. Julian Dixon, one of MTA's leading supporters in Congress, said, "The Los Angeles Metro Rail Red Line received a higher level of funding for a new start rail project than any other city in the country. This is an important accomplishment for Los Angelenos and for the supporters of the Metro Rail project."

"The House's action today brings us one step closer to enabling the MTA to purchase much-needed buses, provide bus operating assistance, and continue construction of transit infrastructure such as Metro Rail and the Gateway Intermodal Transit Center," said MTA Chairman and Los Angeles City Councilman Richard Alatorre.

"Our local members of Congress have ensured that transportation projects will continue to be a priority in this state," said Franklin White, MTA's Chief Executive Officer. "This bill will create much-needed jobs. The \$170 million recommended for the Metro Red Line, for example, will create about 100,000 jobs."

The bill now goes to the President's desk for final approval.

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OCTOBER 22, 1993

CONTACT: CLARA POTES-FELLOW/JIM SMART
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FOR IMMEDIATE RELEASE

CTC ALLOCATES \$ 2 MILLION FOR NORWALK METROLINK STATION

The Metropolitan Transportation Authority received an allocation of \$2 million for construction of a Metrolink station in Norwalk. The funding was provided by the California Transportation Commission from the state Transit Capital Improvement Program.

"The Norwalk rail station will be a major depot, located in a high-density housing area. The station will serve Metrolink passengers traveling on the Orange County Line between Oceanside and Burbank," said Franklin White, MTA chief executive officer.

Construction will begin in April 1994. The station will include two 500-foot northbound and southbound train platforms, a 350-space parking area with landscaping and lighting, accommodations for bus circulation, a pedestrian undercrossing, and a new intersection at Imperial Highway. This multimodal facility will allow passenger connections with various regional and local bus systems.

The Metrolink Orange County line is expected to relieve congestion on the Santa Ana I-5 Freeway.

The line opens on December 6, 1993. Stations opening for service in 1993 are Oceanside, San Juan Capistrano, Irvine Transportation Center, Santa Ana, Orange, Anaheim, Fullerton, and Commerce. The Norwalk station will open one year later, in December 1994.

#

Norwalk.Rls.
CPF:rp.10.22.93



From Peter



METROLINK NEWS

OCTOBER 26, 1993

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IMMEDIATE RELEASE:

METROLINK CELEBRATES FIRST BIRTHDAY

LOS ANGELES -- October 26, 1992 marked the Grand Opening Day for Metrolink. The momentous occasion was heightened by the fact that construction was completed at warp speed - in an unheard-of time frame of 18 months while remaining under budget.

During the past year, the long-distance commuter train service has seen tremendous expansion. For example ridership has grown faster than predicted - an incredible 238 percent between Nov. 1992 to Oct. 1993.

"Our most significant accomplishment is the fact that Metrolink is removing 26,325 vehicle trips per week by having changed the commuting behavior of 65% percent of our passengers who used to drive to work alone." said Supervisor Larry Walker, Metrolink board chair. "We are providing a convenient and attractive alternative to driving alone."

The Monday through Friday commuter train system has grown considerably in the last 12-months. Last October the system opened 11 stations with two-and-a-half routes

(MORE)



METROLINK CELEBRATES FIRST BIRTHDAY

PAGE 2

operating over 112 miles in two counties. Today, the system has nearly doubled in size with 21 stations, four routes over 195 miles of service in three counties.

"To celebrate our first year we're making our train schedules even more convenient and the passenger commute quicker, said Richard Stanger, Metrolink's executive director, "On November 1 we're adding 17 new trains to our daily schedule, with more midday FlexTrains and introducing the Night Line, a special group of trains that leave L.A. around 8:30 p.m. on certain routes. You can work late and still catch your train."

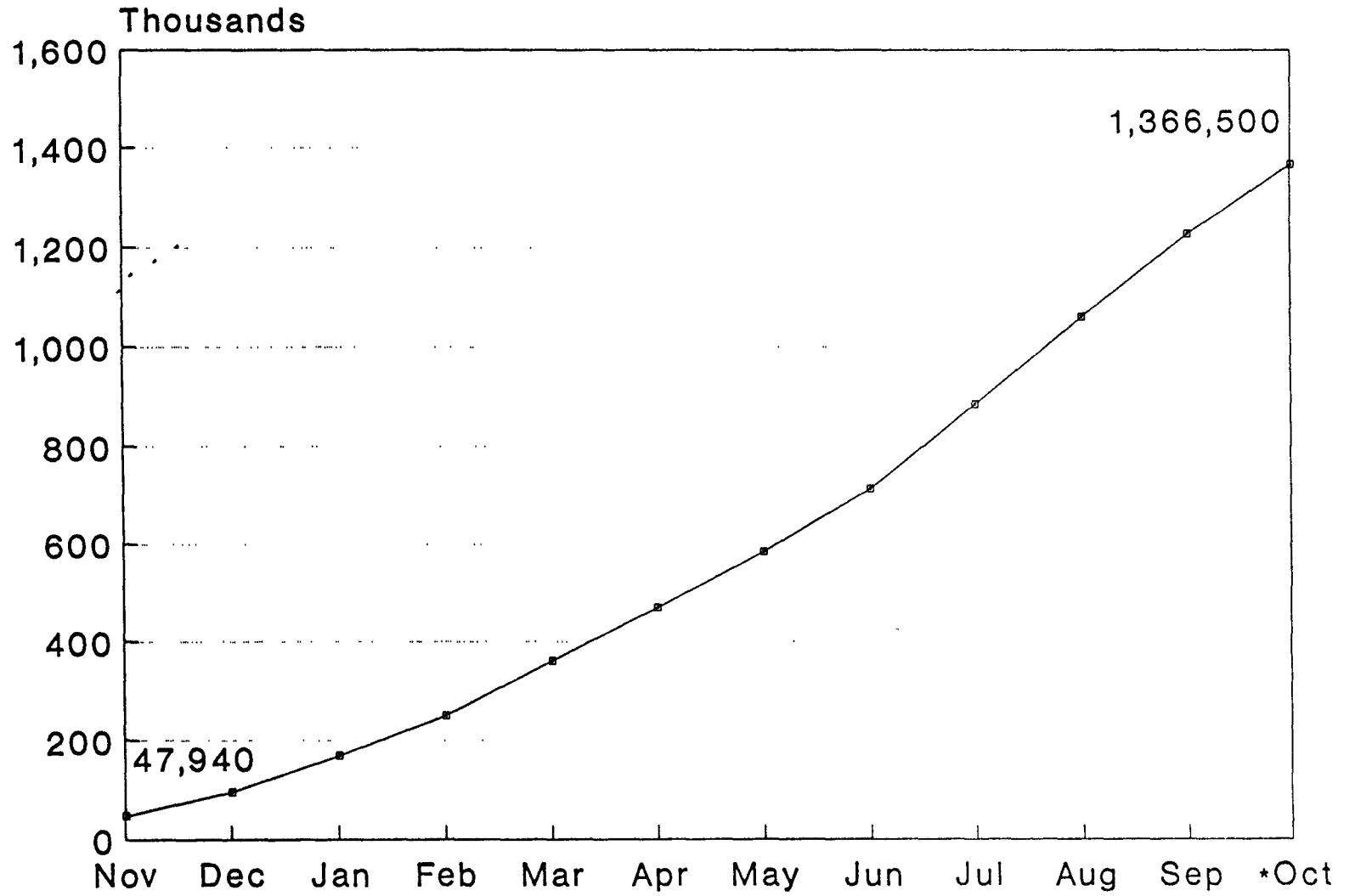
Metrolink will more than double the number of trains it operates from 24 trains a day last October to 61 trains beginning Nov. 1.

Four routes paralleling major freeways are currently operating, they are: Moorpark, San Bernardino, Riverside, and Santa Clarita to downtown Los Angeles. Passengers transfer free to connecting transit including the Metro Red Line subway at Union Station.

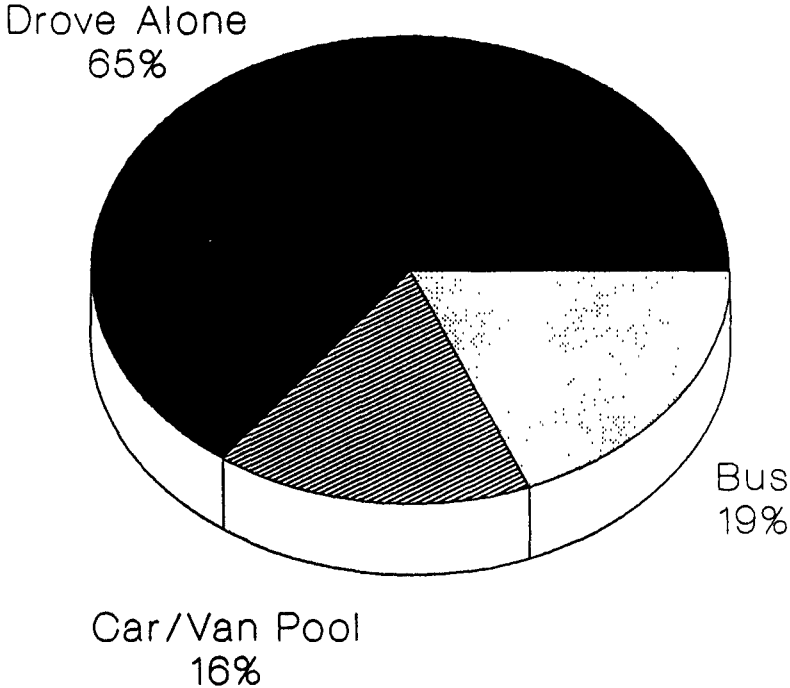
Call (800) 371-LINK for station location, fares and a personal door-to-door commute itinerary.

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TOTAL REVENUE RIDERSHIP BY MONTH



PREVIOUS MODE OF TRANSPORTATION BEFORE METROLINK



METROLINK FAST FACTS

First Year Anniversary
October 26, 1992 to November 1, 1993

<u>ACHIEVEMENT</u>	<u>10/26/92</u>	<u>11/01/93</u>	<u>12/6/93</u>	<u>% Inc.</u>
LINES	2.5	4	5	100%
ROUTE MILES	112	195	283	250%
STATIONS	11	21	29	260%
TRAINS OPERATING	24	61	67	280%
RIDERSHIP	2,300	8,100 (10/19)	9,500	415%
RIDERSHIP CONVERSION	65% of Metrolink passengers formerly drove alone.			
TRAVEL TIME	Metrolink trains travel an average of 24% faster since start-up in October 1992. (Based on 11/1 schedule)			
ON-TIME PERFORMANCE	92% of Metrolink trains arrive at their destination on time (within 5 minutes).			
FARE BOX RECOVERY	Projected:	12%		
	Actual:	17.6%		
	Percent Increase:	30%		
	Expected FY 93/94:	27%		
	Expected FY 94/95:	40%		

FIRST-YEAR STATISTICS BY LINE

<u>LINE</u>	<u>OCT. 26, '92</u>	<u>NOV. 1, '93</u>	<u>INCREASE</u>
Moorpark-Los Angeles Line			
● Number of Trains/Day	8	10	20%
● Average Speed (w/Stops)	33.6 mph	41.6 mph	24%
● Ridership/Day (10/22)	1080	1750	62%
● Reliability	94%	88%	-6%
Santa Clarita-Los Angeles Line			
● Number of Trains/Day	6	14	133%
● Average Speed (w/Stops)	29.6 mph	38.2 mph	29%
● Ridership/Day (10/22)	350	830	137%
● Reliability	97%	98%	+1%
San Bernardino-Los Angeles Line			
● Number of Trains/Day	10	22	120%
● Average Speed (w/Stops)	35.5 mph	42.9 mph	21%
● Ridership/Day (10/22)	965	3140	225%
● Reliability	96%	91%	-5%
Riverside-Los Angeles Line			
● Number of Trains/Day	N/A	8	
● Average Speed (w/Stops)	N/A	50.4 mph	
● Ridership/Day (10/22)	N/A	2285	
● Reliability	N/A	92%	

Does not include connecting trains to/from Burbank

SIGNIFICANT EVENTS IN METROLINK HISTORY

First Anniversary Summary
October 26, 1992 to October 26, 1993

<u>DATE</u>	<u>EVENT</u>
October 26, 1992	Metrolink grand opening!
December 7, 1992	Claremont Metrolink Depot opens
January 15, 1993	Supervisor Larry Walker becomes Metrolink Board Chairman
February 1, 1993	Metro Red Line opens - ridership increases 20%
February 22, 1993	Montclair Metrolink station opens
February 22, 1993	Midday FlexTrain service starts
March 15, 1993	Service from Union Station to Glendale/Burbank starts
April 1993	Credit card service accepted at ticket machines (Visa, M/C)
May 17, 1993	San Bernardino extension grand opening
May 17, 1993	Upland, Rialto and San Bernardino Metrolink stations open
May 24, 1993	Baldwin Park Metrolink station opens
June 14, 1993	Riverside Line grand opening
June 14, 1993	Riverside-Downtown, Pedley, East Ontario and Industry Metrolink stations open
July 1993	Explore ATM cards accepted at ticket machines
August 18, 1993	Southern California Regional Rail Authority celebrates 2nd birthday as an agency
August 1993	Metrolink runs special Ventura County Fair weekend trains
September 20, 1993	One-millionth Metrolink passenger
September 1993	Metrolink runs special Los Angeles County Fair weekend trains
October 26, 1993	Metrolink service celebrates 1st birthday
November 1, 1993	Additional trains including late evening Night Line train and reverse service implemented.



OCTOBER 26, 1993

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FOR IMMEDIATE RELEASE

MTA RECEIVES HIGH MARKS FROM FEDERAL GOVERNMENT FOR MANAGEMENT OF THE METRO RAIL PROJECT

In its just-released annual oversight report of federally-funded projects, the Federal Transit Administration (FTA) has found that the MTA construction team has "continued to demonstrate that it is managing the Metro Rail project in a responsible and effective manner."

"We set high standards for ourselves when the MTA directed us to assume the management of the rail construction program," said Robert Kruse, Chairman of the MTA's rail-building subsidiary, the Rail Construction Corporation. "We're pleased that the FTA has recognized our efforts."

The FTA issued its findings in three separate reports on each segment of the Metro Rail project. All three reports concluded that the MTA's construction arm, the Rail Construction Corporation (RCC), is following its federally-approved management plans, and characterized the relationship between RCC and Federal Oversight Team as "professional." The RCC was commended for its willingness to consider and frequently implement project improvement suggestions from the Federal Oversight Team.

Segment 2 of the Metro Red Line had the highest level of activity during the review period. The oversight team noted that this project has recently been experiencing lower than anticipated bid prices on its construction contracts.

"We believe," said the report, "this phenomenon results from a competitive bidding climate, improvements in the quality of bid documents, and a general perception that the

(MORE)

RCC is providing equitable settlement of contractors' requests for change. The RCC also appears to be in control of claims.

"These factors," continues the report, "provide us with a reassurance that the cost of facility construction should be reasonably close to the current forecast."

"It is most gratifying for us to receive this confirmation from the federal government," said Edward McSpedon, the MTA's executive officer for construction and RCC's president. "It shows that they're confident in what we're doing, and that we're effectively managing the taxpayer's investment. There are still a number of areas where improvements are necessary, however, and, as always, where there's a need for improvement, we'll aggressively pursue each and every issue to a satisfactory conclusion."

Although citing areas where further improvements are recommended, the three federal reports -- one for each of the federally-funded segments of the Metro Red Line -- provide a uniformly positive view of the rail construction team's management of the subway program.

As to the quality of construction, the report states that "With each Wilshire leg contractor developing a Quality Control (QC) program, we determined that both the procedures and the CM's (construction manager's) documentation were well executed. In addition, the CM issued its revised QC Inspection Instructions in April 1993, and our review indicated that it was an excellent tool and would be of significant help in maintaining the quality of the QC program."

RCC also got positive marks for its construction safety program. "We conclude," stated the report, "that RCC has made construction safety a priority issue, and the results to date are reflected in a lower than average rate of safety incidents. "

When it comes to managing construction change orders, the report found that the total cost of changes for the current subway work is significantly lower than that experienced on prior work accomplished in downtown Los Angeles. In short, the federal review team found RCC's documentation of change orders to be "extensive and thorough."

(MORE)

Further, RCC's management team was praised for an improved turnaround time on resolving field construction problems and for developing a computerized system for tracking and control of contractor documentation.

The major problem that was cited in the report concerns a substantial increase in design costs and schedule risk to the Hollywood leg of the subway project. This was primarily attributed by the Federal Team to the extensive time and cost necessary to redesign six Hollywood/Vermont Avenue stations to reflect the policy changes implemented by the MTA board requiring larger stations with reoriented entrances to better provide for long-term passenger needs and to better accommodate future station area development.

Finally, regarding the current management of the downtown segment of the subway, which is now in operating service, the federal report supports the MTA's independent review of the tunnel construction.

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OCTOBER 27, 1993

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FOR IMMEDIATE RELEASE

MTA BOARD SELECTS ARTHUR SINAI FIRST INSPECTOR GENERAL

A former federal official who led major investigative efforts for several U. S. governmental agencies including the Departments of Energy and Education has been selected as the MTA's first Inspector General.

Arthur Sinai, 54, of Staten Island, New York, was selected following a national search. At the MTA, he will be responsible for special audits, investigations and selected federal compliance functions.

"The selection of Arthur Sinai provides us with an individual with a proven record of integrity, experience and expertise for the Office of Inspector General," said Richard Alatorre, MTA Chairman and Los Angeles City Councilman. "We are building one of the most extensive rail construction programs in the nation, as well as providing bus and train service to some 1.2 million boarding passengers. It is imperative we have a strong and independent individual heading this important function."

Sinai presently heads his own consulting firm which specializes in assisting management with investigations and forensic accounting.

Sinai retired from federal service in 1989 after a distinguished public career that spanned more than 24 years of service with several federal agencies. When he retired, he was Director, Western Investigations, Office of the Inspector General, U. S. Department of Energy, where he was responsible for investigative activities for the western United States. He previously served for seven years as an Assistant Inspector General, U. S. Department of Education, and as a Deputy Director with the U. S. Department of Justice, Office of Special Investigations.

(MORE)

He also has worked as a Deputy Assistant Secretary (Enforcement) for the U.S. Treasury Department where he was responsible for the enforcement and internal affairs functions of the U.S. Secret Service, U.S. Customs Service, and Bureau of Alcohol, Tobacco and Firearms.

Prior to his federal service in the area of audits and special investigations, Sinai worked at several agencies in Illinois including Director, Office of Special Investigations, which was a statewide anti-corruption agency.

In 1984, Sinai was honored by former President Ronald Reagan when he was selected as one of the three most outstanding federal employees for that year for his work in combating fraud, waste and abuse in government.

Before starting his own firm, he served as Deputy Commissioner with the New York City Department of Corrections where he was responsible for audits, inspections, as well as investigative and compliance activities.

Sinai earned his bachelors degree from Brooklyn College in New York and a law degree from Georgetown University in Washington D.C.

"The MTA is a large, far-flung organization which is spending an enormous amount of the taxpayer's dollars," said Franklin White, MTA CEO. We need a strong, vigilant, highly experienced person to ensure these funds are properly expended. I believe Arthur Sinai is that person."

#

UNDERGROUND TUNNELLING



Few agencies that oversee a multibillion dollar construction project can make the claim that their work is largely invisible to the public. On the Metro Red Line subway project, that claim just happens to be true.

With surface activity limited mainly to passenger stations, staging sites and emergency exits, the vast majority of the Red Line is built using underground tunnelling techniques.

The machine that creates the twin tunnels for L.A.'s subway is called a "shield." Resembling a giant (22-foot diameter) cookie cutter, it holds back the earth during the mining process while a shovel-like apparatus does the actual digging of the tunnels.

The shield and its supporting equipment measure about 200 feet in length and advance underground four feet at a time. Propelled forward by hydraulic jacks exerting tremendous thrust, the shield constructs about 60 feet of tunnel per work shift, depending on the soil. Excavated earth is carried from the shield by conveyor belts and rail cars. Back at the tunnel staging site, it is hauled away by truck.

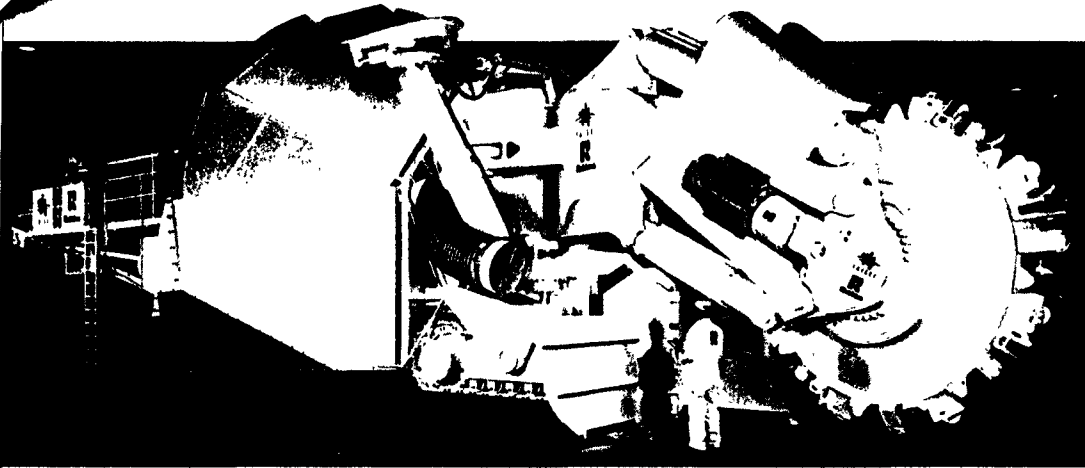
At the rear of the shield, the tunnel's initial shoring — typically made of pre-cast concrete rings — is erected during the excavation process. Later, steel reinforcement bar is installed and a final concrete lining is poured.

And most of this activity goes completely unnoticed at the surface. When it comes to building tunnels for the Metro Red Line, L.A.'s new underground scene is hardly seen at all.



FOR MORE INFORMATION, CALL (213) 620-RAIL

RCC-340.9/93



Boom-mounted cutting wheel buzz-saws out the perimeter of an arched roadway tunnel.

swinging a boom-mounted cutting wheel in a broad arc. Around the edge of the wheel, steel discs and ceramic cutters chew into the rock. The arch tunnel that is created can measure 39 ft. wide x 27 ft. high.

Swinging Tunnel Cutter

KENT, WA—The latest tunnel-boring machine slashes through granite the way an explorer machetes through the jungle.

The Ranging Mobile Min-

er, designed and built by the Robbins Co., is the construction-industry derivative of a device developed for subterranean coal mining.

The 380-ton juggernaut is

the first tunnel-boring machine developed to make arched roadway tunnels. By contrast, a conventional borer simply drills headlong into the rock, leaving a cylindrical burrow in its wake.

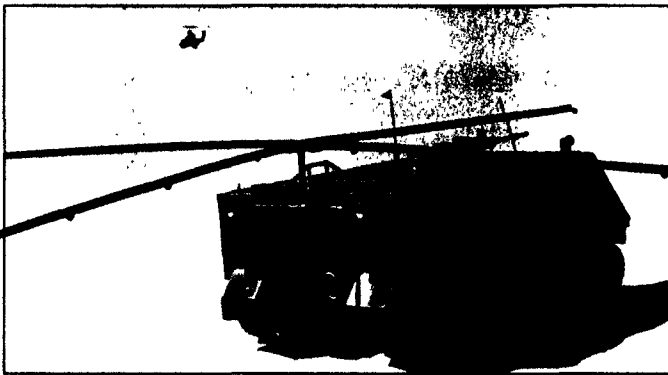
The Miner operates by

faster than hydraulic wedges and other rock-breaking equipment. It's also safer than dynamite for use in densely populated environs. That's why the Japanese firm Taisei Corp. has purchased the Miner.

Chopper Spotter

HAIFA, ISRAEL—Dodging radar with terrain-hugging "nap of the earth" approaches, attacking helicopters can pop into view without warning. But a passive acoustic tracking system developed by Israel's Rafael could detect and track these marauders as far away as 7 miles, before they start launching their missiles.

Called Helispot Mark 2, the device consists of 16



microphones mounted on a folding cruciform array. The mikes pull in sounds from a

360° search sector and process them for bearing and identification.

Cruciform microphone array spots approaching helicopters before they're too close.

The system has many advantages. It's immune to radar-jamming or antiradar missiles. It doesn't need a line of sight to its targets. And it can operate during severe signal-to-noise conditions in the chaos of battle.

Helispot is designed for combat vehicles such as armored personnel carriers. But it can also operate in a fixed position to protect command centers.

Waiting For The Stealth Bus

LOS ANGELES, CA—No, it's not invisible to radar, or even riders. But it is an Advanced Technology Transit Bus, and it comes off the same drawing boards that blueprinted the B-2 stealth bomber.

The Los Angeles Metro-

politan Transportation Authority tapped Northrop Corp. to design a bus for the 21st century. At 9 tons, the vehicle must weigh a third less than a current bus. And it must roll for 25 years with only half the normal upkeep. What's more, L.A.

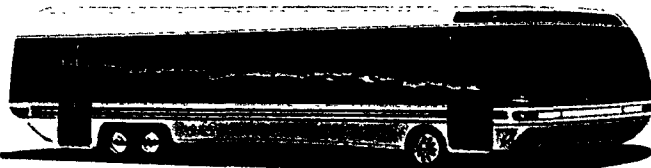
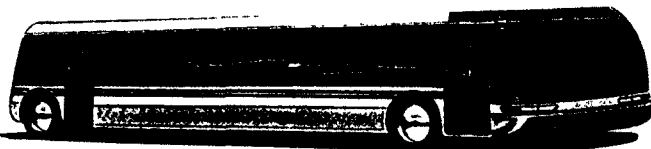
will require 30% of its fleet to be zero-emissions vehicles by 2000.

To meet these goals, Northrop and its automotive collaborators plan extensive use of composite construction and a hybrid internal-combustion/electric powertrain. Right now, engineers are looking at gas-turbine,

rotary and Stirling-cycle engines because they fit in smaller engine bays. But ultimately fuel cells and flywheels will play a role.

If more funds become available, the MTA will construct a prototype.

Designs feature aerospace composites, disabled accessibility and extensive electronics.



ROBBINS PHOTO

RAFAEL PHOTO

NORTHROP ILLUSTRATIONS



OCTOBER 27, 1993

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FOR IMMEDIATE RELEASE

**MTA BOARD RECOMMENDS CREATION OF BENEFIT ASSESSMENT
DISTRICTS FOR METRO RED LINE SEGMENTS 2 AND 3**

The MTA Board of Directors voted Oct. 27 to recommend to the Los Angeles City Council and the Los Angeles County Board of Supervisors that benefit assessment districts be created for Segments 2 and 3 of the Metro Red Line.

"Benefit assessments represent a critical local funding component of the project and will help pay for the construction of stations," said Richard Alatorre, MTA chairman. "This private sector support was key to securing federal funding for the first segment of the Metro Red Line, Segment 2 and the North Hollywood extension of Segment 3."

The proposed districts encompass the extension from Wilshire/Alvarado to Wilshire/Western, the northern branch along Vermont Avenue, the segment from Hollywood/Vermont to Hollywood/Highland and the North Hollywood extension, including Universal City. They include 2,444 assessable properties located within one-half mile walking distance from 11 Red Line stations.

Benefit assessments are levied on properties adjacent to stations, which will benefit from the proximity to the Metro Red Line. "Business will benefit from the value added to the area and from the increase in pedestrian circulation near the stations," Alatorre said. "Projected benefits for the Red Line station areas, along Segment 2 and the North Hollywood extension of Segment 3, range from a low of \$192 million to a high of \$494 million."

(MORE)



Benefits include the appreciation of land value, higher lease rates, new development potential, increased sales in retail stores, higher occupancy levels and increased pedestrian activity.

Residential properties are exempt from assessment. Properties owned and used by public agencies and non-profit entities also are exempt.

Benefit assessment districts for Segment 1 of the Metro Red Line were approved in 1985. Property owners began to pay assessments in 1993 after Segment 1 of the Red Line opened. The Segment 1 districts will generate \$130.3 million to help pay for the constructed stations.

The former RTD Board of Directors initiated the formation of the Segment 2 and 3 districts in 1990. The required final approval from the Los Angeles City Council and the Los Angeles County Board of Supervisors was delayed pending settlement of litigation stemming from Segment 1 districts. All cases have now been settled.

Creation of the benefit assessment districts also may be subject to a vote of property owners in two of the proposed Metro Red Line districts.

Property owners located near Segment 2 and the North Hollywood extension of Segment 3 would begin payments after the Red Line opens in their neighborhoods. Owners will be able to select from four payment options once the districts are established. Payment options include payments over a 29-year period once the line opens; full payment when the stations are open; five annual installments; or discounted lump sum when the districts are established.

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OCTOBER 27, 1993

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FOR IMMEDIATE RELEASE

**MTA BUS SERVICE AFFECTED BY FIRES; ROAD SUPERVISORS WORK
AT KEY POINTS TO MANAGE DETOURS IN ALTADENA AREA**

The MTA announced detours and service curtailment of at least six bus lines due to brush and forest fires on Wednesday, October 27.

The affected MTA bus lines were: 188, 264, 266, 268, 434, and 487.

Line 434, serving Santa Monica and Malibu, by mid-morning, was allowed to restore service to Malibu. Earlier, Line 434 had been held back at Pacific Coast Highway and Kanan Dume Road because of a shutdown of northbound traffic on PCH by the Sheriff's Department and the California Highway Patrol.

"We expect to be operating normal service from Santa Monica to at least Malibu," said Art Leahy, MTA operations executive officer. "Bus service will be subject to traffic controls due to forest fires."

In Altadena and Pasadena, MTA bus lines 188, 264, 265, 268, and 487 were detoured Wednesday morning.

Line 188, serving North Fair Oaks Avenue, Colorado Boulevard and Duarte Road, was detoured off Colorado Boulevard to Michilinda Avenue and to Foothill Boulevard before resuming its regular route to Duarte Boulevard.

Line 264, serving Altadena Drive, San Gabriel Boulevard and Montebello Town Center, was detoured from Altadena Drive to Orange Grove Boulevard to Allen Avenue.

Line 266, serving Rosemead Boulevard, was detoured away from Hastings Ranch Center, traveling on Foothill Boulevard, Michilinda Avenue and Las Tunas Drive.

(MORE)

Line 268, serving Baldwin Avenue, Washington Boulevard and the Jet Propulsion Laboratory, was operating along Orange Grove Boulevard, and a segment of Allen Avenue to Washington Boulevard.

East of Pasadena, Line 487, the Los Angeles-San Gabriel-Sierra Madre Express, was being stopped by Pasadena police at San Gabriel Boulevard and Walnut in Pasadena.

A detour on Line 487 was ordered from San Gabriel Boulevard to travel on Foothill Boulevard and Michilinda Avenue. A similar detour was contemplated for Line 489, which operates only at morning and evening peak hours, serving Los Angeles, Rosemead Boulevard and Hastings Ranch Drive.

"We have stationed transit operations supervisors at key points to monitor the situation and re-establish afternoon service if at all possible," Leahy said. "The supervisors have cellular telephones and two-way radio communications to be in contact with our bus dispatch center at all times."

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OCTOBER 29, 1993

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**MTA EXPANDS ANTI-GRAFFITI CAMPAIGN TO
DIVISION 10 IN EAST LOS ANGELES**

**COMMUNITY JOINS MTA EMPLOYEES IN WIPING OUT
GRAFFITI FROM BROOKLYN AVENUE BUSES AND BUS STOPS**

Beginning this weekend the MTA's Zero-Tolerance Program against graffiti will be expanded to include 80 additional buses that serve the East Los Angeles community.

To mark the Zero-Tolerance expansion to MTA's Division 10, more than 100 community members including students, civic groups, elected officials and MTA employees will volunteer to remove graffiti from buses and shelters along Brooklyn Avenue.

"The MTA's clean-up effort is producing such positive results that Division 10 is becoming part of the Zero Tolerance effort three months ahead of schedule," said Franklin White, chief executive officer of the MTA. "We are so far ahead of the game that we expect 80 buses of Division 10 to be clean by December 1993."

Division 10 was originally planned to be graffiti-free by March 1994. MTA's Line 68, operating along Brooklyn Avenue, and Line 60, traveling between East Los Angeles and Long Beach, are part of the division's accelerated clean-up effort.

"The expansion of the Zero Tolerance Program to East Los Angeles reassures our commitment to provide graffiti-free buses to the community and to keep bus facilities clean," said Richard Alatorre, MTA Chairman.

(MORE)

OCTOBER 29, 1993

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(MORE)

"With this expansion the MTA's anti-graffiti effort grows to include five MTA divisions," said MTA Board member Antonio Villaraigosa. "We expect to have at least 1,508 buses free of graffiti by the end of the year."

Including Division 10, the Zero-Tolerance Program now covers 34 bus lines serving Los Angeles county.

The MTA's Zero-Tolerance Program against graffiti was implemented in January 1993. The program first began with 151 buses serving four downtown bus lines. Other elements of the MTA Graffiti Abatement Program include community outreach and education, an after school Adult-in-Bus Supervision program, an art program and enhanced law enforcement. The MTA also has established a 1-(800) STOP-TAG hot line to report graffiti vandalism.

DIVISION 10'S GRAFFITI CLEAN-UP DAY WILL TAKE PLACE SATURDAY, OCTOBER 30 FROM 10 TO 11 A.M. AT 742 NORTH MISSION ROAD IN LOS ANGELES.

OFFICIALS SCHEDULED TO ATTEND INCLUDE GLORIA MOLINA, RICHARD ALATORRE, ANTONIO VILLARAIGOSA, JOHN Q. LEE, WHO REPRESENTS MAYOR RICHARD RIORDAN AND FRANKLIN WHITE.

VOLUNTEERS WILL BE TREATED WITH A PANCAKE BREAKFAST SPONSORED BY TRANSPORTATION DISPLAYS INCORPORATED, AN ADVERTISING AGENCY THAT PLACES ADS ON BUSES.

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OCTOBER 27, 1993

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FOR IMMEDIATE RELEASE

**MTA RESTRUCTURES OUTSIDE LEGISLATIVE ADVOCACY TEAM;
CUTS ANNUAL COSTS BY OVER \$375,000**

The MTA Board of Directors today approved a plan that reduces the use of outside lobbyists, saving an estimated \$376,823 in annual expenses.

The MTA Board adopted the reduced spending plan at the recommendation of MTA Chief Executive Officer Franklin White.

"In restructuring these outside contracts, MTA will dramatically reduce costs by more than one-third while at the same time maintain crucial representation at both the state and federal level," said White.

Under the plan adopted by the Board, the MTA will retain its current federal legislative advocacy team but reduce their contract dollar value by 25 percent.

In addition, MTA will eliminate monthly allowable expenses in several contracts, for a savings of \$148,600. This represents a total savings of 30 percent over current federal legislative contracts.

For state representation, MTA will retain two of the current four legislative contracts and eliminate monthly allowable expenses, for a total savings of \$228,223 annually.

"Reducing costs wherever possible is a top priority for the MTA in these difficult economic times," said MTA Chairman and Los Angeles City Councilman Richard Alatorre.

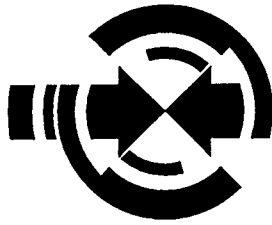
"The action taken by this Board today enables the MTA to still maintain vital legislative continuity, while at the same time save the taxpayers over \$300,000 in annual legislative expenses," said Alatorre.

These changes and cost savings are scheduled to be implemented November 1, 1993.

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Contract.RIs.





METROLINK NEWS

OCTOBER 29, 1993

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FOR IMMEDIATE RELEASE

METROLINK ADDS NEW LATE EVENING TRAINS Service Enhancements Introduced Effective Nov. 1

LOS ANGELES -- On Monday, Nov. 1, Metrolink adds 13 new trains including the introduction of new late evening trains. The new expanded service will increase the number of trains operated by Metrolink to 61 trains a day.

The new late evening Night Line trains depart from Los Angeles Union Station after 8:30 p.m. and run to Santa Clarita and Rialto. These additional trains, transit officials say, will make the Metrolink system more attractive to drive-alone commuters.

"We have listened and responded to the comments of our passengers," said Larry Walker, Metrolink Board chair and San Bernardino County supervisor. "If an unexpected emergency arises at the office and a passenger must work late, they won't miss the last train home. Metrolink just got more convenient."

The late evening Night Line trains ticket prices are discounted 25 percent off regular fares for adults and 50 percent off for passengers 18 years old and younger. Monthly pass and 10-trip ticket users may use their passes on the new late evening Night Line trains as they would the current trains.

(MORE)

METROLINK ADDS NEW LATE EVENING TRAINS
Service Enhancements Introduced Effective Nov. 1
October 29, 1993
Page 2

Most Metrolink routes will receive the following service enhancements:

San Bernardino Line (San Bernardino to Los Angeles)

A total of seven new trains are being added to the San Bernardino Line bringing the total number to 22 weekday trains on this route. Two late evening trains will run from Los Angeles to Rialto after 7 p.m. A total of ten rush-hour trains will be extended from Montclair to Rialto. The San Bernardino Metrolink station will be served with six trains daily.

Almost every time on the San Bernardino Line is changing by a few minutes because the train trip is being reduced in time with the new schedule.

Plus, on Monday, Nov. 22, Metrolink will add a new station in Fontana, the new Fontana Metrolink Plaza station, located at 16777 Orange Way is on the corner of Sierra Ave., and Orange Way two-miles north of the I-10 freeway.

Santa Clarita Line (Santa Clarita to Los Angeles)

A total of four new trains are being added to the Santa Clarita Line bringing the total trains number to 14 weekday trains on this route. One late evening train will run from Los Angeles to Santa Clarita after 8:30 p.m.

An early morning train has been added departing Los Angeles to Santa Clarita at 6:26 a.m. arriving in Santa Clarita at 7:26 a.m.

(MORE)

METROLINK ADDS NEW LATE EVENING TRAINS
Service Enhancements Introduced Effective Nov. 1
October 29, 1993
Page 3

Ventura County Line (Moorpark to Los Angeles)

A total of two new trains are being added to the Ventura County Line bringing the total number to 12 weekday trains on this route. Several trains will have new departure times.

Two new midday FlexTrains will operate from Los Angeles to Chatsworth departing at 10:20 a.m. arriving Chatsworth at 11:04 a.m. and from Chatsworth at 11:20 a.m. arriving in Los Angeles at 12:04 p.m.

Riverside Line (Riverside to Los Angeles)

Travel time is being reduced on this line by two-minutes. No additional service is being added. The departure of the first rush-hour train from Riverside leaves 10 minutes earlier than the previous schedule to allow passengers to arrive in Los Angeles prior to 6:30 a.m.

For new time schedules effective Nov. 1, station locations, transit connection and fare information call Metrolink at (800) 371-LINK.

#

New timetable effective November 1.

RIVERSIDE LINE

TO LOS ANGELES, GLENDALE, BURBANK
MONDAY THROUGH FRIDAY

TRAIN NUMBERS	READ DOWN	401		403	405	FLEX 407
RIVERSIDE-DOWNTOWN		5:10A	—	6:20A	7:20A	2:30P
THE PEDLEY STATION		5:19A	—	6:29A	7:29A	2:40P
EAST ONTARIO		5:28A	—	6:38A	7:38A	2:49P
INDUSTRY		5:45A	—	6:55A	7:55A	3:08P
L.A. UNION STATION	↓	6:18A	—	7:28A	8:28A	3:45P

CONNECT WITH:

M METRO RED LINE		TRANSFER FREE WITH METROLINK TICKET			
TRAIN NUMBERS	READ DOWN	201	901	203	905
L.A. UNION STATION		6:26A	7:00A	7:43A	8:40A
GLENDALE		L 6:40A	7:13A	L 7:57A	8:53A
BURBANK	↓	L 6:47A	7:23A	L 8:04A	9:03A

11/01/93

RIVERSIDE LINE

FROM LOS ANGELES, BURBANK, GLENDALE
MONDAY THRU FRIDAY

TRAIN NUMBERS	READ DOWN	108	110	900	902	210
BURBANK		11:41A	3:37P	4:47P	5:01P	5:51P
GLENDALE		11:48A	3:44P	4:54P	5:08P	5:58P
L.A. UNION STATION	↓	12:04P	4:00P	5:10P	5:24P	6:14P
CONNECT WITH:		↓	↓	↓	↓	↓
TRAIN NUMBERS	READ DOWN	400	402	404		406
M METRO RED LINE		TRANSFER FREE WITH METROLINK TICKET				
L.A. UNION STATION		1:03P	4:20P	5:30P	—	6:23P
INDUSTRY		1:37P	4:51P	6:01P	—	6:54P
EAST ONTARIO		1:56P	5:08P	6:18P	—	7:11P
THE PEDLEY STATION		2:05P	5:17P	6:27P	—	7:20P
RIVERSIDE-DOWNTOWN	↓	2:19P	5:29P	6:39P	—	7:32P

11/01/93

L: REGULAR STOP TO DISCHARGE OR PICK UP PASSENGERS. TRAIN MAY DEPART AHEAD OF SCHEDULE.

New timetable effective November 1.

SAN BERNARDINO LINE TO LOS ANGELES, GLENDALE, BURBANK MONDAY THROUGH FRIDAY

TRAIN NUMBERS	READ DOWN	FLEX										FLEX
		301	303	305	307	309	311	313	315	317	319	
SAN BERNARDINO		—	5:32A	6:00A	6:40A	—	—	—	—	—	—	—
RIALTO		4:43A	5:41A	6:09A	6:49A	7:14A	—	10:20A	—	1:52P	—	—
FONTANA (OPENS NOV. 22)		4:47A	5:45A	6:13A	6:53A	7:18A	—	10:25A	—	1:57P	—	—
RANCHO CUCAMONGA		—	—	—	—	—	—	—	—	—	—	—
UPLAND		4:59A	5:57A	6:25A	7:05A	7:30A	—	10:37A	—	2:09P	—	—
MONTCLAIR		5:04A	6:02A	6:30A	7:10A	7:35A	7:58A	10:42A	11:30A	2:14P	4:19P	7:20P
CLAREMONT		5:07A	6:05A	6:33A	7:13A	7:38A	8:01A	10:45A	11:33A	2:17P	4:22P	7:23P
POMONA		5:10A	6:08A	6:36A	7:16A	7:41A	8:04A	10:48A	11:36A	2:20P	4:25P	7:26P
COVINA		5:20A	6:18A	6:46A	7:26A	7:51A	8:14A	10:58A	11:46A	2:30P	4:35P	—
BALDWIN PARK		5:25A	6:23A	6:51A	7:31A	7:56A	8:19A	11:03A	11:51A	2:35P	4:40P	7:42P
EL MONTE		5:33A	6:31A	6:59A	7:39A	8:04A	8:27A	11:11A	11:59A	2:43P	4:52P	7:50P
CAL STATE L.A.		—	—	—	—	—	—	—	—	—	—	—
L.A. UNION STATION		5:54A	6:52A	7:20A	8:00A	8:25A	8:49A	11:33A	12:20P	3:05P	5:15P	8:12P

CONNECT WITH:

M METRO RED LINE		TRANSFER FREE WITH METROLINK TICKET				
TRAIN NUMBERS	READ DOWN	201	901	203	903	905
L.A. UNION STATION		6:26A	7:00A	7:43A	8:10A	8:40A
GLENDALE		6:40A	7:13A	7:57A	8:23A	8:53A
BURBANK		6:47A	7:23A	8:04A	8:33A	9:03A

11/01/93

L: REGULAR STOP TO DISCHARGE OR PICK UP PASSENGERS. TRAIN MAY DEPART AHEAD OF SCHEDULE.

SAN BERNARDINO LINE FROM LOS ANGELES, GLENDALE, BURBANK MONDAY THROUGH FRIDAY

TRAIN NUMBERS	READ DOWN	FLEX										
		106	108	208	900	902	210	212				
BURBANK		—	8:12A	—	11:41A	2:54P	—	4:47P	5:01P	5:51P	—	8:07P
GLENDALE		—	8:19A	—	11:48A	3:01P	—	4:54P	5:08P	5:58P	—	8:14P
L.A. UNION STATION		—	8:33A	—	12:04P	3:15P	—	5:10P	5:24P	6:14P	—	8:30P
CONNECT WITH:												
TRAIN NUMBERS	READ DOWN	300	302	304	306	308	310	312	314	316	318	320
M METRO RED LINE		TRANSFER FREE WITH METROLINK TICKET										
L.A. UNION STATION		6:05A	9:00A	10:23A	12:33P	3:25P	4:35P	5:23P	5:45P	6:20P	7:06P	8:36P
CAL STATE L.A.		—	—	—	—	—	—	—	—	—	—	—
EL MONTE		6:25A	9:18A	10:41A	12:51P	3:43P	4:53P	5:41P	6:03P	6:38P	7:24P	8:54P
BALDWIN PARK		6:38A	9:27A	10:50A	1:00P	3:51P	5:01P	5:49P	6:11P	6:46P	7:32P	9:02P
COVINA		—	9:32A	—	1:05P	3:56P	5:06P	5:54P	6:16P	6:51P	7:37P	9:07P
POMONA		6:57A	9:42A	11:07A	1:15P	4:06P	5:16P	6:04P	6:26P	7:01P	7:47P	9:17P
CLAREMONT		7:01A	9:45A	11:10A	1:18P	4:09P	5:19P	6:07P	6:29P	7:04P	7:50P	9:20P
MONTCLAIR		—	9:48A	11:15A	1:21P	4:14P	5:22P	6:10P	6:32P	7:09P	7:53P	9:23P
UPLAND		—	9:53A	—	1:26P	—	5:27P	6:15P	6:37P	—	7:58P	9:28P
RANCHO CUCAMONGA		—	—	—	—	—	—	—	—	—	—	—
FONTANA (OPENS NOV. 22)		—	10:05A	—	1:38P	—	5:38P	6:26P	6:48P	—	8:09P	9:39P
RIALTO		—	10:12A	—	1:45P	—	5:43P	6:31P	6:53P	—	8:14P	9:44P
SAN BERNARDINO		—	—	—	—	—	5:55P	6:43P	7:05P	—	—	—

11/01/93

FLEX

New timetable effective November 1.

SANTA CLARITA AND VENTURA COUNTY LINES TO LOS ANGELES MONDAY THROUGH FRIDAY

TRAIN NUMBERS	READ DOWN	FLEX														FLEX		
		200	100	102	202	104	204	106	206	108	208	110	900	902	210	212	774	784
MOORPARK		—	5:15A	5:55A	—	6:46A	—	7:25A	—	—	—	2:50P	—	—	—	—	8:56A	4:21P
SIMI VALLEY		—	5:28A	6:08A	—	6:59A	—	7:38A	—	—	—	3:03P	—	—	—	—	9:11A	4:36P
CHATSWORTH		—	5:41A	6:21A	—	7:12A	—	7:51A	—	11:20A	—	3:16P	—	—	—	—	9:26A	4:52P
VAN NUYS		—	5:52A	6:32A	—	7:23A	—	8:02A	—	11:31A	—	3:27P	—	—	—	—	9:38A	5:12P
SANTA CLARITA		5:22A	—	—	6:22A	—	7:33A	—	8:55A	—	2:22P	—	—	—	5:19P	7:35P	—	—
SYLMAR/SAN FERNANDO		—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
BURBANK		5:54A	6:02A	6:42A	6:54A	7:33A	8:05A	8:12A	9:27A	11:41A	2:54P	3:37P	4:47P	5:01P	5:51P	8:07P	—	—
GLENDALE		6:01A	6:09A	6:49A	7:01A	7:40A	8:12A	8:19A	9:34A	11:48A	3:01P	3:44P	4:54P	5:08P	5:58P	8:14P	9:56A	5:30P
L.A. UNION STATION		6:15A	6:23A	7:03A	7:15A	7:54A	8:26A	8:33A	9:48A	12:04P	3:15P	4:00P	5:10P	5:24P	6:14P	8:30P	10:25A	6:00P
METRO RED LINE		TRANSFER FREE WITH METROLINK TICKET																

11/01/93

900 CONNECTS TO SAN BERNARDINO 312
902 CONNECTS TO SAN BERNARDINO 314

METROLINK TICKETS NOT VALID ON AMTRAK
AMTRAK SCHEDULE SUBJECT TO CHANGE.

SANTA CLARITA AND VENTURA COUNTY LINES FROM LOS ANGELES MONDAY THROUGH FRIDAY

TRAIN NUMBERS	READ DOWN	FLEX														FLEX			
		201	901	203	903	905	101	103	205	207	105	107	209	109	111	211	213	773	783
METRO RED LINE		TRANSFER FREE WITH METROLINK TICKET																	
L.A. UNION STATION		6:26A	7:00A	7:43A	8:10A	8:40A	10:20A	1:05P	1:15P	4:15P	4:25P	5:00P	5:32P	5:40P	6:23P	6:31P	8:40P	9:40A	8:05P
GLENDALE		6:40A	7:13A	7:57A	8:23A	8:53A	10:33A	1:18P	1:29P	4:28P	4:38P	5:13P	5:45P	5:53P	6:36P	6:44P	8:53P	9:57A	8:22P
BURBANK		6:47A	7:23A	8:04A	8:33A	9:03A	10:40A	1:25P	1:36P	4:35P	4:45P	5:20P	5:52P	6:00P	6:43P	6:51P	9:00P	—	—
SYLMAR/SAN FERNANDO		—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
SANTA CLARITA		7:26A	—	8:40A	—	—	—	—	2:12P	5:09P	—	—	6:26P	—	—	7:25P	9:34P	—	—
VAN NUYS		—	—	—	—	—	10:50A	1:35P	—	—	4:55P	5:30P	—	6:10P	6:53P	—	—	10:14A	8:39P
CHATSWORTH		—	—	—	—	—	11:04A	1:46P	—	—	5:06P	5:41P	—	6:21P	7:04P	—	—	10:27A	8:52P
SIMI VALLEY		—	—	—	—	—	—	1:58P	—	—	5:18P	5:53P	—	6:33P	7:16P	—	—	10:40A	9:05P
MOORPARK		—	—	—	—	—	—	2:17P	—	—	5:36P	6:11P	—	6:51P	7:34P	—	—	10:54A	9:19P

11/01/93

SAN BERNARDINO 303 CONNECTS TO 901
RIVERSIDE 405 CONNECTS TO 905

METROLINK TICKETS NOT VALID ON AMTRAK
AMTRAK SCHEDULE SUBJECT TO CHANGE.

L: REGULAR STOP TO DISCHARGE OR PICK UP PASSENGERS. TRAIN MAY DEPART AHEAD OF SCHEDULE.



OCTOBER 29, 1993

CONTACT: BILL HEARD/JIM SMART
MTA NEWS BUREAU
(213) 972-4400/244-7443
FOR IMMEDIATE RELEASE

SHOWER OF SPARKS JOINS EAST-WEST RAILS TO MARK METRO GREEN LINE MILESTONE

A volcano of sparks from a welding mold marked the symbolic joining, Friday, of east and west rails of the Metro Green Line -- a significant step toward completion of Los Angeles' newest rail system.

The 20-mile-long light rail line, scheduled to open in May, 1995, occupies the median of the Glenn Anderson Freeway (I-105) from Norwalk to El Segundo. Passengers will board Green Line trains at 14 stations conveniently sited in residential, business and industrial locations.

"With completion of the Green Line, Los Angeles will have its first truly integrated transportation corridor," said Robert Kruse, chairman of the Rail Construction Corporation (RCC), the construction subsidiary of the MTA. "Commuters will have the choice of the freeway, carpool lanes, commuter bus or rail service."

The Green Line intersects four major freeways -- the San Gabriel River (I-605), Long Beach (I-710), Harbor (I-110), San Diego (I-405) -- and the Metro Blue Line. Free park and ride lots are situated at 12 of the 14 stations.

Passengers using the Green Line will have direct access to Los Angeles International Airport terminals via ground transportation from the Aviation Station. Future plans call for linking the line with a "people mover" circulating in the airport area.

"Work on the track system is more than 95 percent complete," said Edward McSpedon, RCC chief executive officer. "Overall, the Metro Green Line project is more than 70 percent completed.

"We are confident that the MTA's growing rail network will be an economic stimulus to Los Angeles County," McSpedon said. "The Green Line, for example, can play a significant role in the revitalization of the El Segundo industrial area."

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Eastrels.Rls.
BH:rp.10.29.93



October 29, 1993

CONTACT: ROBERTA TINAJERO/JIM SMART
MTA NEWS BUREAU
(213) 244-6565/ 244-7443
FOR IMMEDIATE RELEASE

**ARTIST SANDRA ROWE TO PRESENT HER WORK
AT SAN PEDRO STATION**

On Thursday morning, commuters at the Metro Blue Line's busy San Pedro station will be greeted by Sandra Rowe, who will be creating "Hope, Dream/Path, Focus, Belief," one of a series of artworks that soon will grace all 22 stations on the Blue Line.

Artist Rowe will be at the station platform on Thursday, November 4 from 7:00 to 9:00 a.m. and from 4:00 to 6:00 p.m. to discuss her project with the station's many daily patrons. Staff from MTA's Art for Rail Transit program also will be available to answer questions. Installation of the artwork is scheduled for the week of November 8.

San Pedro station is located on Washington Boulevard, at San Pedro Street in downtown Los Angeles.

Rowe's installation at San Pedro station will employ a variety of elements that present the struggle to succeed experienced by the many immigrant groups that live in the neighborhood.

One part of the work, "Hope Dreams," will present a series of stainless steel profile-portraits of community members, mounted above the benches on the platform, while another, "Path, Focus, Belief," will present symbols of their aspirations. A third element of the work, consisting of etched bronze cladding of the station columns, will use drawings by children from nearby San Pedro Elementary School to document both the cultural heritage and the hopes for the future of the present community around the station.

For information about the ART program, call (213) 244-6408.

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NEWS

NOVEMBER 8, 1993

CONTACT: ANTHONY GRENO/JIM SMART
MTA NEWS BUREAU
(213) 972-4685/ 244-7443
FOR IMMEDIATE RELEASE

MTA ANNOUNCES DISTRIBUTION OF FREE BUS FLASH CARDS TO ENABLE BLIND PATRONS TO SIGNAL LINE NUMBERS

To better serve blind patrons at bus stops, the MTA has started free distribution of cards bearing line numbers that can be held out as a signal to bus operators.

The bus flash cards, three inches high by six inches long, are laminated with a plastic coating and have an MTA bus line or route number printed in large headline-size type on one side.

When standing at a bus stop served by more than one line, the bus patron holds the card up to notify the bus operator of the line being sought. Drivers are instructed to call out their line numbers when the bus arrives at a stop.

"This is a program that is going system-wide throughout Los Angeles County," said MTA Chairman Richard Alatorre. "The cards were developed by a bus operator at virtually no cost to the agency. This is an excellent example of resourcefulness in the operations component of the MTA."

Application forms to obtain bus flash cards for individual lines can be obtained through the Braille Institute on Vermont Avenue in Los Angeles, or through any of the 10 MTA Customer Service Centers in the Los Angeles area.

Once filled out with name, address and the bus line numbers needed on bus flash cards, the forms should be sent to MTA Customer Relations, 425 S. Main St., Los Angeles, CA 90013-1393. Cards also can be ordered by calling 1-800-464-2111.

"Bus flash cards are now available for each of the nearly 250 MTA bus lines or routes," said Franklin White, MTA chief executive officer. "This program is part of MTA's compliance with the Americans with Disabilities Act, an area in which Los Angeles has always led the vanguard in the United States."

(MORE)



Patrons may order a maximum of eight individual route numbers.

Each bus flash card has a diagonal cut on the top right corner. By holding the card in the right hand, with the forefinger on the diagonal cut, the user can be sure the card is face out, to side up.

"All bus operators have been instructed to call out their line numbers upon arrival at the first position of the bus stop," said Arthur T. Leahy, MTA executive officer for operations. "In most cases our operators already know who their blind patrons are, and are aware of the stops where blind riders regularly board the bus."

The Braille Institute was a leading participant in a 30-day pilot test of bus flash cards. "We are pleased to see the bus flash cards program being implemented in Los Angeles," said Robert A. Perrone, Braille Institute associate director of independence programs. "Our experience from the pilot test suggests these flash cards will be beneficial to Southern California residents who are blind."

On an average weekday, 2,800 blind patrons and 48,000 other disabled persons board MTA buses.

The three most frequently traveled MTA lines by blind and other disabled patrons are Line 20, serving Wilshire Boulevard, UCLA and Santa Monica; Line 204, serving Vermont Avenue; and Line 4, serving Santa Monica Boulevard.

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WHERE TO FIND APPLICATION FORMS FOR MTA BUS FLASH CARDS

Braille Institute
741 N. Vermont Ave.
Los Angeles, CA 90029

MTA CUSTOMER SERVICE CENTERS:

Downtown Los Angeles
Arco Plaza, Level C
515 S. Flower St.
7:30 a.m.-3:30 p.m. Mon-Fri

Downtown Los Angeles
MTA Main Office
419 S. Main St.
8 a.m.-4:30 p.m. Mon-Fri

The California Mart
1016 S. Main St.
10 a.m.-6 p.m. Tue-Sat

San Fernando Valley
14435 Sherman Way #107
Van Nuys
10 a.m.-6 p.m. Mon-Fri

South Bay
Del Amo Fashion Center
Torrance
10 a.m.-6 p.m. Tue-Sat

Wilshire District
5301 Wilshire Blvd.
8:30 a.m.-5 p.m. Mon-Fri

(MORE)

MTA CUSTOMER SERVICE CENTERS (cont'd)

Hollywood

6249 Hollywood Blvd.

10 a.m.-6 p.m. Mon-Fri

San Gabriel Valley

MTA El Monte Station

3501 Santa Anita Ave.

5:30 a.m.-9 p.m. Mon-Fri

Baldwin Hills/Crenshaw

3650 Martin Luther King Blvd.

Los Angeles

10 a.m.-6 p.m. Tue-Sat

East Los Angeles

4501-B Whittier Blvd.

10 a.m.-6 p.m. Tue-Sat





NOVEMBER 12, 1993

Contact: BILL HEARD/JIM SMART
MTA NEWS BUREAU
(213) 244-7150, 244-7443
FOR IMMEDIATE RELEASE

**MTA HIRES NEWPORT BEACH FIRM TO REVIEW
PARSONS-DILLINGHAM'S RED LINE TUNNEL WORK**

The MTA has retained a Newport Beach, Calif., firm to review the performance of the Parsons-Dillingham Corp. as construction managers of the 10,312-foot Metro Red Line Segment 1 twin-tube tunnel project, MTA Chief Executive Officer Franklin E. White has announced.

Barba-Arkhn International Inc. will evaluate the services provided to the MTA by Parsons-Dillingham from November, 1988, to November, 1990, when the subway tunnel between Union Station and Pershing Square was under construction. Barba-Arkhn's work is scheduled to be completed in December.

A separate, three-member panel of tunnel construction experts, was announced in September by MTA Chairman and Los Angeles City Councilman Richard Alatorre and White. The panel is reviewing construction work and assessing the structural integrity of the same stretch of tunnel.

"The selection of this firm completes the commitment made to conduct a full and complete review of the tunnel construction work on this portion of Segment 1," White said. "The first element was to determine the status of the integrity of the tunnel, and that is the charge of the panel; the second element was to review the work of the construction management firm. That will be the effort assigned to Barba-Arkhn."

(MORE)



PAGE 2 -- Barba

"As Chairman of the MTA, I believe that the CEO and I must get answers that will assure the MTA Board and the public regarding the performance of the construction management firm during the construction of this segment of the project, and Barba-Arkhn should provide them," Alatorre said.

Barba-Arkhn's audit will focus on the adequacy of Parsons-Dillingham's supervision of contractor performance, including quality control, quality assurance procedures and testing. The firm will review daily inspection reporting, change order control, staffing levels and personnel experience, contractor invoice control and procurement practices.

The contract compliance audit team will be headed by Evans M. Barba, nationally recognized in program management, claims litigation and disputes resolution, and Thomas C. Caruso, an attorney and engineer with more than 15 years' experience in design, construction and management of major capital construction projects.

Key audit managers are Dr. Robert W. Myers, a nationally recognized expert in engineering and tunnel construction; Richard D. Bull, an experienced project manager, design and construction engineer; and John C. Livengood, an attorney and architect, who is expert in construction contracts and litigation.

"We were particularly impressed with Barba-Arkhn's background in construction claims and claims litigation," said White. "We believe the firm will provide a fair and thorough assessment of the performance of the construction management firm."

Barba-Arkhn's previous construction audit clients include the Sands Hotel and Casino in Atlantic City, N.J.; Sandia National Laboratories of Livermore, Calif.; New York City Transit Authority; the English Channel Eurotunnel project; and ARMCO Steel.

The firm has informed the MTA that it has not done any work in connection with the MTA's Red Line project, nor has it worked in partnership with the Engineering Management Consultants or Parsons-Brinckerhoff, Parsons-Dillingham, or Tutor-Saliba.

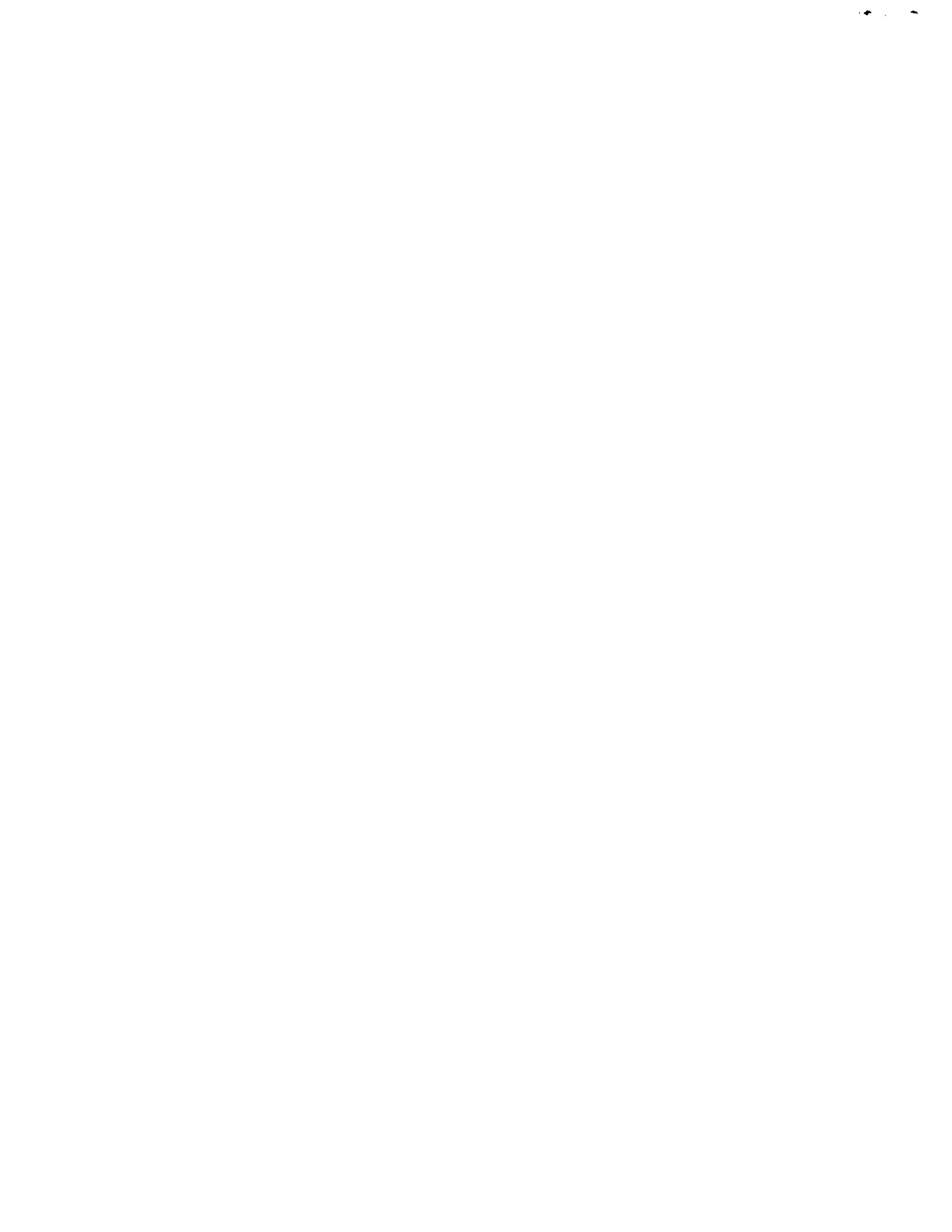
Barba-Arkhn's report will be submitted in approximately six to eight weeks to the MTA. The firm estimates fees and expenses of approximately \$75,000.

(MORE)

Page 3 -- Barba

In noting the selection of Barba-Arkhn, Alatorre said: "It is imperative that we review the work of the construction management firm to learn from the past as we continue work on present projects and plan for the future."

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NOVEMBER 16, 1993

CONTACT: CLARA POTES-FELLOW/JIM SMART
MTA NEWS BUREAU
(213)244-6566/6792
FOR IMMEDIATE RELEASE

**METROLINK PASS VALID FOR CONNECTIONS
TO NORTHERN METRO BLUE LINE STATIONS**

MetroLink passengers are now able to transfer for free to the Metro Blue Line and travel through to the Metro Center, Pico, Grand and San Pedro stations.

"The MTA and SCRRA have made this arrangement to facilitate the completion of downtown trips to MetroLink passengers at no extra cost to them," said Franklin White, MTA chief executive officer.

MetroLink passengers already have free access to 4 miles and five stations of the Red Line. With this new transfer privilege 3 miles and four stations of the Blue Line are added.

This new transfer privilege was created in response to a request made by the Los Angeles Trade-Technical College. The college, located across the street from the Grand Avenue Metro Blue Line station, serves hundreds of students who commute daily on MetroLink.

"MetroLink tickets or passes are not valid for travel south of the San Pedro Station," MTA authorities noted.

Under the agreement, made by the MTA and the Southern California Regional Rail Authority, the MTA will obtain a 25-cent reimbursement from MetroLink for each Blue Line boarding using MetroLink tickets.

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sanpedro.rls
CPF:sb:11.16.93



**MTA Lines Honoring
Metrolink Fare Media**

20	70	152	243	420
	71	158	245	434
33	76			439
38	78	163	267	442
	79	167	268	443
40		169		444
42	90			446
	91	180	320	447
55	92	181	333	483
	93	183	378	484
60	94		379	485
68				487
				489
				490
				491
				560

Metro Red Line

**Metro Blue Line (MetroCenter, Grand, Pico,
and San Pedro Stations only.)**

Effective November 1, 1993

Dated: 11-16-93

Los Angeles County Metropolitan Transportation Authority EAST

TO: NAME CLARA POTES-FELLOW FAX NUMBER 4-6010
 DEPARTMENT COMMUNICATIONS TELEPHONE 4-6566
 COMPANY/AGENCY MTA West
 ADDRESS _____

NUMBER OF PAGES TRANSMITTED (including cover sheet): Two

FROM: NAME BRIAN HYMAN FAX TEL. NO. (213) 972-4773
COUNTY-WIDE PLANNING TELEPHONE 2-4842

Remarks: As requested Reply ASAP Comments

Each of the MTA lines on the attached list honors
MetroLink fare media as payment of the local MTA
(\$1.10) fare. If riders wish to travel along
the freeway portion of the Express routes, they are required
to pay the applicable express increments of 40 cents ea
Any other questions, feel free to call me.

FAXED BY: BPA DATE: 11-16-93
 TIME: 11:45 AM







NOVEMBER 18, 1993

CONTACT: GREG DAVY/JIM SMART
MTA NEWS BUREAU
(213) 244-7048, 244-7443
FOR IMMEDIATE RELEASE

MTA BOARD APPROVES SECOND PHASE OF "STEALTH BUS" PROJECT

The MTA Board of Directors has given the green light to proceed with the second phase of the Advanced Technology Transit Bus (ATTB) program after receiving an additional \$6.25 million from Congress to continue the project.

The Board's unanimous vote sets into motion the design validation phase of what is informally known as the "Stealth Bus" project, a lightweight, low-emission, low-floor transit bus being designed by MTA in conjunction with the Northrop Corporation.

"There is no mistaking the strong signal sent to Southern California by Congress with the approval of these funds," said Los Angeles City Councilman Richard Alatorre, MTA's Board Chairman. "This project is crucial to the future of transportation in Los Angeles County and the economy of Southern California as a whole. I'm pleased that the Board acted swiftly in approving the next phase of the project."

"This is truly an environment-plus-jobs project," said Sen. Barbara Boxer, who persuaded her Senate colleagues to include funding for the project in the Senate Appropriations bill. "This demonstrates that we can move from a defense-based economy to a civilian one. It is a big step toward building a transportation manufacturing industry in California, while enabling transit agencies nationwide to meet the new requirements of the Clean Air Act and the Americans with Disabilities Act."

(MORE)

"I congratulate Northrop and the MTA for their great progress on the ATTB program," said Rep. Jane Harman (D-Los Angeles), who also was instrumental in garnering funding for the project. "The Clinton Administration has recognized the ATTB as a great example of technology transfer."

The first phase of the ATTB project developed a conceptual design for the ATTB which demonstrates the feasibility of developing a transit bus that:

Exceeds all known or anticipated emissions regulations for transit buses.

- Meets all Americans with Disabilities Act (ADA) mandates.
- Has low capital and operating costs.
- Has a curb weight of less than 18,000 pounds, which is 10,000 pounds less than a conventional diesel bus
- Is 40 feet long with 43 seats and capacity for 29 standees.

The project's second phase will involve significant component and system testing to validate the vehicle's design. In the third phase, scheduled for completion in 1995, six ATTB prototypes will be built, then demonstrated in revenue service.

"The ATTB program is shaping up to be one of the most innovative economic stimulus programs this region has seen in years," said Franklin White, MTA's Chief Executive Officer. "If the stealth bus prototypes prove successful in revenue operations, they could set the standard for mass transit bus manufacturing around the world."

President Clinton signed the Department of Transportation bill providing the \$6.25 million in federal funds on Oct. 27. The funds are expected to be available in early 1994. The balance of the \$7.6 million Phase II cost will be paid with Proposition C funds and in-kind contributions of approximately \$563,000.

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NOVEMBER 18, 1993

CONTACT: GREG DAVY/JIM SMART
MTA NEWS BUREAU
(213) 244-7048, 244-7443
FOR IMMEDIATE RELEASE

**UPDATED CONGESTION MANAGEMENT PLAN APPROVED BY MTA BOARD;
ENSURES CONTINUED FLOW OF PROPOSITION 111 GAS TAX FUNDS**

MTA's updated Congestion Management Program (CMP), one of the most ambitious cooperative traffic management plans attempted in the nation, has been approved by MTA's Board of Directors.

The CMP was born out of requirements set forth in Proposition 111, the gas tax initiative sponsored by State Assemblyman Richard Katz, that was approved by California state voters in 1990. To receive their 1993 share of \$80 million in gas tax funds, Los Angeles County and more than 80 cities in it must make serious efforts to mitigate traffic congestion problems they expect in the future.

"No one thought that creating a viable Congestion Management Program would be easy, especially in view of Southern California's current traffic situation," said MTA Chairman Richard Alatorre. "Many other areas across the nation are watching us closely to see if our plan is a success.

"I believe it can be, with the proper level of cooperation."

"Simply put, the plan is designed to head off major traffic congestion problems before they occur," said Franklin White, MTA's Chief Executive Officer. "In a region such as ours that has experienced such explosive growth in recent years, a well thought-out plan such as this is a must to ensure our future mobility."

(MORE)



The area's first CMP was adopted in 1992 by the former Los Angeles County Transportation Commission and implemented by cities and counties last Spring. It consists of the following core elements:

- **Designated Highway System and Level of Service Standard** -- Local jurisdictions and Caltrans annually monitor the level of service on more than 1,000 miles of freeways and other principal arterials to track patterns of traffic usage.
- **Transit Analysis** -- A transit monitoring network is in place to establish standards for frequency and routing of mass transportation services, and provide coordination between transit providers.
- **Transportation Demand Management (TDM)** -- Each jurisdiction must adopt a TDM ordinance, meant to make access to public transit and car-pooling easier at non-residential developments. It also affords transit operators the chance to contribute to the design of new development, to help make it more "transit-friendly."
- **Land Use Analysis** -- CMP guidelines adopted by local jurisdictions help takes into account how new land development will affect regional transportation.
- **Capital Improvement Program** -- A capital improvement program to improve traffic and transit performance is submitted to the state to compete for additional funds.

The updated version of the CMP includes what is formally known as the Countywide Deficiency Plan. The plan introduces a system to help cities address or avoid "deficiencies," or traffic problems, likely to occur in the future.

The system works like this: Every year, L.A. County and its cities establish their own congestion mitigation goals based on growth. The amount of building permits translates into "debits."

(MORE)

A city may then choose from a variety of mitigation measures, such as public transit, mixed-used development, street widening, or car pooling programs. "Credits" are earned for each one put into place.

A jurisdiction continues to receive its share of state gas tax funds if it maintains a positive balance of credits over debits.

"We've appreciated the large number of cities, private sector and environmental groups willing to work with us on the CMP," said MTA's Brad McAllester, who has led development of the program. "The CMP is a major effort toward improving our ability to get to the places we need to go, while ensuring accountability. We hope to improve upon the program each year."

#



NOVEMBER 18, 1993

CONTACT: CLARA POTES-FELLOW/JIM SMART
MTA NEWS BUREAU
(213)244-6566/6792
FOR IMMEDIATE RELEASE

"WALL OF UNFAME" ART PROJECT TO RECOGNIZE EVERYDAY PEOPLE

The first of 850 not so famous people will begin signing their names and cementing their hand and foot prints today in the style of the world renowned Mann's Chinese Theater. The art project is for a Metro Rail station.

Imprinting famous feet and hands, according to Hollywood lore, began when Sid Grauman accidentally stepped into wet concrete while visiting the construction site of what is now the landmark Hollywood Boulevard theater.

Today's cement prints are not accident. As part of the MTA's public art program, Los Angeles artist Erika Rothenberg has designed the *Wall of Unfame* for the Metro Green Line station under construction on the I-105 Freeway at Lakewood Boulevard.

"*The Wall of Unfame* is a celebration of ordinary people who happen to live in a celebrity-crazed world," explained Rothenberg. "I wanted to create a landmark for the area in the tradition of some of Southern California's most interesting spots -- a place people would go out of their way to see," she said.

Residents of Bellflower, Downey and Paramount were recruited this past summer to sign-up for the foot-stomping, hand-slamming project. Rothenberg sought volunteers by schools. She received over 2,000 names of willing subjects, and selected the 850 people by random drawing.

The 26" squared, colored concrete tiles will form the stations gateways and be mounted on station walls. People are meeting at the artist's temporary Downey studio - nicknamed "Casting Central" - during the next two months to cast the cement tiles.

(MORE)



WALL OF UNFAME

Page Two

The project is expected to reflect the area's diverse population. A few family pets have even been invited to make paw prints alongside their masters' imprints. Among those scheduled over the next few weeks include Tripp Cole (a teacher at Paramount H.S.), Melissa Boggs (aged 3 and a resident of Downey), Linda Jew (a member of the Association of Retarded Citizens and a resident of Bellflower), Joseph Cvetko (resident of Bellflower), and Quinette Grey (aged 8 and a member of Paramount Girl Scout Troop #26.).

"There's a tremendous outpouring of community support for this public art project," said Jessica Cusick, MTA's public art director. "Everyone who is participating is thrilled."

A panel of local residents and arts professionals selected Rothenberg to create the public art project for the Lakewood Blvd/I-105 station. Members were Helen Anderson, Jess Arnold, Viki Goto, Norman Horney, Joyce Lawrence, Helen Melton, Cornelius Rylaarsdam, Scott and Faith Temple, John Vincent and Laura Wilson.

The ART program of the Los Angeles County Metropolitan Transportation Authority is funded from one-half of one percent of the Metro construction costs. "The inclusion of art in the design of public spaces creates a more inviting environment for passengers," said Cusick. "The unique landmarks created by the art program contribute to a sense of community pride."

Construction of the Metro Green Line is about 70% complete. The 20-mile light rail system will open in 1995.

#



METROLINK NEWS

NOVEMBER 22, 1993

CONTACT: PETER HIDALGO/BRENDAN SHEPHERD
METROLINK MEDIA RELATIONS
(213) 244-6142/244-7173

FOR IMMEDIATE RELEASE:

THANKSGIVING HOLIDAY TRAFFIC HEADACHE? RIDE METROLINK

LOS ANGELES - To some, Thanksgiving means football and turkey. But to most it means traffic. Area freeways traditionally are jammed with holiday drivers.

Many businesses allow employees to leave early the day before Thanksgiving, Wed., Nov. 24. Avoid the holiday traffic headache by riding a Metrolink commuter train. To accommodate early departing passengers, Metrolink will be operating regularly scheduled midday FlexTrains which depart Los Angeles on each route between 12:33 p.m. and 1:15 p.m.

On the San Bernardino Line, train number 306 departs Los Angeles at 12:33 p.m. and arrives in El Monte at 12:51 p.m., Baldwin Park at 1 p.m., Covina at 1:05 p.m., Pomona at 1:15 p.m., Claremont at 1:18 p.m., Montclair at 1:21 p.m., Upland at 1:26 p.m., Fontana at 1:38 p.m., and Rialto at 1:45 p.m.

The Riverside Line train number 400 departs Los Angeles at 1:03 p.m., and arrives at Industry at 1:37 p.m., East Ontario at 1:56 p.m., Pedley at 2:05 p.m. and Riverside-Downtown at 2:19 p.m.

(MORE)



THANKSGIVING HOLIDAY TRAFFIC HEADACHE? RIDE METROLINK

November 22, 1993

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The Ventura County Line train number 103 departs Los Angeles at 1:05 p.m. and arrives at Glendale 1:18 p.m., Burbank 1:25 p.m., Van Nuys at 1:35 p.m., Chatsworth at 1:46 p.m., Simi Valley at 1:58 p.m. and Moorpark at 2:17 p.m.

On the Santa Clarita Line, train number 205 departs Los Angeles at 1:15 p.m. and arrives in Glendale at 1:29 p.m., Burbank at 1:36 p.m. and Santa Clarita at 2:12 p.m.

One-way tickets on the midday FlexTrains are 25 percent off the regular fare. Monthly pass and 10-trip ticket users may use their passes on the midday FlexTrains as they would on the rush-hour trains.

No Service Thanksgiving Day

"Metrolink will not operate on Thanksgiving Day so our train Conductors and Engineers can be at home with their families," said David Solow, deputy executive director.

Trains will resume regularly scheduled revenue service the day after Thanksgiving, Fri., Nov. 26.

For information on station locations, train times, fares, including accessible transit connections call (800) 371-LINK, for hearing impaired (800) 698-4TDD.

#



NOVEMBER 23, 1993

CONTACT: PETER HIDALGO/FRANCISCO OAXACA
METROLINK MEDIA RELATIONS
(213) 244-6142/244-6989

FOR IMMEDIATE RELEASE:

METROLINK CREATES JOBS FOR LOCAL RESIDENTS Residents help beautify rail yard

LOS ANGELES, Metrolink has created several full-time jobs for neighborhood residents adjacent to Metrolink's Central Maintenance Facility north of downtown Los Angeles. A community planning partnership was formed with Cypress Park residents, representatives from Metrolink, the Metropolitan Transportation Authority and Councilman Mike Hernandez's office. The objective of the partnership is to stimulate job training opportunities in a targeted geographic location.

"Nine Cypress Park residents have been working along San Fernando Rd. on building and installing three-quarters of a mile of wrought iron fencing, installation of an irrigation system, and landscaping with shrubs and trees," said Mike Hernandez, City of Los Angeles Councilman. "Five residents have been working on the fencing project, while four have been employed in landscape installation."

The Central Maintenance Facility is built on 29 acres of the 270-acre Southern Pacific Taylor Railroad Yard. The facility is the home of a 61 long-distance commuter train fleet

(MORE)



METROLINK CREATES JOBS FOR LOCAL RESIDENTS

Residents help beautify rail yard

November 23, 1993

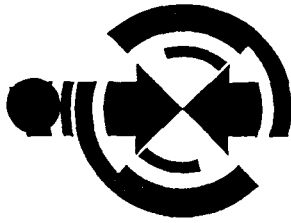
Page 2

where maintenance, fueling and cleaning is done before their trips to the outlying communities on four routes.

"The \$450,000 project is funded by the five-county transportation agencies that form Metrolink, using state rail bonds earmarked for construction projects," said Richard Stanger, Metrolink executive director. "Construction began in September and will conclude by the end of the month."

Metrolink commuter train service began operations on Oct. 26, 1992 and today is the largest commuter train service in the region. An average of 9,200 passengers ride Metrolink to and from work on four routes; Moorpark (Ventura County), Santa Clarita, Riverside and San Bernardino to downtown Los Angeles.

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METROLINK NEWS

DECEMBER 1, 1993

CONTACT: PETER HIDALGO/BRENDAN SHEPHERD
METROLINK MEDIA RELATIONS
(213) 244-6142/244-7173

FOR IMMEDIATE RELEASE:

METROLINK TO RUN SATURDAY HOLIDAY TRAINS

LOS ANGELES, - Metrolink will run special Saturday holiday trains on Dec. 11 at a reduced fare, offering area residents a ride on the new commuter train system.

The Ventura County and San Bernardino lines will have two departures from stations along the route to Los Angeles in the morning and one return train late in the afternoon.

The trains will stop at all stations on each route.

"We have seen that drive alone commuters will not consider changing their behavior until they have seen the train, sat in a seat and gone for a ride," said Larry Walker, Metrolink board chair and San Bernardino County supervisor. "The holiday trains to Los Angeles give families and potential commuters an opportunity to try the train in a relaxed and fun atmosphere."

Passengers will be charged a special one-way FlexTrain fare which will be good for round-trip travel. Tickets can be purchased from any ticket vending machine at any participating station along the route on that day only. Children five and under ride free with an adult. Tickets prices are:

(MORE)



METROLINK TO RUN SATURDAY HOLIDAY TRAINS

December 1, 1993

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Ventura County Line to Los Angeles	Adult	Youth (6-18) and Elderly/Disabled
Moorpark	\$4.75	\$3.25
Simi Valley, Chatsworth	4.00	2.75
Van Nuys	3.25	2.25
Burbank, Glendale	2.50	1.75

San Bernardino Line to Los Angeles		
Rialto, Fontana	\$5.50	3.75
Upland, Montclair, Claremont, Pomona	4.00	2.75
Covina, Baldwin Park, El Monte	3.25	2.25

Monthly pass and 10-trip ticket holders may use their passes on the holiday trains as they would the regular commuter trains.

"If passengers ride all the way to Los Angeles they can get around by taking transit connections to Exposition Park, the Children's Museum, Chinatown, Olvera Street, garment and jewelry districts," said Richard Stanger, Metrolink executive director. "It's a great opportunity to take the family on a mini-vacation and not spend much money."

Once in downtown, a quarter buys a ride on the new Metro Red Line subway or the DASH shuttle. Plus a variety of MTA busses are available once passengers arrive at Union Station for \$1.10.

For more information on station locations, train times, including accessible transit connections, call (800) 371-LINK, for hearing impaired (800) 698-4TDD.

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EDITOR'S NOTE: Metrolink Holiday Train Schedule attached.

**METROLINK HOLIDAY TRAIN SCHEDULE
SATURDAY, DECEMBER 11, 1993**

VENTURA COUNTY LINE (MOORPARK) TO LOS ANGELES

<u>Station</u>	<u>Train 1</u>	<u>Train 2</u>
Moorpark	8:35 a.m.	11:35 a.m.
Simi Valley	8:48 a.m.	11:48 a.m.
Chatsworth	9:01 a.m.	12:01 p.m.
Van Nuys	9:12 a.m.	12:12 p.m.
Burbank	9:22 a.m.	12:22 p.m.
Glendale	9:29 a.m.	12:29 p.m.
Los Angeles	9:50 a.m.	12:50 p.m.

VENTURA COUNTY LINE FROM LOS ANGELES

Los Angeles	5:25 p.m.
Glendale	5:38 p.m.
Burbank	5:45 p.m.
Van Nuys	5:55 p.m.
Chatsworth	6:06 p.m.
Simi Valley	6:18 p.m.
Moorpark	6:40 p.m.

SAN BERNARDINO LINE (RIALTO) TO LOS ANGELES

<u>Station</u>	<u>Train 1</u>	<u>Train 2</u>
Rialto	8:00 a.m.	11:20 a.m.
Fontana	8:06 a.m.	11:26 a.m.
Upland	8:18 a.m.	11:38 a.m.
Montclair	8:23 a.m.	11:43 a.m.
Claremont	8:27 a.m.	11:47 a.m.
Pomona	8:31 a.m.	11:51 a.m.
Covina	8:41 a.m.	12:01 p.m.
Baldwin Park	8:46 a.m.	12:06 p.m.
El Monte	8:54 a.m.	12:14 p.m.
Los Angeles	9:20 a.m.	12:40 p.m.

SAN BERNARDINO LINE FROM LOS ANGELES

Los Angeles	5:20 p.m.
El Monte	5:40 p.m.
Baldwin Park	5:53 p.m.
Covina	5:58 p.m.
Pomona	6:03 p.m.
Claremont	6:07 p.m.
Montclair	6:11 p.m.
Upland	6:16 p.m.
Fontana	6:28 p.m.
Rialto	6:40 p.m.



METROLINK NEWS

DECEMBER 2, 1993

CONTACT: PETER HIDALGO/BRENDAN SHEPHERD
METROLINK MEDIA RELATIONS
(213) 244-6142/244-7173

FOR IMMEDIATE RELEASE:

**DECEMBER & JANUARY HIGHEST VEHICLE-TRAIN CRASH MONTHS
METROLINK CAUTIONS MOTORISTS TO "LOOK, LISTEN AND LIVE"**

LOS ANGELES, -- Metrolink and the national rail safety agency Operation Lifesaver, Inc., are encouraging motorists to exercise extreme caution at railroad crossings this holiday season as December and January consistently return the highest number of vehicle-train crashes each year.

A motorist recently died in the city of Industry when he drove through a lowered crossing gate at an intersection and was struck by an approaching Metrolink train.

This surge in vehicle-train accidents deviates from other types of serious highway collisions which occur most frequently during the summer months, according to the National Highway Traffic Safety Administration (NHTSA).

"The increase in vehicle-train crash frequency during these months may be attributed to decreased daylight hours, holiday traffic, increased drunk driving offenses and weather conditions -- it's hard to attribute to one factor," said Richard Stanger, Metrolink executive director.

(MORE)



**DECEMBER & JANUARY HIGHEST VEHICLE-TRAIN CRASH MONTHS
METROLINK CAUTIONS MOTORISTS TO "LOOK, LISTEN AND LIVE"**

December 2, 1993

Page 2

Approximately every 90 minutes a vehicle and train collide somewhere in the United States. Last year there were 579 people killed and 1,975 injured in 4,910 highway-rail grade crossing crashes, according to the Federal Railroad Administration.

"Motor vehicle-train crashes are notably different than vehicle-vehicle crashes in that they are 30 times more likely to result in a fatality," said Thomas Simpson, president of Operation Lifesaver, Inc., a non-profit, public education program dedicated to reducing crashes, injuries and fatalities at highway-rail grade crossings.

Metrolink urges all motorists to follow these safety tips to prevent crashes at railroad-highway grade crossings:

- Never attempt to beat an approaching train through the crossing. Even if you tie, YOU lose.
- Expect a train on any track at any time.
- Be aware that trains cannot stop quickly. The locomotive engineer may see you, but it can take a Metrolink train up to one mile to stop once the brakes are applied.
- Never drive around lowered crossing gates. Driving through a crossing when the gates are activated is both illegal and deadly.
- Get out of your vehicle if it stalls on a crossing and call 911. Only attempt to restart your vehicle if you are able to post lookouts to watch for approaching trains.

(MORE)

**DECEMBER & JANUARY HIGHEST VEHICLE-TRAIN CRASH MONTHS
METROLINK CAUTIONS MOTORISTS TO "LOOK, LISTEN AND LIVE"**

December 2, 1993

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- Do not get trapped on a crossing. Only proceed through a crossing if you are sure you can clear the entire track area.
- Look for a second train when crossing multiple tracks.

This winter, and always, remember four simple words when approaching railroad crossings: Look, Listen and Live.

For more information about Operation Lifesaver, call (800) 537-6224.

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DECEMBER 3, 1993

CONTACT: BILL HEARD/JIM SMART
MTA NEWS BUREAU
(213) 244-7047/244-6347
FOR IMMEDIATE RELEASE

**RED LINE CONSTRUCTION WORKERS TO BEGIN RESTORATION WORK;
WILSHIRE BOULEVARD WILL BE CLOSED TO WEEKEND TRAFFIC**

A three-block stretch of Wilshire Boulevard will be closed to traffic for a three-day period beginning at 8 p.m., Friday, to permit MTA Red Line construction workers to begin removal of the temporary wood decking, the first step of major street restoration. Wilshire Boulevard between Serrano Avenue and Manhattan Place should be reopened to normal traffic flow by 3 p.m., Monday, Dec. 6.

During the weekend, crews will remove sections from the eastern end of the temporary wooden decking built over the Metro Red Line Wilshire/Western Station construction site. The decking will be replaced with four lanes of paved roadway and restriped for traffic.

If restoration work proceeds as planned, no further closings will be necessary for Wilshire Boulevard in December. Removal of the wood decking would resume after the holidays for a maximum of three weekends and should be completed by mid-January, 1994.

Although detailed contractor plans call for reopening Wilshire Boulevard by 3 p.m., Monday, the MTA has permission from the Los Angeles Department of Transportation to keep the street closed until 6 a.m., Tuesday, Dec. 7, should unanticipated problems arise.

"We're confident the work can be completed by Monday afternoon," said Joel Sandberg, Red Line Segment 2 project manager. "We're anxious to reopen the street as soon as possible to accommodate local merchants and the public."

Restoration work previously scheduled for November was delayed until this month to avoid conflicts with local commercial activities and theater events. Merchants, property owners and tenants in the area were notified just before Thanksgiving that the three-block section of Wilshire would be closed this weekend.

(MORE)



WILSHIRE BOULEVARD WILL BE CLOSED

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"By scheduling this necessary work during the weekend we expect to minimize the impact on merchants, traffic and the public," said Edward McSpedon, the MTA's executive officer, construction, and president of the Rail Construction Corporation (RCC). "We will continue to provide assistance to those affected by our construction work."

All remaining major construction work on the Red Line station will be done underground, although some construction machines and trucks will be seen on the street. Remaining restoration work, including paving Wilshire Boulevard to its full six-lane width and installing curbing, will be completed by early spring.

During the street closure, east-bound traffic will be diverted off Wilshire Boulevard onto Manhattan Place, then onto 6th Street as far as Hobart Boulevard, where it will be routed back to Wilshire. West-bound Wilshire Boulevard traffic will be diverted onto Hobart Boulevard, then onto 6th Street as far as St. Andrews Place, where it will be routed back to Wilshire.

MTA buses on Lines 20, 21, 22, 320 and 322 will follow the Hobart Boulevard/6th Street/Manhattan Place route westbound, and the St. Andrews Place/7th Street/Hobart Avenue route eastbound. Buses will board and discharge passengers at intersections along these routes.

North- and south-bound traffic along Western Avenue, Manhattan Place and St. Andrews Place will not be affected. Serrano Avenue and Oxford Avenue will be closed to through traffic at Wilshire, but parking facilities will be accessible.

All parking lots in the area will continue to be available, and all sidewalks will remain open. Some street parking will be eliminated along detour routes to maintain traffic flow.

The MTA's information office at 3774 Wilshire Blvd. will be open to the public Saturday, Sunday and Monday. Project staff will be available to answer questions about the restoration work. The Metro Information Office phone number is 213-487-9053.

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DECEMBER 9, 1993

CONTACT: BILL HEARD/JIM SMART
MTA NEWS BUREAU
(213) 244-7047/244-6347
FOR IMMEDIATE RELEASE

**WILSHIRE BOULEVARD WILL BE CLOSED THIS WEEKEND
AS STREET RESTORATION CONTINUES NEAR WESTERN AVENUE**

Wilshire Boulevard between Serrano Avenue and Manhattan Place will be closed to vehicular traffic this weekend, beginning at 7 p.m., Friday, December 10, to remove the temporary wood decking covering the Wilshire/Western Red Line station construction site and to continue restoration of the street. Wilshire Boulevard is scheduled to be reopened to traffic at 7 a.m., Monday, December 13.

West-bound traffic will be detoured north at Serrano Avenue onto 6th Street. East-bound traffic will be detoured north at Manhattan Place onto 6th Street. Only local traffic will be allowed on Oxford Street, which will be closed at Wilshire Boulevard until 6 a.m., Thursday, December 16.

During the weekend, construction workers will remove beams, bracing ramps and raised timber decking from the Oxford Street intersection west to about midway in the 3700 block of Wilshire Boulevard. The street will be restored to its original height and the four center lanes will be repaved and restriped.

Parking lots accessed from north- and south-bound streets in the area will remain open to patrons. Sidewalks in the construction area will be open and safety flaggers will be stationed where necessary to assist pedestrians.

MTA buses on Lines 20, 21, 22, 320 and 322 will follow the Serrano Avenue/6th Street/Manhattan Place route westbound, and the St. Andrews Place/7th Street/Serrano Avenue route eastbound. Buses will board and discharge passengers at intersections along these routes.

(MORE)



WILSHIRE BOULEVARD WILL CLOSE

Page Two

"Completion of this weekend's work means we won't need to schedule another weekend closure of Wilshire Boulevard until after the holidays," said Joel Sandberg, Red Line Segment Two project manager. "We're working hard to complete all street restoration in the construction area by next spring in accordance with the MTA's original schedule. We appreciate everyone's patience and understanding."

#



Southern California Regional Rail Authority
818 West Seventh Street, 7th Floor
Los Angeles, CA 90017

December 10, 1993

Class

FAX MEMO: NOTICE TO NEWS DIRECTORS/WRITERS

FROM: PETER HIDALGO, METROLINK MEDIA RELATIONS
PHONE: (213) 244-6142

SUBJECT: DIFFERENCE BETWEEN METROLINK
AND MTA'S METRO RAIL

We have noticed that METROLINK is often times incorrectly referred to as a train system operated by the Los Angeles County Metropolitan Transportation Authority (MTA).

Identity Crisis Explained

METROLINK is governed by its own 11 member Board of Directors known as the Southern California Regional Rail Authority (SCRRA). The SCRRA has hired a separate dedicated staff from Amtrak to operate our trains and L.A. County Sheriff's for security.

METROLINK is Southern California's **long-distance** commuter train service. METROLINK is the region's newest mass-transit agency. We operate 61 trains Monday through Friday and cross four county lines. However, the MTA is an important part of our family. We receive funding from the MTA to operate trains in LA county and we work closely with the operators of the Metro Red and Blue Lines as well as all the MTA busses.

Let me share with you examples, we've heard and seen recently:

Broadcast Reference

Incorrect: "The MTA beefed up security aboard trains today due to the New York train shootings."

The MTA did not increase its security -- METROLINK did.

Incorrect: "A Metrolink train has struck a car in Long Beach."

The Metro Blue Line is the electric trolley that runs from Long Beach to L.A. -- METROLINK does not run anywhere near Long Beach.

Graphic Reference

Example: Recently a pedestrian was illegally walking on METROLINK railroad tracks when struck by our train. At the news desk the anchor was broadcasting the report, he had a graphic over his shoulder with a Metro (MTA) logo and picture of a Metro Blue Line train.

METROLINK does not use the Metro (MTA) logo -- we have our own logo and our trains do not resemble a Metro Blue or Red Line train.



DECEMBER 14, 1993

CONTACT: RICK JAGER/JIM SMART
MTA PRESS RELATIONS
(213) 244-6165, 244-6347
FOR IMMEDIATE RELEASE

**METRO BLUE LINE RIDERSHIP AVERAGING MORE THAN 1 MILLION
A MONTH; SHERIFF'S DEPUTIES REITERATE TRAIN SAFETY MESSAGE**

The Metro Blue Line has averaged more than 1 million passengers per month since last May, with a 97.95 percent on-time performance -- but also continues to experience serious traffic accidents caused by drivers and pedestrians ignoring warning signals.

Blue Line trains, which recently increased service frequency to handle the steadily growing number of passengers commuting between downtown Los Angeles and downtown Long Beach, carried an estimated 1,157,800 riders in October, for a weekday average of 41,300.

"The growing Blue Line ridership is excellent news. It means that more people are discovering how convenient the service can be for them as time goes on," said MTA Chief Executive Officer Franklin White.

"But the Sheriff Department's Transit Services Bureau also reports that many drivers and pedestrians still appear to be ignoring the flashing red lights, ringing bells and lowered safety gates at Blue Line crossings," White added.

"Even the bright lights and horns on the approaching trains don't seem to deter some from trying to beat the train across the intersection."

The Sheriff Department's traffic detail on the Blue Line issued more than 10,000 citations from October, 1992, through October, 1993. These included citations for illegal stops and turns around the tracks and going around lowered safety gates.

(MORE)



BLUE LINE REPORT

Page Two

"We will continue our aggressive rail safety program as long as we have to respond to accident scenes where people get hurt," said Capt. Frank Vadurro of the Sheriff's Department. "We also will continue to assist the MTA in its school safety programs, public tours and other community information campaigns that have been active since before the Blue Line opened in July of 1990."

The MTA also is using photo enforcement to cite motorists for grade crossing violations. So far, the program has resulted in an 84 percent reduction in violations. Almost 400 citations for crossing violations at two locations were issued between March and September of 1993. Photo enforcement equipment is scheduled to be installed at 22 Blue Line crossings by September of 1994.

State rail safety laws also have recently been strengthened with the support of the MTA. The Rail Transit Safety Act, initiated by the MTA staff, was signed into law in October, 1993, and will become effective Jan. 1, 1994. The law increases the fine for grade crossing violations up to an additional \$200.

Violators also must attend traffic school, and the California Driver's Handbook will include stronger language regarding rail safety.

Bi-lingual rail safety videos and public service announcement will be completed by January, 1994, and will be presented to businesses and residents along the Metro Blue Line corridor.

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DECEMBER 15, 1993

CONTACT: RICK JAGER/JIM SMART
MTA PRESS RELATIONS
(213) 244-6165, 244-6347
FOR IMMEDIATE RELEASE

**LOS ANGELES COUNTY TRANSIT OPERATORS TO RECEIVE PUBLIC
COMMENT ON ANNUAL PARATRANSIT UPDATE AT DEC. 21 HEARING**

The MTA will conduct a public hearing on behalf of 37 Los Angeles County public transit providers December 21 to present and receive public comment on the annual update of the Los Angeles County Coordinated Paratransit Plan, also known as Metro Access.

The Americans with Disabilities Act (ADA) of 1990 requires that public transit operators provide alternative paratransit service for disabled riders who are unable to use the regularly scheduled bus or train service. The Act further requires that an annual update be submitted to the U.S. Department of Transportation detailing the progress made on plan implementation.

The hearing will be held Tuesday, Dec. 21, 1993, at 3:30 p.m. in the Union Station Room, second floor, 818 W. 7th Street, downtown Los Angeles.

The update will discuss the program's accomplishments during the past year, as well as what to expect in the coming year. Some of the accomplishments include the following:

- The Consolidated Transportation Services Agency (CTSA), a state-mandated subsidiary of the MTA, certified approximately 7,000 more people to use the paratransit network, bring the total number of certified users to more than 10,000.

(MORE)



PARATRANSIT UPDATE

Page Two

- System ridership nearly quadrupled from about 230 a day to more than 800 by year's end.
- Paratransit service was expanded from the San Gabriel Valley area to the East Los Angeles and Eagle Rock areas.

Issues for the coming year to be discussed include scheduled service implementation in the Westside, Southeastern Cities, South Bay, San Fernando Valley and North County areas, as well as service policy changes relating to eligibility classifications and certification.

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December 15, 1993

CONTACT: RICK JAGER/JIM SMART
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FOR IMMEDIATE RELEASE

**MTA TO CONTINUE SELLING \$23 SEMI-MONTHLY
BUS/RAIL PASS THROUGH JUNE, 1994**

The MTA Board of Directors today approved the extension of the \$23 semi-monthly MTA bus/train pass demonstration program, making the monthly passes available to the public through June, 1994.

The program, designed and implemented in January, 1993 was development largely in response to concerns raised by MTA economically disadvantaged transit users, who have indicated the regular \$42 monthly pass is often a hardship to purchase at the beginning of each month.

"We hope that, by taking this action, we will continue to provide some relief to those economically disadvantaged bus and train riders who depend so heavily on our service," said MTA Chairman and Los Angeles City Council Member Richard Alatorre.

Semi-monthly passes are sold at all 10 MTA Customer Service Centers as well as all pass sales outlets throughout the region selling MTA fare medium.

The semi-monthly passes will be good from the first to the 15th of the month, or the 16th to the end of the month. Patrons may buy passes for the first half of the month from the 25th of the previous month to the 9th of the month printed on the pass. For the second half of the month, passes will be on sale from the 10th through the 24th.

The \$23 cost includes an extra two dollars to offset the price of additional printing and distribution costs. No express or zone stamps are allowed on a semi-monthly pass.

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23pasacs.rls
RJ:sb:12.15.93





DECEMBER 17, 1993

CONTACT: CLARA POTES-FELLOW/JIM SMART
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FOR IMMEDIATE RELEASE.

ARTIST SANDRA ROWE UNVEILS ART WORK AT SAN PEDRO STATION

Metro Blue Line commuters today found the San Pedro Street station in Downtown Los Angeles adorned by a series of steel and bronze panels created by artist Sandra Rowe, with assistance from San Pedro Street elementary school children.

"The artwork, entitled **Hope, Dream**, embodies a vision for hope, dreams and opportunity for the people who live and work in this community," said Rowe.

She is one of 70 artists creating art projects sponsored by the Metropolitan Transportation Authority to enhance Los Angeles' Metro Rail System.

Rowe's installation at the San Pedro Street station carries multiple elements. The hope and dreams that immigrant communities yearn for, represented by portraits of community members. A second element includes etched bronze panels inspired by drawings made by children at nearby San Pedro Elementary School. A third element, represents the struggle and strength of immigrants.

"Sandra Rowe's work represents the MTA's efforts to reach out to communities and build rail stations with an artistic statement meaningful to the nearby residents who use them," said Richard Alatorre, chairman of the MTA.

Children from San Pedro Elementary School helped Rowe make drawings that document their cultural heritage. "I visited the school and helped them create drawings that talked about their dreams," said Rowe. The drawings were photo-etched on bronze panels.

(MORE)

UNVEILS ART WORK
Page Two

Rowe has lived and worked in California for more than twenty years. Her work has been exhibited in various museums around the country. Recently, Rowe was commissioned to create a project at the Santa Monica Museum of Art, entitled The Invisible Woman.

Future exhibits include her participation in a group show at the Studio Museum, in Harlem and another art installation at Winona State University, in Winona, Minnesota, in March 1994.

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NEWS

DECEMBER 20, 1993

CONTACT: CLARA POTES-FELLOW-JIM SMART
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FOR IMMEDIATE RELEASE

NEEDY FAMILIES FROM DOWNTOWN AND EAST L.A. INVITED TO CHRISTMAS DINNER WITH MTA POLICE OFFICERS

Continuing a four-year tradition, MTA Police officers will treat needy families this year with Christmas dinner, toys and food baskets.

This year's events include Santa arriving in a red and Blue sleigh pulled by an MTA police car down Broadway Boulevard in downtown Los Angeles.

About 80 children will be waiting for Santa, while having a Christmas dinner served by MTA Police officers. The children will be entertained by a miniature MTA robot-bus. The event will take place December 21, at 5 p.m., at Clifton's Cafeteria, 648 S. Broadway. This event is held in cooperation with St. Vibiana's Church and Miracle on Broadway.

The next day, December 22 at 6 p.m., MTA officers will help Santa distribute toys to approximately 300 children at the East L.A. Community Health Foundation, 3945 Whittier Boulevard.

Other Christmas activities include the donation of 50 Christmas bags filled with food to families of Lillian Street School students.

The gifts include dolls, stuffed animals, racing cars and baby toys. They were purchased with donations made by the MTA officers, Broadway Street merchants and private citizens. MTA police officer Frank Frias will dress up as Santa.

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christmas.rls
CPF:sb:12.20.93



NEWS

DECEMBER 21, 1993

CONTACT: BILL HEARD/JIM SMART
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FOR IMMEDIATE RELEASE

VIRTUALLY ALL OF RED LINE SEGMENT 2 TUNNELS ARE WITHIN DESIGN TOLERANCES; NEW CONSTRUCTION TECHNIQUES ASSURE QUALITY AND STRENGTH

Virtually all of the 15,168-foot Red Line tunnel now under construction between Alvarado and Wilshire/Western Avenue has tunnel wall sections within design tolerances, the MTA's Rail Construction Corporation (RCC) said today.

Some 42 feet of tunnel have wall sections less than 10 inches thick.

"In every case where the Segment 2 tunnel walls are less than 10 inches thick MTA design engineers required contractors to use higher-strength concrete or extra steel reinforcement to achieve the necessary wall strength," said Edward McSpedon, president of the MTA's Rail Construction Corporation (RCC).

"MTA design engineers have performed analyses that determined that tunnel thicknesses of between 10 and 12 inches meet the design strength requirements without the need for additional reinforcement," McSpedon said. A total of 1,656.5 feet of Segment 2 tunnels has wall sections that are less than the contract-specified 12 inches thick but more than 10 inches.

McSpedon noted that, unlike some of the Segment 1 tunnels, all Segment 2 tunnels are encased in an eight-inch-thick steel-reinforced concrete outer lining. This liner is installed before the concrete for the final tunnels is poured. The added layer alone is strong enough to support the entire weight of the soil and rock above the tunnels.

"It is a combination of factors, including strength of the concrete and amount of steel reinforcement, not just wall thickness, that contributes to overall tunnel strength," said McSpedon.

(MORE)



TUNNEL WALLS

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Subway tunnel construction presents unique engineering challenges, he added. It is common in the industry, for example, for the 400-ton tunnelling machines to deviate from the track alignment for short distances. When that occurs, construction specifications -- including wall thicknesses -- are adjusted to accommodate optimum rail alignment. Maintaining the track alignment reduces vehicle maintenance and ensures ride quality.

To compensate for adjustments in wall thickness on Segment 2, engineering specifications were reviewed and modified to ensure that the tunnel strength required for structural integrity would be achieved. These modifications called for stronger concrete and/or additional steel reinforcements (rebar).

Before concrete was poured, inspectors made careful measurements to determine the actual thickness of the tunnel walls.

"By measuring and analyzing the concrete to be poured," said McSpedon, "we were assured of receiving the amount and quality of concrete we paid for, while at the same time, making sure we maintained the tunnel strength required for safety."

MTA engineers also required the contractors to set aside thousands of concrete samples, which were taken to laboratories for strength analysis. In every case, the samples have shown 4,000 pounds or more per square inch of strength, the requirement set by the tunnel designers.

"Two years ago we took a careful look at some of the things that were done in Segment I, which runs between Union Station and Wilshire-Alvarado, to see if we could further improve the quality of our construction program," said McSpedon. "We are using state-of-the art construction techniques, but we continually look for ways to improve."

These new construction techniques include the use of a black and white high-density polyethylene membrane (HDPE) designed to help construction workers detect punctures. HDPE is "wrapped" around subway tunnels and stations to prevent water leaks.

(MORE)

TUNNEL WALLS

Page Three

Laminated to the HDPE used to waterproof subway station roofs and other areas is a bentonite clay surface which acts as a self-sealing coating. This material, when exposed to water, expands to stop leaks.

McSpedon also said that "water stops" -- thick polyurethane strips designed to keep the stations water resistant -- were placed at the top and bottom of station walls to help prevent water intrusion.

Construction of the twin tunnels beneath Wilshire Boulevard to Western Avenue began in January, 1993. Work continues on the subway segment beneath Vermont Avenue to Hollywood and Vine. The portion of the line to Western is scheduled to open in 1996, with the remainder of Segment 2 to open in 1998.

The MTA began train service in Segment 1 of the rail project between Union Station and MacArthur Park on January 30, 1993. The trains currently carry some 15,000 daily boarding passengers.

Earlier this year, MTA Chief Executive Officer Franklin E. White and MTA Board Chairman Richard Alatorre appointed a three-member panel of engineering experts to investigate the structural integrity of Segment 1. White later retained an engineering audit firm to analyze construction management procedures on Segment 1.

Both reports are expected in early 1994.

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DECEMBER 24, 1993

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FOR IMMEDIATE RELEASE

LAGUNA NIGUEL RESIDENT NAMED MTA BUS OPERATOR OF THE MONTH

Rafael Murrillo, an MTA bus operator for the past 18 years, has been named Bus Operator of the Month for November, 1993.

Murrillo, a resident of Laguna Niguel, works at MTA's Division 12 located in Long Beach and presently operates Line 60 and Line 232 which run from Long Beach into downtown Los Angeles and Long Beach to LAX.

"Mr. Murrillo is a prime example of the caliber of operators the MTA searches for in our pursuit of excellence in the transportation field," said MTA Director of Transportation, Daniel Ibarra.

"His performance and positive attitude in the area of customer service sets an example for all MTA operators to follow," said Ibarra.

In his 18 years of service with the MTA, he has never been late for an assignment and has not been off work because of an illness in the last four years. He has received numerous letters of commendations and has been chosen twice before as an MTA Bus Operator of the Month.

Murrillo describes himself as a people lover and primarily enjoys senior citizens and small children. When operating his route, he believes you have to pay a little more attention to the elderly saying, "give them a little kindness and they seem to perk up and smile."

In his spare time he likes to fish and travel.

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Contact: Steve Chesser/Jim Smart
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December 29, 1993
FOR IMMEDIATE RELEASE

MTA ANNOUNCES BUS SERVICE FOR ROSE EVENTS

The Metropolitan Transit Authority (MTA) will offer regular, special and shuttle bus service for the Rose Parade and Rose Bowl game in Pasadena on January 1, 1993, and to the float display at Victory Park on Jan 2.

"We want to make it easier for people to attend the parade and the game", said Daniel Ibarra, MTA's Director of Transportation. "We're providing a public service to alleviate traffic congestion and the shortage of parking space".

This marks the 29th year that the MTA and its predecessor organization have provided extra transit service for the New Year's Day festivities of the Rose Parade and Rose Bowl football game. Last year, more than 12,000 people were accommodated with round-trip service, according to Ibarra.

"We could easily exceed last year's total", said Ibarra, "because of the large out-of-town contingent coming to see Wisconsin in the Rose Bowl Game."

MTA will operate 12 lines to Pasadena New Year's Day events from major sections of Los Angeles County. The lines are: 177, 180-181, 188, 256, 267, 268, 401, 420, 424, 483-485, and 487. Unless otherwise indicated, regular fares will be charged, and monthly passes and transfers will be accepted.

more...

SPECIAL AND SHUTTLE SERVICE TO ROSE PARADE

Line 420 departs Tobias Avenue and Parthenia Street in Panorama City beginning at 4:01 a.m., arriving at Raymond Avenue and Holly Street in Pasadena. Line 424 will operate from Ventura and Reseda Boulevards in Tarzana beginning at 4:43 a.m., arriving at Raymond and Holly in Pasadena. Return service will begin immediately after the parade. Fare is \$3 each way for both lines, and no discount fares or monthly passes will be accepted.

Additional special service, augmenting the regular schedule, will be offered on Line 487 from the San Gabriel Park 'n' Ride on Del Mar Avenue at Marshall Street between the San Bernadino Freeway and Valley Boulevard beginning at 6 a.m.

SPECIAL AND SHUTTLE SERVICE TO ROSE BOWL GAME

Downtown Los Angeles: Line 401. Departures beginning at 9:52 a.m. along Olive Street between Venice Boulevard and First Street, and in front of City Hall on Spring Street. Return service begins immediately after the game. Fare is \$3.50, with no discount fares or monthly passes accepted.

San Fernando Valley: Line 420. Departures from Tobias Avenue and Parthenia Street beginning at 10 a.m., and every 15 minutes thereafter until 11:15 a.m. It will make stops in Panorama City, Van Nuys and North Hollywood along Van Nuys, Burbank, Chandler and Lankershim Boulevards, then taking the Ventura Freeway to the Rose Bowl. Return service begins immediately following the game. Fare is \$3.50 each way, with no discount fares or monthly passes.

more...

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Pasadena: Line 177. Rose Bowl shuttle will begin operating immediately after the end of the parade from two sites: Raymond Avenue and Colorado Boulevard and at Union Street and Pasadena Avenue at the Ralph M. Parsons Co. lot. Return service will begin immediately after the game. Round-trip tickets may be purchased from uniformed MTA sales agents prior to boarding for \$2.20.

REGULAR SERVICE TO ROSE PARADE, BY AREA

Hollywood-Glendale-Pasadena-Altadena: Lines 180-181. Departures from Hawthorne and La Brea Avenues in Hollywood beginning at 3:40 a.m. and thereafter every 10 to 30 minutes. Additional trips operate from Vermont and Prospect Avenues providing service through Glendale and Eagle Rock to Pasadena every 5 to 15 minutes. Service in Pasadena will be eastbound on Walnut Street to Lake Avenue.

Downtown Los Angeles to Pasadena: Line 401. Departures from Venice Boulevard and Olive Street beginning at 5 a.m. and thereafter every 5 minutes, serving Pasadena eastbound on Green Street to Marengo Avenue.

Downtown Los Angeles to Pasadena and Altadena: Line 483-485. Departures from Venice Boulevard and Olive Street beginning at 6:25 a.m. on 483 and thereafter every 40 minutes, arriving at Raymond Avenue and Green Street. Line 485 service begins at 6:45 and thereafter every 40 minutes, and arrives at Lake Avenue and Green Street.

Los Angeles-San Gabriel-Pasadena-Sierra Madre: Line 487. Departures from Wilshire Boulevard and Union Avenue starting at 6:45 a.m., thereafter every 60 minutes, arriving at San Gabriel Boulevard and Walnut Street. One-way fare is \$1.90.

more...

page four--bus service

East Los Angeles-Highland Park-Pasadena-Altadena: Line 256. Departures starting at 5:40 a.m. through 11:40 a.m. from Eastern Avenue and Triggs Street in City of Commerce to arrive via Fair Oaks Avenue at Green Street and Hill Avenue in Pasadena. Frequent service between Altadena and Pasadena.

Long Beach-Lynwood-South Gate, Maywood, Commerce, East Los Angeles-Monterey Park-Alhambra-Pasadena-Altadena: Line 260. Departures from Wardlow Station of the Blue Line, on East Wardlow Road near Bixby Knolls in Long Beach beginning at 5:40 a.m., with departures every 10-30 minutes until 6:58 a.m., and then every 30 minutes thereafter. Arrivals are at Green Street and Marengo Avenue, with frequent service between Altadena and Pasadena.

Altadena-Pasadena-Duarte, also serving Arcadia: Line 188. Departures from City of Hope hourly from 4:50 a.m. arriving at Green Street and Marengo Avenue via Del Mar Boulevard in Pasadena. Frequent service from Fair Oaks Avenue and Loma Alta Drive in Altadena to Walnut Street and Raymond Avenue starting at 6:15 a.m.

El Monte-Temple City-Arcadia-Pasadena-Altadena: Line 267. Departures every 30 minutes starting at 5:30 a.m. from El Monte Station, arriving at Green Street and Marengo Avenue via Del Mar Boulevard. Frequent service from Altadena to Pasadena from Altadena Drive and Lincoln Avenue, arriving at Raymond Avenue and Walnut Street. After 11 a.m., service returns to regular hourly schedule.

El Monte-Temple City-Sierra Madre-Pasadena-Altadena: Line 268. Departures beginning at 6:30 a.m., every hour thereafter. Line 268 will be rerouted on Jan. 1 to bypass the Victory Park float display area between Washington Boulevard and Altadena Avenue until approximately 1 p.m. Buses will travel via Rosemead Boulevard and Sierra Madre Villa Avenue, New York Drive and Altadena Drive to Washington Boulevard after 1 p.m. On Sunday, Jan 2, Line 268 will operate on its regular route past Victory Park, all day.

more...

page five--bus service

FLOAT VIEWING, JAN 2

The Line 188 Victory Park float display shuttle will operate on Sunday, Jan 2 between Hill and Green Streets, at Pasadena City College, and Victory Park.

For bus information, call the following numbers:

San Gabriel Area--(818) 443-1307

San Fernando Valley--(818) 781-5890

Pasadena Area--(818) 246-2593

Long Beach--(310) 639-6800

Whittier Area--(310) 699-0954

Los Angeles--(213) 626-4455

Hearing Impaired--TTY(800) 252-9040

Pasadena Convention & Visitors Bureau Hotline--(818) 793-9911.

Hours of operation 9 a.m. to 9 p.m. Dec. 28-31, 9 a.m. to 4 p.m.

Jan 1, and 9 a.m. to 12 p.m. Jan 2

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DECEMBER 29, 1993

Contact: BILL HEARD/JIM SMART
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FOR IMMEDIATE RELEASE

**RCC RECOMMENDS RE-ASSESSMENT OF RED LINE MID-CITY
RAIL ALIGNMENT DUE TO TOXIC LEVELS OF HYDROGEN SULFIDE**

The MTA's Rail Construction Corporation (RCC) is recommending to the MTA Board of Directors a nine-month study of the proposed Red Line Mid-City Extension to determine how toxic concentrations and flows of hydrogen sulfide found in subsurface soils might affect design and construction of the proposed 2.3-mile subway alignment.

"Our first concern is for the safety of the public and of the men and women who will build and operate the subway," said RCC President Edward McSpedon. "We will reassess the proposed Mid-City alignment and look at alternatives, including different technologies and construction methods, that will allow us to recommend a course of action that will avoid or mitigate tunnelling through the hydrogen sulfide."

McSpedon said the study also will analyze the cost of various alternatives, the impact on public safety, and possible mitigation programs. Noting that Red Line tunnels have been safely constructed in gaseous areas, he said hydrogen sulfide is considered toxic and requires special safety precautions.

Borings and subsurface probes conducted along the proposed alignment in August, 1993, found naturally occurring hydrogen sulfide concentrations as high as 10,000 parts per million (ppm) at locations near Pico and San Vicente and Crenshaw and Olympic Boulevards.

MORE....



"The problems we have encountered obviously are serious and demand careful study by the best experts available," said McSpedon. "As much as we may want to begin construction of a Mid-City segment, there are times when it is more important to do it right than to do it quickly."

Hydrogen sulfide concentrations are found in the San Pedro formation about 40 to 45 feet beneath the surface in the proposed alignment area. Design plans called for sections of the subway tunnels to be drilled through the San Pedro formation, which varies in depth from about 30 feet to more than 100 feet.

In a report dated August, 1992, Engineering-Science, Inc., of Pasadena said three of 14 subsurface probes along the proposed Mid-City alignment showed hydrogen sulfide readings above 300 ppm, the level considered immediately dangerous to life and health (IDLH) if it is released into the atmosphere.

In the final environmental documents required to comply with state and federal mandates, the Los Angeles County Transportation Commission (LACTC) reported in August, 1992, that "Hydrogen sulfide is present at concentrations above the immediate dangers to life and health (IDLH) threshold." It labeled the impact of the gas as "significant."

The report also said "A variety of treatment technologies exist for the removal of hydrogen sulfide (including) gas scrubbing...A variety of other technologies exist which may be determined more suitable for this particular application during the design phase." The net impact of the gasses after mitigation measures were taken, the 1992 environmental document indicated, would be "insignificant."

MORE....



The final borings and other test procedures conducted in August, 1993, led the RCC, its engineering management consultants and a team of subsurface investigation and construction specialists in October to begin an analysis of alternatives for tunnel design and construction that would accommodate the concentrations of hydrogen sulfide. That study concluded that all Mid-City design work should be reassessed.

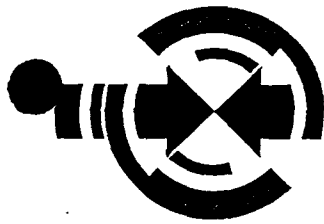
The Mid-City Extension alignment was formally adopted by the LACTC as part of Red Line Segment 3 in March, 1992.

The project was approved by the LACTC in September, 1992. The Federal Transit Administration (FTA) issued a Record of Decision giving final environmental clearance in November, 1992. The agency followed that with a Letter of No Prejudice in February, 1993, that permitted work to begin in advance of federal funding. Preliminary design of the Mid-City Extension stations and tunnels began in March, 1993. A full-funding grant was received from the FTA in May, 1993.

Beginning at Wilshire/Western, the 2.3-mile Mid-City alignment continues southwest to Olympic/Crenshaw and then to Pico/San Vicente. Construction was to have begun in September, 1994, with the opening planned for 2000.

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METROLINK NEWS

cc'd in PR
Clara Potes

DECEMBER 30, 1993

CONTACT: PETER HIDALGO/BRENDAN SHEPHERD
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(213) 244-6142/244-7173

FOR IMMEDIATE RELEASE:

METROLINK ENDS 1993 WITH RECORD GROWTH

LOS ANGELES -- Metrolink is ending its first calendar year with more passengers, more trains, and more routes than it did the year previous. While the long-distance commuter train service has grown to be the largest railroad in the Southland, it is changing the behavior of the drive-alone commuter.

"Each week we take roughly 33,000 motorists or the equivalent of two freeway lanes off our crowded freeways during the rush hours," said Larry Walker, Metrolink Board Chair and San Bernardino County Supervisor. "And we're cleaning the air too. Each week we eliminate two and-a-half tons of air pollutants because motorists are leaving the driving to Metrolink."

Metrolink passenger surveys show that 65 percent of the current 50,480 weekly riders used to drive to work alone. In contrast, other forms of mass transit convert former drive-alone riders at the rate of 20-30 percent.

During the calendar year, considerable expansion has taken place. Passenger ridership has increased 213 percent between January and December 1993. In January

(MORE)

METROLINK ENDS 1993 WITH RECORD GROWTH

December 30, 1993

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monthly ridership was at 73,531. By the end of December, monthly ridership will reach 230,300.

The 12-month period meant growth for the fledgling system.

Ten new train stations opened at various times this year in Baldwin Park, Fontana, Industry, Montclair, Ontario, Pedley, Rialto, Riverside, San Bernardino and Upland.

The top three most popular train stations by passenger boardings are Industry on the Riverside Line with 2,200 boarding a week, Covina on the San Bernardino Line with 1,500 boarding a week, and Simi Valley on the Ventura County Line with 1,500 boarding a week.

The opening of the Riverside Line in June added a fourth route to the system. Service was extended in May from Pomona east to San Bernardino, completing the San Bernardino Line. The most traveled line on the system is the San Bernardino Line with 16,000 passengers a week.

Metrolink more than doubled the number of trains it runs from 24 trains a day early in the year to 61 trains today. Middle of the day FlexTrains were added in February and late evening NightLine trains departing Los Angeles after 8:30 p.m. started in November. Metrolink operates Monday through Friday only.

The system now serves four counties and has increased by 83 miles, totaling 195 miles of operating service.

(MORE)

METROLINK ENDS 1993 WITH RECORD GROWTH

December 30, 1993

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The four routes paralleling major freeways currently operating are: Moorpark, San Bernardino, Riverside and Santa Clarita to downtown Los Angeles. Passengers transfer free to connecting transit including the Metro Red Line subway, MTA and other busses.

The most used connecting transit service by Metrolink passengers is the Metro Red Line subway at Union Station in downtown Los Angeles with 17,163 trips a week.

In 1994, Metrolink will add a fifth route to the system with the opening of the 87-mile Orange County Line from Oceanside to Los Angeles with seven stations on March 28, 1994.

Three new stations on existing routes will open next year, Sylmar/San Fernando on the Santa Clarita Line expected to open in April, Rancho Cucamonga and Cal State L.A. on the San Bernardino Line expected to open in September.

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PH:gg YEAREND

