



NEWS

February 29, 1996

Contact: ANDREA GREENE/JIM SMART
MTA MEDIA RELATIONS
(213) 922-2702/922-2700

FOR IMMEDIATE RELEASE

MTA BOARD APPROVES AGGRESSIVE COST-CONTAINMENT MEASURES AND GIVES GO-AHEAD FOR PASADENA LINE

The MTA Board on Feb. 28, 1996 adopted key cost containment recommendations for the Pasadena Blue Line, reducing the project budget by more than \$190 million and setting the stage to resume construction of the project to be completed in 2001 – one year earlier than originally scheduled.

Reaffirming its commitment to open the 13.7 mile light rail line, the Board approved a new estimated budget of \$803.9 million for the line. The Board also directed that agency staff report back quarterly on cost reduction efforts and schedule forecasts.

The adopted plan also says that as of the June Board meeting the MTA will accept no further design changes to the Pasadena Blue Line.

“This is a historic project that will define the future of this highly congested corridor,” said Board Chairman Larry Zarian. “The project will have a positive effect for both residents and businesses. It will be accomplished by incorporating cost-cutting measures that the Board, through its cost-containment committee, insisted upon and worked to achieve over the past year.”

(MORE)

MTA APPROVES GO-AHEAD FOR PASADENA LINE, Page 2

Last year, due to continuing project increases and funding shortfalls, the Board directed staff to perform a cost containment analysis on the project. A multi-unit MTA task force evaluated recommendations and impacts of several key studies and reports: In a value engineering study by Fluor Daniel, a Pasadena Blue line peer review panel study, and Operations Peer Review Committee report, as well as a turnkey implementation analysis prepared by Booz-Allen Hamilton.

Acting on staff's recommendation, the Board also voted not to implement the turnkey concept, believing the potential risk to the MTA outweighs the potential benefits of this approach to construction. However, in a combined motion put forward by Supervisors Michael Antonovich, Gloria Molina, City Councilman Richard Alatorre, and Duarte City Councilman John Fasana, the Board instructed MTA staff to report back to them at the April cost-containment Committee meeting with possible turnkey options within the project that include specific stations, the yard and shop, train control system, system equipment and system electrification.

"The millions in savings approved today center largely on design features and will not affect the operation or safety of the system," said Joe Drew, MTA's Interim CEO. "Only one station previously under consideration at Avenue 51 in Los Angeles will be eliminated."

The Pasadena line will extend from Union Station to the eastern area of Pasadena. Thirteen stations are planned. The line will serve residential, light industrial and retail communities in the city of Los Angeles, the community of Highland Park and the cities of South Pasadena and Pasadena.

(MORE)

MTA APPROVES GO-AHEAD FOR PASADENA LINE, Page 3

Stations will be located at Union Station, Chinatown; Avenue 26; French Street; Southwest Museum; Avenue 57; Mission Street; Fillmore Street; Del Mar Avenue; Memorial Park; Lake Avenue; Allen Avenue; and Sierra Madre Villa.

The system will use 90-foot long articulated vehicles powered by an overhead catenary system, similar to the Long Beach to Los Angeles Metro Blue Line. The maximum operating speed will be 55 miles per hour and trains will run as often as every eight minutes or less. At Union Station, connections will be provided to the Metro Red Line and the Metrolink commuter rail system and with local and regional bus connections provided at each of the 13 stations.

The line will operate primarily on at-grade MTA right-of-way formerly owned by the Atchison, Topeka and Santa Fe Railroad. Grade separations are included over Alameda/Main Street in Chinatown, over the Los Angeles River, under the Marmion Way/Figueroa Street intersection, over the Pasadena Freeway (Arroyo Seco), and under Green/Colorado/Walnut streets and within the 210 Freeway.

The line will be funded through the 1996 State Improvement Transportation Program (STIP) at a cost of \$387.8 million. The funds were awarded to the agency as capital grants to the project on an annual basis, as required for construction. These funds cannot be used for bus operating or capital expenditures.

(MORE)

MTA APPROVES GO-AHEAD FOR PASADENA LINE, Page 4

Local funding for this project consists of the following:

- \$68.4 million Proposition C 40% Discretionary funds;
- \$194.7 million Proposition A 35% Rail funds;
- \$152.9 million Proposition C 25% Highway funds.

The line is expected to safely carry 32,500 daily boardings initially and will have an hourly capacity of at least 3,700 passengers in each direction.

#