



NEWS CLIPS

Friday

June 24, 2016

## **News Clippings: 25**

Review of daily news articles.

Prepared by Jennifer A. Gill

LOCAL / L.A. Now

# Metro puts half-cent sales tax increase for transportation projects on November ballot



An Expo Line train on a practice run to downtown Los Angeles whizzes past a station last month. Metro is seeking a half-cent sales tax increase in November to fund billions of dollars in new projects in the coming decades. (Mark Boster / Los Angeles Times)

By **Laura J. Nelson**

JUNE 23, 2016, 5:35 PM

**L**os Angeles County transportation officials said Thursday they will seek voter approval in November for a [half-cent sales tax increase](#) to fund a major expansion of Southern California's rail and highway network.

The Metropolitan Transportation Authority board of directors voted 11-2 to place a tax increase proposal on the November ballot that would generate at least \$860 million per year for street repairs, highway improvements and new rail construction, including lines in the Sepulveda Pass and Van Nuys and extensions to Claremont and West Hollywood.

Metro's proposal, one of the most ambitious in modern U.S. history, could transform a traffic-choked region that began building a modern rail system decades after other major cities. The expenditure plan calls for several north-south links in a rail network that runs largely east to west.

The tax, which has no end date, would increase the county's base sales tax rate to 9.5% and push the rate to 10% in some cities, including Santa Monica and Commerce. If the tax were approved, two cents for every dollar spent in the county would fund transportation improvements. It would require a two-thirds' vote to pass.

Critics have said the so-called "Los Angeles County Traffic Improvement Plan" could spark financial woes for Metro, which sometimes struggles to manage the budget it has now. The widening of the 405 Freeway was completed years behind schedule, and the budget for a new rail connection through downtown Los Angeles [has increased by \\$130 million, or 9%](#).

The measure's tax revenue also would fully or partially fund 10 new highway projects, including an extension of State Route 71 and a new carpool-lane interchange between the 405 and 110 freeways.

Metro's plan would return 17% of tax revenue to cities for transportation investments, including road repairs. It also would fund [Metrolink](#), bus and rail operations and repairs, and pedestrian and bicycle improvements.

Board members Diane DuBois, a Lakewood city councilwoman, and Los Angeles County Supervisor Don Knabe voted against the measure.

"There's a strong belief that the county is tilted, and we need to fix that tilt," DuBois said, adding that the geographic distribution of projects was not equal.

Knabe said the plan prioritizes new projects over rail lines promised to voters through Measure R, the half-cent sales tax increase that voters approved in 2008.

During nearly three hours of public testimony, dozens of elected officials and taxpayers asked Metro for last-minute changes to the plan, primarily accelerating the ribbon-cuttings for projects that would be funded with the new tax.

Others urged Metro to improve service for bus riders. At one point, members of the Fight for the Soul of the Cities advocacy group began to chant, "Free buses, not freeways."

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## **This is a forever tax. I mean, forever. The accountability needs to be there.**

— Don Knabe, a Metro director and Los Angeles County supervisor

Knabe said that dozens of projects currently listed in the proposal could be moved back or removed in the future with a two-thirds vote of the Metro board.

“When you’re handed an open checkbook, it becomes a real accountability factor,” Knabe said, asking the board for stricter controls on projects and budgets. “This is a forever tax. I mean, forever. The accountability needs to be there.”

Metro Chief Executive Phil Washington said the ordinance would allow the board only to speed up construction on some projects, and not at the expense of funding for other projects.

Other speakers asked the board to postpone the measure for two years to allow for further changes. To cheers and laughter, one elderly woman told the board: “Like sex, we want it, but we don’t want it quick — we want it right.”

Representatives from southeast cities urged Metro to further accelerate the schedule for the West Santa Ana Branch, a 19-mile light-rail line that would connect Union Station with Artesia. The line would pass through a group of poor, transit-dependent cities, including Downey, Bellflower and Huntington Park.

After pressure from local representatives, including state Sen. Anthony Mendoza (D-Artesia) and Senate President Pro Tem Kevin de León (D-Los Angeles), Metro changed its expenditure plan to bump up the line’s ribbon-cutting from 2047 to 2041, and noted the project could open as early as 2037 with funding from the private sector.

But the same project had received seed funding and a tentative opening date of 2027 under Measure R.

“It’s important to keep the promise to voters,” said Karina Macias, a councilwoman from Huntington Park. “No bait and switch. We want you to do the right thing.”

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# **It's important to keep the promise to voters. No bait and switch. We want you to do the right thing.**

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On Thursday morning, Mendoza said he would reintroduce a state bill [that would add 10 members to the Metro board](#), which he said would “ensure [Metro] more fairly and equitably represents all of Los Angeles County’s 10 million residents.” A previous attempt to pass the legislation failed earlier this month.

Others urged the Metro board to accelerate the timeline for a proposed northern extension of the Crenshaw Line, currently slated to begin service in 2047. The line could connect with the Purple Line along Wilshire Boulevard and the Red Line in Hollywood and could curve into nightlife-rich West Hollywood, which traditionally has had some of the highest voter support of any city for Metro tax measures.

Metro also heard criticism from advocates in South Los Angeles, who have sought funding for a tunnel along a one-mile section of the Crenshaw Line that is designed to run at street level in Park Mesa Heights.

“We don’t have a name for this measure yet, but how about Measure N — for ‘never going to pass,’ or ‘never going to happen?’ ” said Damien Goodman, the head of the Crenshaw Subway Coalition. Without funding for the tunnel, he said, he would urge South L.A. residents to vote against the tax measure.

A motion introduced by Los Angeles Mayor [Eric Garcetti](#) that passed unanimously will include funding for a bus-rapid transit line in the north San Fernando Valley that would connect to Cal State Northridge and open in 2023.

Under Measure R, the San Fernando Valley “was largely left out of the equation, and was not treated fairly and was not treated equitably,” said Los Angeles City Councilman and director Paul Krekorian.

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**UPDATES:**

**5:35 p.m.:** This article was updated to clarify the context of a quote from City Councilman Paul Krekorian.

*This article was originally published at 3:00 p.m.*

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**This article is related to:** [Eric Garcetti](#), [Metrolink](#)

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## TRANSPORTATION

# Metro approves half-cent tax bump

Most expect supervisors to put measure on ballot

**By Steve Scauzillo**  
*steve.scauzillo@langnews.com*  
*@stevscaz on Twitter*

**LOS ANGELES »** A ballot measure that would raise the sales tax in Los Angeles County by a half cent and fund \$120 billion in rail and freeway improvements over the next 50 years moved a step closer Thursday to being considered by the voters.

The Los Angeles County Metropolitan Transportation Authority (Metro) board — by an 11-2 vote — approved the measure for placement on the Nov. 8 ballot. Though considered a formality, the county Board of Supervisors, whose members also sit on the 13-member Metro board, have until Aug. 12 to place the initiative on the ballot.

The new tax would fund numerous projects in the next 10 years, including: a possible light-rail train through the Sepulveda Pass connecting the Westside with the San Fernando Valley; extension of the Gold Line from Glendora to Claremont; completion of the Purple Line subway to Westwood; a mega Green Line station at 96th Street that will accommodate a people mover into the

**METRO » PAGE 10**



FILE PHOTO

Gold Line riders wait at the Del Mar Station in Pasadena. If the half-cent transportation tax is approved, it would be used to extend the Gold Line to Claremont.

# Metro

FROM PAGE 1

central terminal of Los Angeles International Airport; and a Green Line extension to Crenshaw Boulevard in Torrance.

In a last-minute addition, Metro board added \$180 million for a north San Fernando Valley rapid bus that would serve 42,000 students at Cal State Northridge and other north Valley residents.

"It is the most comprehensive transportation initiative in this country today," said Metro CEO Phil Washington. "We believe the benefits allow us to take charge of our transportation future."

Metro ran into opposition from the South Bay and Gateway cities who said the project start dates favor Westside projects at their expense.

Supervisor and Metro board member Don Knabe, who represents the South Bay and the eastern edge of the county, and Norwalk City Councilwoman and board member Diane DuBois voted against the measure. Their motions to move up projects in their areas failed.

"The geographic equity continues to be an issue," said Knabe, who asked the board to delay in order to examine fairness issues.

Whittier City Councilman Fernando Dutra said Whittier and the Gateway Cities Council of Governments would oppose the measure. Dutra, and Mayor Joe Vinatieri, were angry that a Gold Line Eastside Extension from East Los Angeles to Whittier would not start construction until 2053.

"There are significant questions regarding environmental justice," Vinatieri said. The first extension through South El Monte would most likely begin in 2029.

"We are not going to support taxpayer money that will go to other areas and not our region," said South Gate Councilman Gil Hurtado.

South El Monte City Councilman Joe Gonzales, who heads the SR-60 alignment group, is supporting the measure, he said.

Opposition from state Sen. Pro-Tem Kevin de Leon faded away when Metro received word he had canceled a legislative oversight committee hearing on the transportation plan originally set for Friday.

Cities opposed to the building of a tunnel to connect the 710 freeway from Alhambra to Pasadena were pleased to learn that the measure excluded any funding, further indication that the project may never be built. However, cities in favor of the tunnel objected to the exclusion. Ironically, the pro-710 coalition agreed to remove a funding request for the tunnel from the San Gabriel Valley Council of Governments' project list sent to Metro.

Duarte City Councilman and Metro board member said the tunnel project, which can cost up to \$10 billion, could get funding from the federal government or private companies who would charge drivers to use it.

Metro board members who voted in favor said the projects in the plan are balanced throughout the county. The plan, revised in May as a permanent tax with no end, will move up construction of 12 projects, said Washington. "We are proposing 18 projects in the first 15 years, with every sub-region getting a mega project or program in those first 15 years."

Whether pockets of the county unhappy with the measure can drum up "no" votes at the polls in November remains to be seen.

"We offer not perfection, we simply promote progress," said Metro board Chairman Mark Ridley-Thomas, who said Metro will need votes from throughout the county. The measure, under the state's rules for new taxes, will need two-thirds of the vote to pass and must compete with another county measure that raises taxes for improving county parks.



# China builder teams with Metro

Project around North Hollywood Red Line station to include housing and offices.

BY ANDREW KHOURI

A joint venture that includes a prominent Chinese developer is looking to redevelop nearly 16 acres surrounding the North Hollywood Red Line station, an ambitious plan that could include retail shops, offices and more than 1,000 residential units.

The project, a public-private partnership with the Los Angeles County Metropolitan Transportation Authority, took a step forward Thursday when the agency's board voted to enter into negotiations with Trammell Crow Co. and Greenland USA — a subsidiary of a Shanghai company constructing the massive Metropolis in downtown Los Angeles.

The sprawling property, which now includes a surface parking lot and bus depot, is the largest piece of Metro-owned land anywhere in the county that the agency wants to redevelop in a bid to add more housing near transit lines.

Backers of the mixed-use project at Lankershim and Chandler boulevards say it would further revitalize the surrounding area, which in the last 20 years has left behind its rundown reputation as transit stations have been built and an arts district blossomed with more than 20 live theaters.

"NoHo has had a resurgence because of the Red Line and the Orange Line," said Stuart Waldman, president of the Valley Industry & Commerce Assn., a San Fernando Valley business advocacy group. "Just imagine what is going to happen with that kind of development."

Metro and the two developers will now work toward crafting a final project proposal with the hopes of bringing one before the board by the end of 2018, said Wells Lawson, a director in the agency's joint development department. Construction could start in 2019.

Though plans for the NoHo arts district project are far from finalized, the possibilities are laid out in two options the team of Trammell and Greenland presented to the board.

A larger plan — at 2.5 mil-  
[See Metro, C4]



Trammell Crow Co. and Greenland USA

**A RENDERING OF** a proposed redevelopment project in North Hollywood. Plans include reserving 35% of the housing units for lower-income households.

# Metro, 2 developers team on project

[Metro, from C1] lion square feet — includes 1,500 housing units, 150,000 square-feet of retail, 450,000 square feet of office space and 4,500 parking spaces. Another smaller proposal would total 1.4 million square feet and include 750 housing units, 40,500 square feet of retail, 200,000 square feet of office space and 3,600 parking spaces.

In both options, 35% of the housing units would be reserved for lower-income households, and there would be retail shops and restaurants around a public square, the historic Lankershim train depot and the Red and Orange line stations.

“It becomes a spot that you go to on the weekends and evenings with your family and kids,” said Brad Cox, senior managing director of Trammell Crow, a Dallas developer that is now a subsidiary of Los Angeles real estate services giant CBRE Group Inc.

The project — estimated to cost in the “hundreds of millions of dollars,” according to Cox — would be one of the largest redevelopments in North Hollywood, where the now-defunct Los Angeles Community Redevelopment Agency invested in and subsidized real estate projects and theater renovations along Lankershim.

Among those projects was NoHo Commons near the Red Line station, a \$250-million complex by Los Angeles developer J.H. Snyder & Co. It includes a multi-plex, nearly 700 residential units, a 180,000-square-foot office building and 60,000 square feet of retail and restaurant space.

A previous plan to redevelop the acreage surrounding the North Hollywood Red Line stop fell apart amid the recession. But with the commercial real estate market on the upswing, Metro is moving forward once again.

The project would represent another big bet on U.S. real estate for Greenland,

which is constructing the \$1-billion Metropolis hotel and condo development near Staples Center, as well as a massive redevelopment project in downtown Brooklyn.

With North Hollywood, the Shanghai builder is looking outside the most highly sought after development sites, a growing trend for Chinese companies as they become more comfortable with building in the United States.

The company, in a statement, said it looks forward to transforming Metro’s “underused North Hollywood property into a social and economic driver for the community.”

For its part, Trammell Crow developed 2000 Avenue of the Stars in Century City and plans to break ground soon on a roughly 350-unit residential complex near Union Station.

Lawson of Metro said the 15.6-acre North Hollywood project will be privately financed, though the agency may use public funding to rebuild its bus depot on the site.

Metro would retain ownership of the land and Trammell and Greenland would enter into a long-term lease for the property assuming the deal is finalized.

Lawson said the proposals put forward by the developers are a starting

point and community meetings will be held to hear input from neighbors and business owners.

“We are really looking to see how people are responding” to the plans, he said.

Djann Corral, president of the nearby Laurel Grove Neighborhood Assn., said the project looks “beautiful” but she’s worried not enough people will take the Metro and the developers won’t do enough to make sure traffic doesn’t slow to a crawl.

“It’s already a congested area,” she said.

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# Metro votes to put sales tax boost on ballot

Half-cent increase would generate at least \$860 million.

BY LAURA J. NELSON

L.A. County transportation officials said Thursday that they will seek voter approval in November for a half-cent sales tax increase to fund a major expansion of Southern California's rail and highway network.

The Metropolitan Transportation Authority board of directors voted 11 to 2 to place a tax increase proposal on the November ballot that would generate at least \$860 million per year for street repairs, highway improvements and rail construction, including lines in the Sepulveda Pass and Van Nuys and extensions to

Claremont and West Hollywood.

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[See Metro, B7]

## Unintentional but real pay gap

One company will pay a high price for discriminating against women, Robin Abcarian writes. B2

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# Metro plan is criticized for inequality

**Metro from B1**

The measure's tax revenue would also fully or partly fund 10 new highway projects, including an extension of State Route 71 and a new carpool-lane interchange between the 405 and 10 freeways.

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"There's a strong belief that the county is tilted, and we need to fix that tilt," DuBois said, adding that the geographic distribution of

projects was not equal.

Knabe said the plan prioritizes new projects over rail lines promised to voters through Measure R, the half-cent sales tax increase that voters approved in 2008.

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Others urged Metro to improve service for bus riders. At one point, members of the Fight for the Soul of the Cities advocacy group began to chant, "Free buses, not freeways."

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"When you're handed an open checkbook, it becomes a real accountability factor," Knabe said, asking the board for stricter controls on projects and budgets. "This is a forever tax. I mean, forever. The accountability needs to be there."

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this measure yet, but how about Measure N — for 'never going to pass,' or 'never going to happen?'" said Damien Goodmon, the head of the Crenshaw Subway Coalition. Without funding for the tunnel, he said, he would urge South L.A. residents to vote against the tax measure.

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Under Measure R, the San Fernando Valley "was largely left out of the equation, and was not treated fairly and was not treated equitably," said L.A. Councilman and Metro board member Paul Krekorian.

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[Newsletters](#)

# Newsletter Essential California: Will L.A. tax its way out of congestion?



An Expo Line train on a practice run to downtown Los Angeles whizzes past a station last month. Metro is seeking a half-cent sales tax increase in November to fund billions of dollars in new projects in the coming decades. (Mark Boster / Los Angeles Times)

By **Alice Walton and Shelby Grad**

JUNE 24, 2016, 4:00 AM

**G**ood morning. It is **Friday, June 24**. In these new PSAs from Metro, [Safetyville turns out to be a pretty dangerous place for stick figures](#). Here's what else is happening in the Golden State:

## TOP STORIES

### Transit tax

Los Angeles transit officials voted 11-2 Thursday to place a **half-cent sales tax** on the November ballot. The proposal could generate \$860 million a year for street repairs, highway improvements

and new rail lines. The tax, which requires a two-thirds vote for approval, would not have a sunset date. Supervisor **Don Knabe** was one of the dissenting votes. “This is a forever tax. I mean, forever. The accountability needs to be there,” he said. Los Angeles Times

LOCAL / L.A. Now

## Metro officials hope to pass half-cent sales tax that would not expire



Metro's new plans for a sales tax that would not expire could add a new rail project and a new highway project in the county, and accelerate into others. (Los Angeles Times)



By **Laura J. Nelson** - Contact Reporter

JUNE 10, 2018, 8:58 PM

**T**ransportation officials said Friday that a long-discussed proposal to raise Los Angeles County's base sales tax by a half-cent to fund transportation investments has undergone a small but significant change: The tax increase would continue indefinitely, rather than expiring after four decades.

Previously, Metropolitan Transportation Authority officials had hoped to raise about \$120 billion over 40 years to fund nearly two dozen mass transit lines and extensions and 14 highway projects.

A sales tax with no end date would aggressively alter that schedule, allowing Metro to build nine major projects faster and add two more projects to the list, including a second extension of the Gold Line through East Los Angeles and a possible highway through the North County, chief executive officer Phil Washington said Friday.

"We are making a prudent recommendation," Washington said. He added that a tax that does not expire would create "sustainable funding for the future."

The announcement was met with mixed reactions from elected officials and interest groups. Some cheered Metro's proposals to build some projects sooner but said a sales tax with no sunset, even with oversight measures included, could open Metro to deeper skepticism from the electorate. Others fumed that the modified list of projects to be built still did not include their suggestions.

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**If we're going to do something real about traffic, we need to act now, and we need to be bold.**

— Los Angeles Mayor Eric Garcetti

Metro's board of directors will decide later this month whether to place the measure on the November ballot. If approved, the tax increase would be the county's third transportation-related levy with no end date. Another half-cent tax hike approved by voters in 2008 will expire in 2039.

To meet the two-thirds voter threshold required for approval, often a high hurdle, Metro's measure will need strong voter support in virtually every area of the county. The proposal's geographic balance reflects that, with rail and highway projects stretching from the South Bay to the North County and from Westwood to Claremont.



The modified proposal also reflects some criticism that Metro received after releasing the plan to the public in March. After [an outcry from a coalition of cities in the southeast county](#), Metro has proposed to accelerate construction on two phases of a light-rail line from Union Station to Artesia. But the plan keeps in place a four-year gap between construction on the two phases.

#### For the Record

**June 10, 8:57 p.m.:** An earlier version of this article incorrectly stated that the Metro plan keeps in place a nine-year gap between construction phases of the light-rail line from Union Station to Artesia. The gap is four years.

Metro would also speed up construction on a proposed extension of the Crenshaw Line through the Mid-City area of Los Angeles, including a possible station in or near West Hollywood. Previously slated to open in 2055, it would open eight years earlier, in 2047.

The plan would also speed construction on [a train station to connect rail to Los Angeles International Airport](#). Originally slated to open in 2024, the new plan calls for a ribbon-cutting in 2021.

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## The competing demands are always road repairs and major projects.

— Metro managing executive officer David Yale

“If we’re going to do something real about traffic, we need to act now, and we need to be bold,” Los Angeles Mayor [Eric Garcetti](#) said in a statement. “This will not only help ease congestion — it will bring good-paying jobs to our communities.”

Metro had proposed sharing about 16% of total revenue, or \$19.2 billion, with the county’s 88 cities over 40 years. The proposal was met with criticism from some coalitions of local government, who said those funds are not enough to cover repairs for the roads that carry Metro buses.

“The competing demands are always road repairs and major projects,” said David Yale, a Metro managing executive officer. The proposal released Friday called for a one-percentage point increase in those funds until 2040, and then another increase to 20%.

Still, some representatives said the plan doesn’t reflect their needs. Sen. Bob Hertzberg (D-Van Nuys), whose district could see a light-rail line down Van Nuys Boulevard and a series of upgrades to the Orange Line busway, including a conversion to light rail, said a plan without transit upgrades near Cal State Northridge “is malpractice.”

“Last time around, the Valley got short-changed,” Hertzberg said, echoing concerns of Valley residents. When asked whether he would ask his constituents to vote against the tax, he said he would “cross that bridge when we come to it.”

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#### ALSO

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L.A. Metro Honors Millionth Rider on Dodger Stadium

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Los Angeles County Metropolitan Transportation

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ID: Sculptures Add Artsy Layer to Transit Center

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MN: As Dakota County Changes Transit Funding Picture, Orange Line BRT Could be in Jeopardy

RAIL

OH: Epic Traffic Jams Expected for Cavs Victory Parade, Officials Ask Fans to Take Transit

BUS

CA: Safety Measures Urged at San Rafael Transit Center After Pedestrian Fatality



The Lukes Family and Metro's Deputy CEO Stephanie Wiggins

Photo credit: Los Angeles County Metropolitan Transportation Authority (MTA)

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The one millionth rider to use the popular Dodger Stadium Express bus service from Union Station in downtown Los Angeles to Dodger Stadium boarded the express bus last night to watch the Washington Nationals play the Dodgers.

Metro staff members were on hand at Union Station as the Lukes family from Temecula was honored as being the one millionth to use the service. The family of four — Mike and Kumi Lukes and their two children Sean and Sophie — were presented with a large Dodger Stadium Express "Golden Ticket" and a one-month TAP pass to use on any Metro-operated bus and train service. In addition, the Dodgers honored them with tickets to a future Dodger game, meal vouchers, a Dodger gift bag. Sean, 11, was also given the opportunity to throw the first pitch at the game last night.

"The last time I went to a Dodgers game, I was seven years old," said Mike Lukes. "There wasn't definitely no Dodger Stadium Express then. We decided to take the bus because I heard it was convenient and easier than parking at the stadium, and now my family and I have this amazing experience we'll be able to remember forever."

The Lukes family actually drove up from Temecula to Claremont and then took a Metrolink train to Union Station to transfer to the Dodger Stadium Express bus service and onto Dodger Stadium for the game.

The Dodger Stadium Express bus service transported more than 220,000 fans during the 2015 season — up from 216,000 fans in 2014. So far this season, over 85,000 have taken advantage of the service.

Metro also offers the Dodger Stadium Express service from the Harbor Gateway Transit Center serving the South Bay area with buses using the Metro Express Lanes along the 110 freeway.

The service is funded with a grant approved by the Mobile Source Air Pollution Reduction Review Committee (MSRC). The MSRC awards funding within the South Coast Air Basin from a portion of the vehicle registration fees set aside for projects that help reduce vehicle emissions. Funding for the service from the Harbor Gateway Transit Center is being provided by Metro's Express Lanes Net Toll Revenue Investment Grant Program.

The Dodger Stadium Express is free for passengers with a game ticket. Those without a game day ticket will pay regular one-way fares of \$1.75 from Union Station and \$2.50 from Harbor Gateway Transit Center.

Service from Union Station begins 90 minutes prior to the game and runs until 45 minutes after the game ends. Buses depart from the Alameda Street side of the station near the taxi zone. Passengers are let off and picked up at one of two stops, either behind Center Field or at the Top Deck.

Service from the Harbor Gateway Transit Center can be found at Bay 9 and begins two hours before game time and ends 45 minutes after the game concludes. The pickup and drop-off zone at Dodger Stadium is behind right field.

The Los Angeles Dodgers work closely with Metro to ensure a high level of awareness for this service to Dodger Stadium and to continue to promote the service to fans during each game.

Patrons are encouraged to use the many transportation alternatives that serve Union Station that will connect them to the Dodger Stadium Express. Metro operates the Metro Gold Line from East Los Angeles to Azusa, the Metro Red/Purple subway lines from Wilshire/Western and North Hollywood to downtown L.A. The Metro Green Line between Norwalk and El Segundo intersects with the Metro Blue Line that runs between Long Beach and downtown Los Angeles, as well as the Expo Line from Santa Monica to downtown Los Angeles. The Harbor Gateway Transit Center is served by several Metro bus lines, including the Metro Silver Line. Torrance Transit also provides service to and from Harbor Gateway.

## Voice your opinion!

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June 2016

## Rail News: Security

# Railroads focus on cybersecurity threats created — often unintentionally — by employees, software vendors

By *Daniel Niepow*, Associate Editor

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As railroaders work to secure their growing network of digital assets, they'll need to keep a close eye on several key threats, including risks posed by their own employees and software vendors, information technology (IT) execs say. With access to a range of confidential information, employees can compromise the security of railroads' numerous systems and databases — whether they intend to or not.

Last year, insider abuse of data led to nearly 10,500 "security incidents" — that is, any event that compromised the integrity, confidentiality or availability of an information asset, according to [Verizon Enterprise Solutions' 2016 Data Breach Investigations Report](#). The report, which examined more than 100,000 security incidents across several industries, also found that about 11,300 cases stemmed from "unintentional actions," such as employees sending emails or documents to wrong recipients.

The [American Public Transportation Association \(APTA\)](#) also highlighted internal threats in its [report](#) on securing control and communications systems.

"The disgruntled insider is a principal source of computer crime," APTA's report states. "Insiders may not need a great deal of knowledge about computer intrusions because their knowledge of a target system often allows them to gain unrestricted access to cause damage to the system or to steal system data."



To mount a better defense against insider threats, rail leaders are exploring a number of cybersecurity strategies, which range from establishing better password protocols to conducting more rigorous background checks of new employees. They're also striving to keep their employees abreast of any new cybersecurity threats through continued training and awareness programs.

### Spreading awareness

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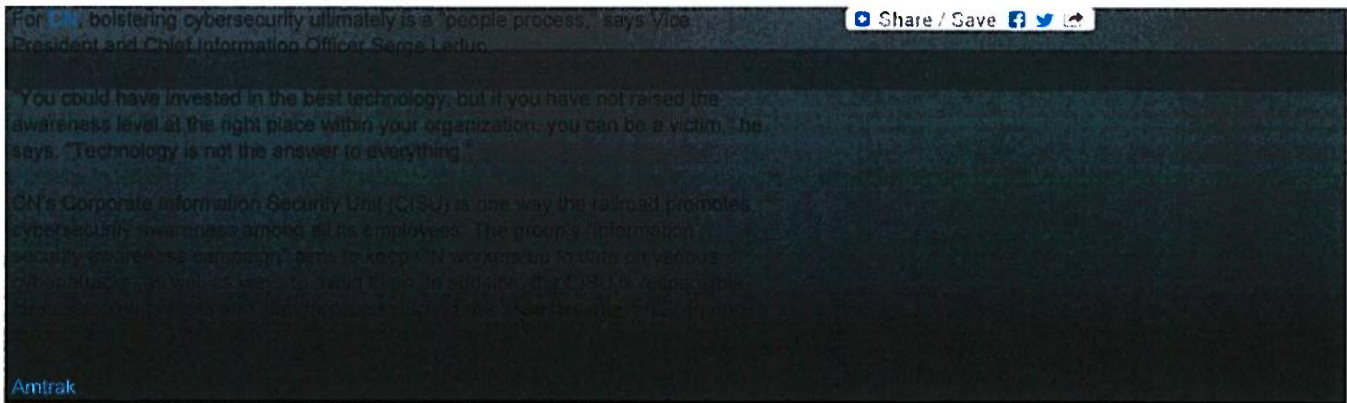


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techniques, said Chief Information Security Officer Ron Baklarz in an email.

"We monitor many open source intelligence sources on a daily basis to keep abreast of new and emergent issues," he said.

Meanwhile, CN carefully monitors its dealings with third-party software distributors. Many vulnerabilities in the cybersecurity realm stem from companies working with third parties, Leduc says.

"We're making sure we have some checks and controls with the external suppliers," he adds.

Public transportation agencies also need to do their due diligence when vetting third-party vendors, says David Hahn, APTA's senior program manager of safety and security. It's especially important as agencies begin introducing mobile ticketing apps, which often are built by outside companies.

As part of their investigations into any new vendors, transit agencies should take the time to find out if the companies have ever been hacked, and if so, how they responded, Hahn says.

Cybersecurity firm [LGS Innovations LLC](#) advises its clients to keep close tabs on software provided by third parties, as well. If the developers who built those programs have ulterior motives, they could provide a "backdoor" into a railroad's computer systems, says LGS Innovations Chief Executive Officer Kevin Kelly.

"If you think about the railroad industry, it's not unlike most large industries these days. They're using dozens if not hundreds — some of them even thousands — of different applications that are developed in the commercial market," Kelly says. "Every time you have a group of software developers, you're subject to whatever disciplines they had while developing their own systems. ... You have to make a leap of faith that they've provided a system that is sufficient in protecting your data as you employ it in your network."

So, LGS provides a service known as CodeGuardian™, which is designed to remove vulnerabilities or malware in third-party systems.

In March, LGS announced the completion of a comprehensive cybersecurity risk assessment contract with [Railinc Corp.](#), marking the cybersecurity firm's first rail industry client. As part of the contract, LGS analyzed the company's internal and external cybersecurity operations and processes. The project allowed Railinc, a wholly owned subsidiary of the Association of American Railroads, to "validate the cybersecurity framework that governs its business and customer relationships," LGS officials said in a press release.

### **Working together**

Establishing benchmarks with other industries also plays a part in some railroad's cybersecurity strategies. For example, CN shares information with the Canadian Cyber Threat Exchange, which is a non-for-profit organization aimed at helping businesses, governments and research institutions defend against cyber attacks. And, at various conferences and seminars, the Class I meets with IT leaders across several industries to get a better view of the current cybersecurity landscape.

It's a similar refrain at public transit agencies.

"Public transit is probably at the forefront with sharing information across the sector," APTA's Hahn says. "If you look at other critical sectors — such as the chemical sector or the financial sector — they're not as transparent. Transit is really tackling this head-on."

Whether railroads develop cybersecurity strategies on their own or with partners, it's crucial they take the time to examine threats posed by seemingly harmless situations — even something as simple as a handwritten password on an employee's desk.

"Most cyber vulnerabilities are created completely unintentionally," LGS' Kelly says. "It's not the Hollywood version of the dark room hacker that breaks into these devices."

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# Money for Metro, now and later

By **Eric Garcetti**

**T**RAFFIC-FATIGUED Los Angeles County residents have long envied the cohesive transit available in the Bay Area and Washington, D.C. But these systems offer warning signs too: There have been lines closed, fires and even fatalities on Washington's Metro due to years of poor maintenance. Bay Area Rapid Transit has been hit by delays and damaged train cars and now needs a ballot measure to pass just so it can repair its aging stations.

Here in Los Angeles County, as we continue expanding the Metro system, we don't want to wind up like those other systems, which found the funds to build lines — but not to maintain them. Metro needs a dedicated source of operating revenue to keep our trains moving.

That is a key reason why I will vote today as a member of the Metro Board of Directors to place the Los Angeles County Traffic Improvement Plan on the November ballot — funded by a “no sunset” transportation sales tax.

Since Metro broke ground on the Blue Line more than 30 years ago, progress has been slow and steady toward adding bus and rail options to reduce traffic gridlock. Line by line and project by project, Metro has expanded service so that it now connects Chatsworth to Chinatown, Culver City to Canoga Park, and South Pasadena to Santa Monica. Today, Metro delivers 14 million rides a day. With the recent completion of the Expo Line and the Foothill Gold Line extension — and soon the Crenshaw Line to LAX — we'll continue to see ridership grow.

Still, our roads remain some of the most congested in the nation. The average county resident loses 80 hours a year stuck in traffic. That doesn't just hurt our quality of life, it dampens our economy,

The county is expected to grow by 2 million people in the next 20 years; congestion will only get worse if we don't knit together the transportation system our region so desperately needs.

In March, the Metro board announced an ambitious spending plan funded by a tax measure limited to 40 years. It would provide \$120 billion in new funding to expand our rail and bus network, redefining commutes for residents in every corner of the region. New lines would connect Van Nuys to LAX, San Fernando to the South Bay, and Claremont to Culver City. The plan would pay for street repaving and pothole filling across the county's 88 cities. It would create thousands of local jobs, pay for critical earthquake retrofitting and invest in much needed freeway projects to unclog bottlenecks. And it would contain the strongest oversight of any Metro measure to date, to make sure every taxpayer dollar is protected and well spent.

But when the Metro board made this proposal public, the response was clear: Build more. And faster.

By removing the 40-year sunset date, Metro can accelerate nine projects by a total of 42 years — while also reducing project costs.

To tackle our traffic crisis head on, we must trade slow and steady for bold and decisive. We must create a truly complete system that serves the needs of all commuters today, but also anticipates the riders of tomorrow. We have to make sure high school and university students can get to class on time, and that our growing senior and disabled populations have access to affordable fares.

And we must put adequate funding in place to ensure our transit system remains functional for generations to come.

During the 20th century, Southern California paved the way for the rest of the nation by adopting a freeway-based transportation system. In the 21st century, with more people living, working, visiting and studying here than ever before, we again have a chance to lead the way. We can create a new transportation system that integrates public transit lines, freeways and local streets to get all of us where we want to go, when we want to get there, however we choose to move.

---

**ERIC GARCETTI** is the mayor of Los Angeles and second vice chair of the Los Angeles County Metropolitan Transportation

# OPINION

EDITORIALS

LETTERS



California High-Speed Rail Authority

**CONSTRUCTION** takes place in Fresno in February on California's bullet train project.

## Bullet train blues

Re "Subsidies at issue in train project," June 20

For those who seek evidence that career politicians and bureaucrats are essentially professional liars, they need look no further than this boondoggle of a bullet train project.

It appears that those who are driving this project, specifically California High-Speed Rail Authority Chairman Dan Richard, are skewing data, deliberately underestimating costs, telling contractors what to say and doing everything else they can think of to keep this sinking boat afloat.

Who will be accountable when the true costs come due? Will we allow these same people to argue they were just relying on the best information they had at the time or that their estimates were, unfortunately, inaccurate? When the day of reckoning comes, who among this group will be held accountable to the taxpayers, who most assuredly will end up holding the bag?

JOEL ANDERSON  
Studio City



Opinion / Op-Ed

# Op-Ed To build more and faster, Metro needs a no-sunset sales tax



An Expo Line train pulls into the Santa Monica station on Monday morning, May 23, as commuters get accustomed to the new route. (Los Angeles Times)

By **Eric Garcetti**

JUNE 23, 2016, 5:00 AM

**T**raffic-fatigued Los Angeles County residents have long envied the cohesive transit available in the Bay Area and Washington, D.C. But these systems offer warning signs too: There have been lines closed, fires and even fatalities on Washington’s Metro due to years of poor maintenance. Bay Area Rapid Transit has been hit by delays and damaged train cars and now needs a ballot measure to pass just so it can repair its aging stations.

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Still, our roads remain some of the most congested in the nation. The average county resident loses 80 hours a year stuck in traffic. That doesn't just hurt our quality of life, it dampens our economy, stifles productivity and poisons our air. The county is expected to grow by 2 million people in the next 20 years; congestion will only get worse if we don't knit together the transportation system our region so desperately needs.

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get there, however we choose to move.

*Eric Garcetti is the mayor of Los Angeles and second vice chair of the Los Angeles County Metropolitan Transportation Authority Board of Directors.*

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## Columns

ASSEMBLYMEMBER CALDERON: SUPPORT AB 2863

### **Don't railroad Los Angeles County taxpayers: Guest commentary**



a May 26, 2015 photo, a security guard walks along the railway under construction in Los Angeles as part of the Metro Expo Line extension project connecting Culver City and Santa Monica. (Photo by Jae C. Hong/Associated Press)

By James Moore and Thomas Rubin

Posted: 06/22/16, 8:26 AM PDT | Updated: 2 hrs ago

The Metropolitan Transportation Authority staff's proposal that Los Angeles County voters agree to an additional, eternal, half-cent sales tax for transportation improvements is an exercise in deception.

The MTA (or Metro) — is one of the wealthiest local agencies, receiving \$2.8 billion annually in revenue from existing local sales taxes of 1.75 percent and another \$2.9 billion in fares and federal and state grants. The agency has great discretion in how to spend this money. Unfortunately, it spends it on projects that reduce transit service and transit use.

What L.A. County residents need is an honest, objective spending plan for increasing transit service.

Building trains reduces total transit ridership. This is a data-driven truth. It costs considerably more to move a rider a mile on a train than it does on a bus, even accounting for a share of the road on which the bus is traveling. The MTA's rail projects are suppressing the service the agency can deliver, and the number of people served.

How much transit ridership has Los Angeles lost, and how much did it cost us to lose it?

Ridership peaked in 1985 with 497.2 million boardings. Trends indicate the MTA can expect 429.9 million boardings in 2016.

In the past 30 years, MTA has shifted considerable funding to other municipal operators in the county. Focusing only on the MTA's system does not account for the travel the MTA supports on these other transit properties, so it is fairest to examine total ridership changes across all transit agencies in the county.

Further, while it is easy to count riders, it is hard to count trips. Most transit trips involve more than one vehicle, especially if a train is involved. Using survey data to account for the relationship between vehicle rides and complete trips, there has been a collective 33 percent decrease in complete trips per capita across L.A. County transit systems over the last 30 years.

Narrow the focus to MTA's share of the system by excluding other municipal operators, set aside the 12 million 1985 boardings on lines that were transferred from the MTA to the Foothill Transit District and other transit operators in the late 1980s, and this 30-year drop in complete trips per capita jumps to more than 47 percent.

Because of its nonstandard accounting practices, it is hard to know what the MTA has spent on rail projects. But we can estimate: The MTA's rail costs are over \$25 billion for all lines operating and in construction. This is a lot to pay for a 47 percent drop in ridership per capita, or even for a 33 percent drop.

These trips have not disappeared despite the MTA's focus on rail projects but because of this focus. Building more rail projects can only further suppress transit service and use. The MTA understands this, but why would the agency consciously and systematically reduce services to the county's most vulnerable groups and to the working people who so need access to transit and

the employability it provides, and ask them to pay for it with a tax that hits low-income households hardest?

The explanation is that MTA's mission is not delivering transit service. The MTA's mission is to grow its budget at any cost. Private-sector firms grow by controlling costs and configuring products for which buyers will bid. In contrast, the ideal public-sector strategy is not to reduce costs but to keep an agency hovering at the cusp of bankruptcy.

The MTA rail plan is strategically perfect in this respect, positioning the agency to ask for more from taxpayers so that it can work to complete an increasingly cost-ineffective system.

If the MTA board places another sales tax measure on the November ballot, it will be adding insult to the injury they have already done to Los Angeles County voters, who should respond with an emphatic "no."

*James Moore is the director of the USC transportation engineering program and vice dean of the USC Viterbi School of Engineering. Thomas Rubin is a transit consultant and former auditor-controller of the Southern California Rapid Transit District, a predecessor of Metro.*

Toronto

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## The Latest: Wind shift turned Colorado blaze into threat



A Los Angeles County firefighting helicopter makes a water drop on a hill near a wildfire in Duarte, Calif. Tuesday, June 21, 2016. Firefighters worked to make gains against Southern California wildfires as an intense heat wave eased slightly Tuesday, but officials warned nearby communities to stay alert and obey any evacuation orders. (AP Photo/Nick Ut)

**By:** Staff The Associated Press Published on Wed Jun 22 2016

LOS ANGELES — The Latest on wildfires burning in the West (all times local):

1 p.m.

Authorities say a shift in the wind turned a wildfire burning slowly in a heavily wooded area on the Colorado-Wyoming border into a fast-moving threat.

Routt National Forest spokesman Aaron Voos says the blaze grew to about 5 square miles from about 1 square mile Tuesday. Thunderstorms expected this weekend could make the fire worse because they often bring gusty winds and only a smattering of flame-stifling rain.

Voos says the number of firefighters is expected to grow from 120 to about 200 on Wednesday. But he says getting more help is difficult because of other fires across the West.

Trees killed by a beetle infestation were helping fuel the blaze 140 miles north of Denver and 2 miles from Wyoming.

Campers and those staying in cabins were told to evacuate. Voos says no more than 100 people fled the area, which isn't heavily populated.

---

9:40 a.m.

Firefighters say they expect to keep a wildfire from moving any closer to a rural eastern Arizona town.

Officials said Wednesday that the edge of the blaze threatening the community of Cedar Creek made no significant movement in the last 24 hours thanks to sparse vegetation.

The fire has burned some 67 square miles and is about 2 1/2 miles north of Cedar Creek. It's partially contained.

Crews are focusing on expanding fire lines and conducting burnout operations.

Residents have been told to prepare to evacuate from Show Low, Pinetop-Lakeside and the immediate surrounding areas.

Gov. Doug Ducey declared a state of emergency Tuesday to free up state dollars to battle the fire.

It began June 15 and its cause remains under investigation.

---

9:20 a.m.

Calm conditions and moist air are helping firefighters make progress against two fires in the San Gabriel Mountains northeast of Los Angeles, but a change is coming.



Incident commander Mike Wakoski says stronger winds are coming Wednesday afternoon and evening, and they could push the flames.

Hundreds of homes are evacuated in foothill cities below the fire, and officials say the threat remains.

High heat that blanketed Southern California at the start of the week has retreated eastward, allowing moist ocean air to push well into the Los Angeles basin during the morning.

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9 a.m.

Firefighters are bringing in more help after a forest fire near the Colorado-Wyoming line exploded in size and forced campers to evacuate.

Fire spokesman Chris Barth said the blaze grew to about 5 square miles overnight from about 1 square mile Tuesday. He says additional personnel are expected to arrive Wednesday to battle the fire that's 140 miles north of Denver and 2 miles from Wyoming.

The blaze was reported late Sunday in a heavily forested area that includes the Routt National Forest and has no permanent residents. Trees killed by a beetle infestation were helping fuel the fire, whose cause is under investigation.

Campers and those staying in cabins were told to evacuate Tuesday evening because of heavy smoke, high winds and spreading fire. It wasn't clear how many people fled.

---

8:35 a.m.

Weather is helping crews battling two wildfires outside Los Angeles and another near the U.S.-Mexico border.

Angeles National Forest spokesman Nathan Judy says winds are calm Wednesday morning in the San Gabriel Mountains northeast of Los Angeles, where plumes of smoke are rising from a pair of blazes.

Together, the fires have burned more than 7 square miles and are mostly uncontained. Hundreds of homes remain evacuated in foothill communities.

Another wildfire about 40 miles east of San Diego has grown to just over 10 square miles and is partially contained. Hundreds of homes have been evacuated.

Capt. Kendal Bortisser of the California Department of Forestry and Fire Protection says temperatures have dropped, humidity has risen and cloud cover is helping. But he says firefighters still must deal with rough terrain and vegetation that hasn't burned in decades.

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8 a.m.

More evacuees are expected to return home as firefighters inch closer to snuffing out a massive wildfire in central New Mexico.

Authorities said Wednesday that the blaze in the mountains south of Albuquerque is more than halfway contained. It has destroyed at least two dozen homes and burned nearly 28 square miles.

Fire officials say crews constructed more fire lines along two sides of the blaze. Helicopters also have dropped more than 2,100 gallons of water close to where there are structures.

The human-caused fire ignited June 14, racing across miles of tinder-dry forest. Several villages that line the eastern side of the Manzano Mountains had to be evacuated.

The blaze also led Gov. Susana Martinez to declare a state of emergency.

---

7:15 a.m.

Moisture has moved in along much of the Southern California coast, and most mandatory evacuation areas near a wildfire in Santa Barbara County have been lifted.

Fog arrived overnight on the rugged coast west of Santa Barbara, where a fire of more than 12 square miles is nearly entirely contained Wednesday morning.

As planned, mandatory evacuation orders for many areas were reduced to warnings at 5 a.m., allowing residents to return. All orders are expected to be lifted by the weekend.

Firefighting resources are being redirected to two fires in the San Gabriel Mountains northeast of Los Angeles and to a blaze east of San Diego near the Mexico border.



Metro

Metro Purple Line Extension

Construction Activity at La Brea/Wilshire



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Tuesday, June 21, 2016

Comment here

## #DamienTalksSGV 11 - Metro, Cacciotti and 626 Golden Streets

by Damien Newton



June 26 San Gabriel Valley open streets map!

This week, #DamienTalks with Laura Comejo, the sustainability officer for Metro and the lead for Metro's Open Streets events program. Metro has been funding numerous Open Streets events throughout L.A. County. [Metro's initial open streets funding cycle](#) finishes up this weekend with [626](#) – an amazing 18-mile long multi-jurisdictional car-free party.

[626 Golden Streets](#) will take place from 8 a.m. to 2 p.m. this Sunday, June 26. Metro, Bike SGV, seven cities and a host of other organizations invite you to explore 18+ miles of open streets linking six Metro Gold Line stations and seven San Gabriel Valley cities stretching from South Pasadena to Azusa. Participants do not need to ride all 18 miles, but can start and finish wherever you like. Participants can walk, run, bike, skate, wheelchair, or crawl. Take breaks, stop for lunch, listen to music, shop, hang out, and generally enjoy streets open to all. The event is free, family-friendly, fun, and, of course, very easily accessible via the Metro Gold Line.



For more information, visit [626GoldenStreets.com](#).

After the talk with Comejo, we are replaying our #DamienTalks from April 7 with South Pasadena Mayor Pro-Tem Michael Cacciotti. Cacciotti has been a critical figure in the effort to create the 626 both as an elected official and an advocate. As a fun bonus, the interview takes place on the Gold Line itself as Michael is heading home from work.

#DamienTalks is supported by Foothill Transit, offering car-free travel throughout the San Gabriel Valley with connections to the new Gold Line Stations across the Foothills and Commuter Express lines traveling into the heart of Downtown L.A. To plan your trip, visit [foothilltransit.org](#). "Foothill Transit. Going Good Places."

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## Letters 2784

### Gold Line and Azusa bus

Prior to the opening of the Gold Line extension, the last stop for Metro's northbound 280 bus was between Sixth Street and Foothill Boulevard in Azusa.

The bus would always arrive early and remain at that stop for 10 minutes, then proceed south toward Puente Hills Mall. The scheduling was very efficient and accurate.

Once the Gold Line began operation, one stop was added, at the Azusa station. The station is located just a block and a half north of the prior last stop.

Since adding this last stop, the drivers will lock their buses and proceed to the Target store across the street for lunch, a break or the restroom.

There have been times I've waited for the bus to resume operation for 60 to 75 minutes. On May 9, while I was waiting for a northbound bus in Covina, three southbound buses stopped at the bus stop directly across the street.

I've been in some form of scheduling throughout my working career and from what I've seen and experienced, their scheduling department is either inept or the workforce is taking advantage. I hope they correct the problem very soon, before I go elsewhere.

— *Alex Villa, Azusa*

# Reports: SoCal strong in foreign investment, international trade

By Kevin Smith  
 kevin.smith@langnews.com  
 @SGVNBiz on Twitter

A pair of new reports show that Southern California is a powerful magnet for foreign investment and a major player in international trade, despite global economic challenges.

The reports will be unveiled today at the Select LA Investment Summit in downtown Los Angeles. The event brings together hundreds of global investors with business and government leaders from throughout Southern California.

The first report, "Foreign Direct Investment in Southern California," shows that there are more than 9,000 foreign-owned enterprises, or FOE, in Southern California that directly employ 366,415 people.

And the economic power of those workers is significant.

Their annual wages total \$23.6 billion and generate an economic impact that sustains 8.1 percent of all direct, indirect and induced jobs in Southern California. The lion's share of workers employed by FOE — 116,721, to be exact — work in manufacturing. That accounts for \$6.8 billion in estimated wages.

Stephen Cheung, president of World Trade Center Los Angeles, isn't surprised by those numbers.

"I'm not surprised but I think it's a big surprise to a lot of people," he said. "We are the number one manufacturing center in the U.S. and we want to convey that message to the world."

The majority of FOE jobs in Southern California can be attributed to a handful of countries, including Japan, the United Kingdom, Germany, France and Canada.

Japan tops the list, with 2,439 businesses and 79,403 jobs. That was followed by the U.K. with 1,135 businesses and 54,910 jobs, and

Germany with 825 businesses and 32,594 jobs.

On a more local level, Los Angeles County accounts for the biggest chunk of FOE with 4,367 foreign-owned firms and 177,427 jobs. Orange County ranks second with 1,812 businesses and 84,142 jobs.

San Bernardino County has 654 FOE with 20,523 jobs, and Riverside County has 502 businesses with 15,998 jobs.

Kinkisharyo International LLC, a company based in Osaka, Japan, is a prime example of an FOE that's helping to boost Southern California's economy.

The company makes light-rail train cars for Metro, the Los Angeles County Metropolitan Transportation Authority, and maintains its U.S. headquarters in El Segundo. The vehicles are made and assembled at two facilities in Palmdale.

"We have been working in the states since the early 1980s and we got our first contract with L.A. Metro in 2012 to make 78 cars," company Vice President Donald Boss said. "That was later extended to 235 light-rail vehicles."

Kinkisharyo employs more than 300 workers in Southern California, but Boss said the business environment isn't exactly easy.

"We're excited to be here but there are a lot of challenges," he said. "The challenges include labor costs, the cost of doing business here and the high cost of living. We have to pay good wages to get people who will do a good job."

The report also shows that California has the biggest foreign investment in "greenfield" projects of any state in the U.S., with 230 projects. Greenfield projects are developments built on unused land where there is no need to remodel or demolish an existing structure. Foreign investment in greenfield projects in

## ECONOMIC POWER OF SOUTHERN CALIFORNIA

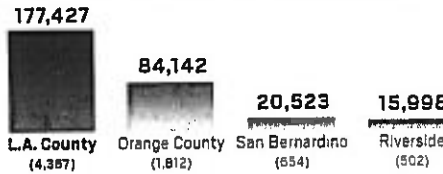
Two newly released reports show Southern California is a powerful magnet for foreign investment and a major player in international trade, despite global economic challenges.

### Southland's foreign-owned establishment jobs

(Businesses in parenthesis)



### Local chunk of foreign-related jobs



Source: Los Angeles Economic Development Corporation

STAFF GRAPHIC

Southern California totaled more than \$29 billion from 2003 to 2015.

The second report, the "11th Annual International Trade Outlook 2016-2017," notes that 2015 was a volatile year, punctuated by a slowdown and rebalancing of China's economy, plunging commodity prices, geopolitical unrest and appreciation of the U.S. dollar.

Those factors conspired to undermine consumer and business confidence both here and abroad. Global trade continues to grow, the report said, but 2015 was the fourth consecutive year of annual growth rates below 3 percent. While still positive, that remains far below pre-recession rates.

The World Trade Organization expects global trade to continue with a moderate growth rate of 2.8 percent this year and a potential pickup in 2017 to 3.6 percent.

The value of total trade moving through the Los Angeles Customs District in 2015 reached \$393.8 billion. That was down 5.7 percent from the previous

year, but it still accounted for 10.5 percent of all U.S. trade.

The report also shows that Southern California's import activity continues to outpace its export operations. In terms of trade volume, 135.9 billion tons of cargo was moved through the customs district in 2015, and the volume of imports was more than twice that of exports.

"That issue will not be addressed easily," Cheung said. "It has to do with demand. U.S. consumers want cheap products that are made elsewhere and that's what's driving the input from other countries."

But the U.S. has a bigger hand in the reported number of exports than figures show, he said.

"About 40 percent of the products that are exported from Mexico to other countries have some components from the U.S.," he said. "Some of the assembly is done here. And for higher-end, more complex electronics, all of it is done here because other nations don't have the expertise that's needed."

China, the nation's biggest trading partner, also accounted for more than 40 percent of total trade with the customs district in 2015, reaching \$149 billion.

The volume of trade handled through the San Pedro ports grew by 1.3 percent over 2014. The Port of Los Angeles handled 8.2 million TEUs (20-foot-equivalent containers) of merchandise, a decline of 1.2 percent from 2014. But the Port of Long Beach handled 7.2 million TEUs, an increase of 5.9 percent over 2014.

Vantage LED, an Ontario-based business that makes the massive digital display screens that are seen at many Las Vegas casinos, is doing fine, according to Ivan Perez, the company's director of resource development.

"About 85 percent of our products are sold in the U.S.," he said. "But we're also exporting a lot to South America, Australia, Mexico and Canada. And we're also starting to put a footprint into western Europe. We're starting to see more exports."

Trade flows in the customs district are dependent upon what occurs in the larger U.S. economy and abroad. Forecasts for real GDP growth in the U.S. are moderate, while the global economy still faces continuing challenges. The stronger value of the dollar will negatively impact export growth because that makes U.S. products more expensive. But demand for imported goods should remain strong as long as domestic job growth and disposable income perform as expected and result in increased consumer spending, the report said.

According to IHS Maritime & Trade, total container traffic at the Los Angeles and Long Beach ports is expected to grow by approximately 5 percent in 2016 and by more than 6 percent in 2017.

The foreign investment report was published by World Trade Center Los Angeles and prepared by the Los Angeles County Economic Development Corp. The LAEDC also prepared the trade report.

Pasadena, CA  
 (Los Angeles Co.)  
 Star News  
 (Cir. D. 99,201)

JUN 17 2016

Torrance, CA  
 (Los Angeles Co.)  
 Daily Breeze  
 (Cir. D. 63,917)  
 (Cir. S. 64,450)

JUN 17 2016

Long Beach, CA  
 (Los Angeles Co.)  
 Press Telegram  
 (Cir. D. 106,485)  
 (Cir. S. 124,885)

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JUN 17 2016

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### **Suspicious device closes station**

The Metro Blue Line Wardlow Station closed for close to two hours Thursday afternoon after a maintenance employee discovered a suspicious device. 2 > 8 v

The employee was servicing bicycle lockers around 3:15 p.m. when he found the device, said Ramon Montenegro, a spokesman for the Los Angeles Sheriff's Department's Transit Policing Division. A sheriff's arson-explosives K-9 was requested and authorities determined that the object was suspicious enough to close the station.

The station was closed until 4:51 p.m., Montenegro said.

Residual delays in train service were expected through 5:30 p.m., according to Metro.

- Greg Yee

Whittier, CA  
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The Daily News  
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## Editorial

# A rocky road 2784 looms in debate on transit tax

Los Angeles County transportation officials are betting that voters dislike traffic so much they are willing to approve a permanent 1 percent sales tax to fund the biggest expansion of mass transit in the nation.

Last week, Metropolitan Transit Authority CEO Phil Washington released a revised plan to build out the region's maturing yet woefully incomplete subway, bus and rail system.

"If we don't fix it, we'll be eaten alive by congestion," Washington said. It was an early indication that Metro will sell this plan as one aimed at congestion relief, even though traffic is unlikely to ease anytime soon.

Already, some are unhappy with it.

State Sen. Tony Mendoza, D-Cerritos, who is pushing a bill to expand the Metro board to include more representation from suburban cities, thinks the plan falls short. Mendoza thinks it even backpedals on promises made to voters in 2008, when a half-cent sales tax was approved under Measure R — the half-cent tax that would be permanently extended under the current plan for a November 2016 ballot measure.

A plan this broad is always unlikely to make everyone happy. The question is whether it would be worth the price.

Dubbed the Los Angeles County Traffic Improvement Plan, the ambitious strategy adds more than a dozen rail lines and extensions crisscrossing the county from Artesia to Torrance to Santa Fe Springs.

The most audacious project would be a rail tunnel through the Sepulveda Pass — estimated to cost at least \$8 billion — that would connect the San Fernando Valley to the Westside, bypassing the freeways.

Other rail lines would push all the way into Claremont and

swaths of the county previously reachable only by road would be linked by rail.

In Los Angeles, a car-culture capital, that is revolutionary — dozens of miles of transit.

But the projects proposed for some areas of the county, like the region Mendoza represents, have completion dates long after what was promised by Measure R, most notably a rail project from Artesia to the Union Station in downtown Los Angeles. And some cities see the Sepulveda Pass project gobbling up all the funds.

Whether you like the plan may depend on where you live and work. It will also depend on whether these new connections can take you where you want to go faster than your car. And maybe even on how old you are. Some of us won't live to see the ribbon-cutting on some new transit lines.

The recent, Measure R-funded extensions to Azusa and Santa Monica offer previews of what a better-linked system looks like and might sell voters on the new initiative colloquially known as Measure R2.

But if you are a driver spending time behind a sea of red lights, this plan would not alleviate your traffic woes anytime soon. In fact, in the interim it could make them worse as construction for new lines shuts down main arteries.

This plan is not a short-term fix but a long-term, ambitious effort to set in motion one of the country's biggest transit expansions in decades.

On June 23, the Metro board of directors will be asked to approve the plan for the ballot. If they do, then on Nov. 8 voters will get their say.

There is a lot of room for

# Valley transit battle lines are being drawn

2784

## Fair share. It's a big little phrase. Will San Fernando Valley residents get our fair share of new mass-transit projects under a new sales-tax proposal?

Woodland Hills, CA  
(Los Angeles Co.)  
Daily News  
(Cir. D. 204,443)  
(Cir. S. 215,881)

JUN 17 2016

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This has been the key question here ever since Metropolitan Transportation Authority officials began piecing together a ballot measure to put to county voters in November.

The measure's chances of winning the two-thirds approval it needs might even depend on Valley residents' answer, since the Valley holds nearly one-fifth of the county's population.

Ultimately Valley voters will decide if the 2016 initiative known colloquially as Measure R2 would do better at giving its 1.8 million people what we pay for than did 2008's Measure R, which gave the Valley only two of the county's 80 new rail stops.

As we begin to weigh the pros and cons, we're getting a significant nudge in the direction of "yes" — and another in the direction of "no."

The "yes" comes in the form of an opinion issued at the end of last week by the influential Valley Industry and Commerce Association. The announcement was headlined "Metro's Ballot Measure Ensures Valley's Fair Share."

"We commend the Metro board for ensuring that the Valley is recognized in the final expenditure plan," VICA President Stuart Waldman said in a statement thanking Metro for listening to Valley residents and public officials at almost every level of government for their efforts on behalf of Valley projects.

VICA is part of a coalition of Valley organizations and officials working to bring rail to this region.

"VICA and Valley on Track support Metro's final funding package, which ensures that the Valley receives its fair share of capital projects, and

geles to consider a fair plan for local-control funding," VICA said.

VICA loves what the plan offers the Valley. Most notably, a trio of major projects:

- A nine-mile rail tunnel in the Sepulveda Pass, to open in about 2033.

- Improvements to the Orange Line (by 2025) and replacement of that busway with light rail (by 2057)

- Light rail connecting the northeast San Fernando Valley with the Sherman Oaks area (by 2027).

As a recent editorial here noted, Metro is pitching this as a "traffic improvement plan," hoping to entice even people who never see themselves using mass transit. Those Valley projects could, decades down the road, ease traffic on the 405 and 101 freeways and Van Nuys Boulevard.

The "no" comes from state Sen. Bob Hertzberg, D-Van Nuys, who took out a full-page ad in the Daily News Wednesday to decry an omission from the plan:

- Anything linking the Cal State Northridge campus to a new busway or rail line.

"A transportation plan that does not provide for students, faculty and staff at CSUN is malpractice," Hertzberg told Daily News reporter Dana Bartholomew, calling for a CSUN project to be inserted.

The Metro board of directors is scheduled to meet June 23 to finalize the ballot measure, which would call for a permanent 1 percentage-point sales tax increase to fund transit projects all over the county.

What's more important, what's likely to be in the plan or what's likely to be left out?

At this early stage, that's the



# Expo Line Art

POSTED JUN. 12, 2016, 11:30 AM

MIRROR STAFF



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JUN 12 2016

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Now that the hoopla surrounding the Expo Line from Culver City to Santa Monica has died down a little, there's an opportunity for riders to appreciate the artwork panels that adorn each of the seven stations from Palms to Downtown Santa Monica.

As with previous Metro stations, artists were commissioned to create original artwork for each of the stations that reflect the unique history of each station's area.

A total of seven artists created 98 pieces for Expo Phase 2, with anywhere between eight and 24 individual panels adorning each station.

Shortly before Phase 2 opened on May 20, journalists were offered the opportunity to travel along the line to three of the Westside stations with the artists themselves, who spoke about the inspiration for their work.

The 10 panels at Palms station, entitled Artist Educators, were created by Shizu Saldamando, whose work has been exhibited around the world. One of her panels depicts a woman on a bicycle surrounded by earrings hanging off a long strand of red ribbon.

Saldamando said, "I've done a lot of portraits of my family and friends, people who are often overlooked but whom I really admire. Those people are artists and teachers who live across this extension line."

The woman on the bicycle in the artwork (who was also on the tour) is Sochi – a teacher who lives in West LA and who is a close personal friend of Saldamando's whom she met while studying at UCLA. "She has this amazing collection of earrings so I incorporated those," Saldamando explained, "because I wanted to incorporate a personal element into each portrait." And the bicycle is because Sochi is "a big bicycle head."

Another panel depicts a palm tree on one side – "in honor of the neighborhood of Palms," with a cherry blossom tree on the other, an homage to Saldamando's Japanese heritage and the Sawtelle area they now live in, which is known as Little Osaka.

The panels look like wood panels and also reflect Saldamando's heritage. Her grandfather created wood sculptures while in a Japanese internment camp during World War II.

Abel Alejandro's 12 panels at Westwood/Rancho Park station are entitled "Panoramas," and are striking for the use of both black and white imagery and the fact that except for the children depicted, the majority of his panels don't show people's faces.



COURTESY

art

"I wanted to show the would be commuters in a way that I could avoid having to show every single person and be fair to everyone, which I didn't think I could be, so I went and cut everybody off at the hips," he explained.

The 48-year-old artist who was born in Apatzingan, Mexico, and who also created murals for the 1984 Summer Olympic Games in Los Angeles, said, "I really wanted to tell his narrative through body language."

In one panel a man on crutches is a reminder of the former Sawtelle Veterans Home as well as the current vets that still live in the area. A gardener holding the hand of a little boy picking up an origami paper crane is "a reference to the community that was and still is here," Alejandro said. Like Saldamando, the origami crane also references nearby Little Osaka.

As for the use of black and white?" Alejandro shrugged. "I painted in color for 25 years but once I started painting in black and white, I never went back!"

The eight panels at the Expo/Sepulveda station are entitled Right Above the Right-of-Way and were created by 45-year-old Susan Logoreci, who has created public art projects for both LAX and Los Angeles' City National Bank headquarters.

The panels are a series of intricate drawings depicting different aerial views of the area that surrounds the station.

Logoreci said she wanted to give Expo Line riders a 'you-are-here' feel, and set about mapping the area and chose to use imagery from around the station.

The aerial views come from Logoreci's decision to take two chartered helicopter flights around the area and after taking "thousands of photographs," she set about creating the panels.

The panels don't just map the landscape but also the shift from day to night. Coming into the station westbound you see the night panels but on the east side you see the day panels. The day panels "look like a David Hockney pool moment, and as you look at the night side it's kind of a more noir, Raymond Chandler-esque moment," Logoreci revealed. "I really wanted to give the rider a lot of different things to look at," she said.

Riders will also note a lot of purple in the panels. "I took the helicopter rides around this time of year," Logoreci said. "All the jacarandas were in bloom and I was inspired by that."

The other four stations along the line also have stories to tell. Be sure to look up and study the panels when you're waiting for your train. If you're inspired, there are free docent guided art tours of the line. Call 213-922-4ART or visit [www.metro.net/art](http://www.metro.net/art).



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Development

Date: 06-24-2016 5:58 AM - Word Count: 162

Development

NORTH HOLLYWOOD (CNS) - A joint venture that includes a prominent Chinese developer is looking to redevelop nearly 16 acres surrounding the North Hollywood Red Line station, it was reported today.

It's an ambitious plan that could include retail shops, offices and more than 1,000 residential units, the Los Angeles Times reported.

The project, a public-private partnership with the Los Angeles County **Metropolitan** Transportation Authority, took a step forward Thursday when the agency's board voted to enter into negotiations with Trammell Crow Co. and Greenland USA, a subsidiary of a Shanghai company constructing the massive **Metropolis** in downtown Los Angeles.

The sprawling property, which now includes a surface parking lot and bus station, is the largest piece of **Metro**-owned land anywhere in the county that the agency wants to redevelop in a bid to add more housing near transit lines, according to The Times.

Backers of the mixed-use project at Lankershim and Chandler boulevards say it would further revitalize the surrounding area.

CNS-06-24-2016 05:58

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Transit Measure, 3rd Ld

Date: 06-23-2016 2:36 PM - Word Count: 510

Transit Measure, 3rd Ld

Eds: ADDS that Board of Supervisors vote still to come on placing the issue on the ballot, to identify Dubois and Knabe as the two ``no" votes, and the current sales tax rate in most county cities and areas. Metro board members will hold a news conference following the meeting at Metro headquarters, 1 Gateway Plaza. Metro's Rick Jager is at (213) 922-2707; Joni Goheen, with Metro, is at (213) 922-6931; Yvette Kirrin, with the I-5 Consortium Cities Joint Powers Authority, is at (626) 644-8058; John D. Mann, with Mendoza's office, is at (916) 634-9375.

LOS ANGELES (CNS) - The Metro board of directors voted 11-2 today to move forward with a November ballot measure calling for a half-cent sales-tax hike, and the extension of an existing half-cent levy, to raise money for public transit projects and maintenance in Los Angeles County.

Voters will be asked to increase Los Angeles County's sales tax by another half-cent, and continue the existing Measure R half-cent tax indefinitely. Metro officials had originally planned to have the proposed tax hike sunset in 40 years -- which would have raised \$120 billion -- but announced earlier this month that they plan to propose a tax without a sunset date.

The ballot measure still requires approval from the Los Angeles County Board of Supervisors before it can be placed on the ballot.

The permanent total one-cent sales tax for transit would create a sustained funding source for construction and operation, and would allow the acceleration of at nine projects, including a five-year acceleration in planned improvements on the Orange Line, an eight-year acceleration of the northern extension of the Crenshaw/LAX rail line to Hollywood and a five-year acceleration of the Green Line extension to the Norwalk Metrolink station.

The board also approved an amendment that earmarks funding for a bus rapid transit project in the San Fernando Valley.

Metro's board chair, County Supervisor Mark Ridley-Thomas, said that the transportation plan funded by the proposed tax hike and extension would be potentially ``transformative" for the Los Angeles County.

``It's about time the county of Los Angeles with respect to mobility steps squarely into the 21st century," he said.

Los Angeles City Councilman Mike Bonin, who sits on the Metro board, noted a feeling that both Metro riders and other county residents who currently rely on cars are eager for a more complete public transportation system in Los Angeles, and they are willing to pay a higher tax for it.

``Folks have a very palpable hunger for us to do more," he said. ``I've

sensed they have a lot of faith that we can do that."

The two board members who voted against the measure -- Lakewood Councilwoman Diane DuBois and County Supervisor Don Knabe -- had raised concerns that not enough was being done to ensure all areas of the county are equally represented among the major projects included in the transportation plan.

Most cities in Los Angeles County, including the city of Los Angeles, currently have a nine-cent sales tax.

CNS-06-23-2016 14:36

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Transit Measure, 2nd Ld

Date: 06-23-2016 1:39 PM - Word Count: 387

Transit Measure, 2nd Ld

Eds: UPDATES with board approving placement of sales tax hike measure for November ballot. Metro board members will hold a news conference following the meeting at Metro headquarters, 1 Gateway Plaza. Metro's Rick Jager is at (213) 922-2707; Joni Goheen, with Metro, is at (213) 922-6931; Yvette Kirrin, with the I-5 Consortium Cities Joint Powers Authority, is at (626) 644-8058; John D. Mann, with Mendoza's office, is at (916) 634-9375.

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CNS-06-23-2016 13:39



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Transit Measure, 1st Ld URGENT  
Date: 06-23-2016 1:27 PM - Word Count: 53

Transit Measure, 1st Ld URGENT  
U R G E N T

LOS ANGELES (CNS) - The Los Angeles County Metropolitan Transportation Authority board of directors voted today to move forward with a November ballot measure asking voters to approve a permanent one-cent sales tax to fund public transit projects and maintenance.

CNS-06-23-2016 13:27

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Transit Measure

Date: 06-23-2016 2:07 AM - Word Count: 572

### Transit Measure

Eds: Metro will consider the proposed ballot initiative at its 9 a.m. meeting, Metro headquarters, 1 Gateway Plaza. News conference set for about 12:30 p.m., depending on when the vote takes place. Metro's Rick Jager can be reached at (213) 922-2707; Joni Goheen, with Metro, is at (213) 922-6931. Yvette Kirrin, with the I-5 Consortium Cities Joint Powers Authority, (626) 644-8058. John D. Mann, with Mendoza's office, (916) 634-9375.

LOS ANGELES (CNS) - The Metro board of directors is scheduled to vote today on whether to move forward with a November ballot measure calling for a half-cent sales-tax hike to raise money for public transit projects and maintenance in Los Angeles County.

If the board approves, voters will be asked to increase Los Angeles County's sales tax by another half-cent, and continue the existing Measure R half-cent tax indefinitely. Metro officials had originally planned to have the proposed tax increase sunset in 40 years -- which would have raised \$120 billion -- but announced earlier this month that they plan to propose a tax without a sunset date.

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Metro CEO Phil Washington said earlier this month that the tax plan "goes far beyond building and delivering projects" and will pay for operating and maintaining the transit system, as well as to help set up "a smarter system that takes full advantage of the technology that is out there today and technology of the future that has yet to be developed."

Representatives of a coalition of Southeast Los Angeles-area cities are expected to urge the Metro board to include projects along a six-mile span of Interstate 5 between the 605 and 710 freeways. Downey Mayor Pro Tem Fernando Vasquez will be among the speakers from the I-5 Consortium of Cities Joint Powers Authority, which also includes Commerce, La Mirada, Santa Fe Springs and Norwalk.

Some state lawmakers are asking Metro to delay the vote, saying the public and legislators are not being given enough time to consider the tax plan, the details of which were released on June 10.

"Given the concerns raised by numerous stakeholders and the fact that the plan will not be able to be changed or modified for decades, we must ensure



it is thoroughly reviewed and meeting the transportation needs of residents throughout all of Los Angeles County," Sen. Tony Mendoza, D-Artesia, said.

Mendoza said the proposed measure fails to live up to what state lawmakers had asked for when they agreed that Metro should put a transit sales tax measure on the ballot. He also pointed to projects that were funded by Measure R that have yet to be completed.

"Many of these projects have been postponed for many years and bumped behind others despite the complete lack of project pre-planning done for these projects," Mendoza said.

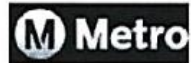
Senate President Pro Tem Kevin de Leon, D-Los Angeles, sent a letter to the Metro board last week asking that the vote be postponed until after the state holds an oversight hearing on the issue that is scheduled for Friday.

CNS-06-23-2016 02:07

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Friday, June 24, 2016



Total Number of Items  
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**Title/Program:** [Fox 11 Morning News at 5:00 AM](#)

**Outlet:** KTTV-TV

**DMA:** Los Angeles, CA

**Publication Date:** 6/23/2016

**Extract:** half cents tax metro says it needs that money from public transit project and maintenance in los angeles county. details ...

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**Title/Program:** [Today in L.A.](#)

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**Title/Program:** [McIntyre In the Morning](#)

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**Title/Program:** [Eyewitness News 6:00AM](#)

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**DMA:** Los Angeles, CA

**Publication Date:** 6/23/2016

**Extract:** ... sent total sales tax would help speed improve minutes to the orange line and several other transit projects. state ...

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Title/Program: **Morning Edition**

Outlet: **KPCC-FM**

DMA: Los Angeles, CA

Publication Date: 6/23/2016

Extract: net or call three to three go metro it's morning edition from n. p. r. news i'm steve inskeep in providence rhode island and i'm ...

[Read Full Text](#) [Link to Video](#)

Title/Program: **McIntyre In the Morning**

Outlet: **KABC-AM**

DMA: Los Angeles, CA

Publication Date: 6/23/2016

Extract: ... start calling people and Aristide and make people get on the subway and coming from Brooklyn to Manhattan on Saturday at two ...

[Read Full Text](#) [Link to Video](#)

Title/Program: **Morning Edition**

Outlet: **KPCC-FM**

DMA: Los Angeles, CA

Publication Date: 6/23/2016

Extract: ... are available at metro dot net slash purple line extension what financial companies know about today's ...

[Read Full Text](#) [Link to Video](#)

Title/Program: **McIntyre In the Morning**

Outlet: **KABC-AM**

DMA: Los Angeles, CA

Publication Date: 6/23/2016

Extract: ... fifteen so it's gonna mess out a corona out toward the orange county line so the new cabinet now the apple valley ...

[Read Full Text](#) [Link to Video](#)

Title/Program: **Morning Edition**

Outlet: **KPCC-FM**

DMA: Los Angeles, CA

Publication Date: 6/23/2016

Extract: ... the fall the metro regional connector will link the gold expo and blue lines connecting all corners of l. a. ...

[Read Full Text](#) [Link to Video](#)

Title/Program: [Good Day LA at 7am](#)

Outlet: **KTTV-TV**

DMA: Los Angeles, CA

Publication Date: 6/23/2016

Extract: ... be on top of the already approved measure r half-cent tax. metro says it need the money for more public transit ...

[Read Full Text](#) [Link to Video](#)

---

Title/Program: [Bill Handel](#)

Outlet: **KFI-AM**

DMA: Los Angeles, CA

Publication Date: 6/23/2016

Extract: ... measure that asks for a sales tax hike to raise money for public transit projects in l. a. county if today's vote is ...

[Read Full Text](#) [Link to Video](#)

---

Title/Program: [Madeleine Brand Show](#)

Outlet: **KPCC-FM**

DMA: Los Angeles, CA

Publication Date: 6/23/2016

Extract: Metro providing improvements to service on **Metro gold** nine starting June 27th **Metro goal** line will ...

[Read Full Text](#) [Link to Video](#)

---

Title/Program: [Gary and Shannon](#)

Outlet: **KFI-AM**

DMA: Los Angeles, CA

Publication Date: 6/23/2016

Extract: ... only county sales tax have sent the money would pay for public transit projects and maintenance more than a 1000 ...

[Read Full Text](#) [Link to Video](#)

---

Title/Program: [Sean Hannity](#)

Outlet: **KABC-AM**

DMA: Los Angeles, CA

Publication Date: 6/23/2016

Extract: l. a. where the los angeles county metropolitan transportation authority board of directors ...

[Read Full Text](#) [Link to Video](#)

**Title/Program:** [Patt Morrison](#)

**Outlet:** KPCC-FM

**DMA:** Los Angeles, CA

**Publication Date:** 6/23/2016

**Extract:** ... it's one 31 . It's sponsored by Metro starting June 27th the **gold line** will run from east la station to the ap a new ...

[Read Full Text](#) [Link to Video](#)

**Title/Program:** [Gary and Shannon](#)

**Outlet:** KFI-AM

**DMA:** Los Angeles, CA

**Publication Date:** 6/23/2016

**Extract:** ... . if i a. m. six forty now chris little has a news for you **metro** sported directors has voted to move forward on a ballot ...

[Read Full Text](#) [Link to Video](#)

**Title/Program:** [KTLA 5 News at 1](#)

**Outlet:** KTLA-TV

**DMA:** Los Angeles, CA

**Publication Date:** 6/23/2016

**Extract:** ... on top of that. &- the measure would3 improvements on the **orange** line, and extensionn offthe crenshaw/lax line and"

[Read Full Text](#) [Link to Video](#)

**Title/Program:** [Sean Hannity](#)

**Outlet:** KABC-AM

**DMA:** Los Angeles, CA

**Publication Date:** 6/23/2016

**Extract:** ... of july recess two and a half days early l. a. county **metropolitan transportation authority** board of directors ...

[Read Full Text](#) [Link to Video](#)

**Title/Program:** [Diane Thompson, Jim Thornton, and Chris Sedens](#)

**Outlet:** KNX-AM

**DMA:** Los Angeles, CA

**Publication Date:** 6/23/2016

**Extract:** ... county voters may be asked to increase their own taxes the **metropolitan transportation authority** board of ...

[Read Full Text](#) [Link to Video](#)

Title/Program: **Patt Morrison**

Outlet: **KPCC-FM**

DMA: Los Angeles, CA

Publication Date: 6/23/2016

Extract: ... calling for a half cent sales tax hike to raise money for public transit project and maintenance voters will now be ...

[Read Full Text](#) [Link to Video](#)

---

Title/Program: **Diane Thompson, Jim Thornton, and Chris Sedens**

Outlet: **KNX-AM**

DMA: Los Angeles, CA

Publication Date: 6/23/2016

Extract: ... permanent approve one cent sales tax it would be used to fund public transit projects and maintenance and i think i'm ...

[Read Full Text](#) [Link to Video](#)

---

Title/Program: **All Things Considered**

Outlet: **KPCC-FM**

DMA: Los Angeles, CA

Publication Date: 6/23/2016

Extract: ... it's four 30 . kpc sees supporters include Metro the Metro purple line extension project is conducting weekend ...

[Read Full Text](#) [Link to Video](#)

---

Title/Program: **Diane Thompson, Jim Thornton, and Chris Sedens**

Outlet: **KNX-AM**

DMA: Los Angeles, CA

Publication Date: 6/23/2016

Extract: ... at the radio now i can evoke as latin aside if financing public transportation is worth a spiking the sales tax again ...

[Read Full Text](#) [Link to Video](#)

---

Title/Program: **John and Ken**

Outlet: **KFI-AM**

DMA: Los Angeles, CA

Publication Date: 6/23/2016

Extract: ... nelson is already waving pom pom his for the %hesitation the metropolitan transportation authority all she et ...

[Read Full Text](#) [Link to Video](#)

Title/Program: [All Things Considered](#)

Outlet: KPCC-FM

DMA: Los Angeles, CA

Publication Date: 6/23/2016

Extract: ... that show goal line starting june twenty seventh the metro gold mine will run from east l. a. destination more ...

[Read Full Text](#) [Link to Video](#)

Title/Program: [All Things Considered](#)

Outlet: KPCC-FM

DMA: Los Angeles, CA

Publication Date: 6/23/2016

Extract: ... are available at metro died my purple line extension market place's supported by will now a clown ...

[Read Full Text](#) [Link to Video](#)

Title/Program: [Marketplace](#)

Outlet: KPCC-FM

DMA: Los Angeles, CA

Publication Date: 6/23/2016

Extract: ... fall in the metro regional connector will link the gold expo in blue lines connecting all corners of Owners ...

[Read Full Text](#) [Link to Video](#)

Title/Program: [Bill Polish](#)

Outlet: KNX-AM

DMA: Los Angeles, CA

Publication Date: 6/23/2016

Extract: ... the bird is believed to be between ten to twelve weeks old l. a. county voters will have to do so public transportation"

[Read Full Text](#) [Link to Video](#)

Title/Program: [The Story](#)

Outlet: KPCC-FM

DMA: Los Angeles, CA

Publication Date: 6/23/2016

Extract: ... metro providing improvements to service on metropole line starting june twenty seventh the metro goal flying ...

[Read Full Text](#) [Link to Video](#)

Title/Program: [The Story](#)

Outlet: KPCC-FM

DMA: Los Angeles, CA

Publication Date: 6/23/2016

Extract: ... poi dot com metro the metro purple line extension is conducting a weekend closures this month ...

[Read Full Text](#) [Link to Video](#)

Title/Program: [Bill Polish](#)

Outlet: KNX-AM

DMA: Los Angeles, CA

Publication Date: 6/24/2016

Extract: ... for us to be able to keep our system in good working order metro believes the tax would generate more than one point seven ...

[Read Full Text](#) [Link to Video](#)

Title/Program: [CBS 2 News at 11:00](#)

Outlet: KCBS-TV

DMA: Los Angeles, CA

Publication Date: 6/24/2016

Extract: ... county by a half cent, going toward a traffic relief effort to build more light rail lines and metro extensions, it\'

[Read Full Text](#) [Link to Video](#)

Title/Program: [Bill Polish](#)

Outlet: KNX-AM

DMA: Los Angeles, CA

Publication Date: 6/24/2016

Extract: baltimore public transportation improvement or a lower sales tax as a tries alike county voters want to make in november ...

[Read Full Text](#) [Link to Video](#)

Title/Program: [Brian Ping](#)

Outlet: KNX-AM

DMA: Los Angeles, CA

Publication Date: 6/24/2016

Extract: . Metro wants voters to raise the current half cent sales tax which helps Finance transit programs to the full senate and ...

[Read Full Text](#) [Link to Video](#)



Title/Program: [CBS 2 News at 5:00](#)

Outlet: **KCBS-TV**

DMA: Los Angeles, CA

Publication Date: 6/24/2016

Extract: ... traffic relief effort that would build more light rail lines and metro extensions. it has a transportation ...

[Read Full Text](#) [Link to Video](#)

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Full Text

**KTTV-TV**

[Fox 11 Morning News at 5:00 AM](#)

6/23/2016

right after this. >> well larry lobster had been saved from seemer. larry is 130 years old and weighs 20 pounds. he was held in a tank at poort's clam bar in hempstead, new york for 30 years. well, today as part of national lobster month, larry was given a pardon and released into the waters off long island. marine life experts say he could leave another 15 years. 130 years old now and he could live 50 years that is if he's not recapture or eaten by a predator. ming i hope larry is still living this morning and captured. >> longer than both of us put together. quite the specimen. larry the lobster rolling around i'm doing all right. good morning guys i've been flying here and made our way out of san fernando valley to east side of downtown louisiana we're approaching there it is top of the screen five and dime. five freeway from top and bottom of the screen. 10 freeway running left to right near county usc medical center. looks good as we exited san fernando valley we saw no significant delays. no stalls our wrecks. eastbound 91 at central two right lanes taken away there due to a wreck. on 605 freeway showing light volume this camera knot and southbound sides looking really good. always looking good up here in skyfox of offices and beautiful downtown city of angels as they await. back to you in the studio. >> thanks so much. 5:17 this morning board of directors decide whether to move for a half cents sales tax increase. proposed tax hike would be on top of the already approved measure r, half cents tax metro says it needs that money from public transit project and maintenance in los angeles county. details was tax plan were released about two weeks ago. some state larks are asking metro board to delay today's vote in order to give public as well as legislators more time to study the proposal. >> 5:17 this week heat wave is causing major issues for electric and hybrid car owners in some parts of our state.

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Full Text

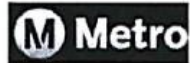
**KNBC-TV**

[Today in L.A.](#)

6/23/2016

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Thursday, June 23, 2016



Total Number of Items  
included: 18

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**Title/Program:** [Morning Edition](#)

**Outlet:** KPCC-FM

**DMA:** Los Angeles, CA

**Publication Date:** 6/22/2016

**Extract:** ... move in l. a. county that will increase congestion if we don't do something about it the metro board will vote to finalize the\

[Read Full Text](#) [Link to Video](#)

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**Title/Program:** [Morning Edition](#)

**Outlet:** KPCC-FM

**DMA:** Los Angeles, CA

**Publication Date:** 6/22/2016

**Extract:** ... will increase congestion if we don't do something about it the metro board will vote to finalize the ballot measure thursday ...

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**Title/Program:** [Madeleine Brand Show](#)

**Outlet:** KPCC-FM

**DMA:** Los Angeles, CA

**Publication Date:** 6/22/2016

**Extract:** include metro providing improvements to service on metro gold mine starting june twenty seventh the metro ...

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**Title/Program:** [AirTalk](#)

**Outlet:** KPCC-FM

**DMA:** Los Angeles, CA

**Publication Date:** 6/22/2016

**Extract:** increase ingestion if we don't do something about it the metro board will vote to finalize the ballot measure thursday covering ...

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Title/Program: [The World](#)

Outlet: **KPCC-FM**

DMA: Los Angeles, CA

Publication Date: 6/22/2016

Extract: ... metro providing improvements to service on metro gold mine starting june twenty seventh the metro ...

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Title/Program: [Diane Thompson, Jim Thornton, and Chris Sedens](#)

Outlet: **KNX-AM**

DMA: Los Angeles, CA

Publication Date: 6/22/2016

Extract: ... you can now make free transfers to twelve connecting public transit providers metro magazine reports a one year pilot ...

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Title/Program: [Diane Thompson, Jim Thornton, and Chris Sedens](#)

Outlet: **KNX-AM**

DMA: Los Angeles, CA

Publication Date: 6/22/2016

Extract: ... you can now make free transfers to twelve connecting public transit providers metro magazine reports a one year pilot ...

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Title/Program: [All Things Considered](#)

Outlet: **KPCC-FM**

DMA: Los Angeles, CA

Publication Date: 6/22/2016

Extract: ... metro providing improvements to service on metro gold mine starting june twenty seventh the metro ...

[Read Full Text](#) [Link to Video](#)

---

Title/Program: [Diane Thompson, Jim Thornton, and Chris Sedens](#)

Outlet: **KNX-AM**

DMA: Los Angeles, CA

Publication Date: 6/22/2016

Extract: ... you can now make free transfers to twelve connecting public transit providers metro magazine reports a one year pilot ...

[Read Full Text](#) [Link to Video](#)

---

Title/Program: [Fresh Air](#)

Outlet: **KPCC-FM**

DMA: Los Angeles, CA

Publication Date: 6/22/2016

Extract: ... the crenshaw l. a. x. transit project will link the **expo** line to the **green** line with eight new ...

[Read Full Text](#) [Link to Video](#)

---

Title/Program: [Fresh Air](#)

Outlet: **KPCC-FM**

DMA: Los Angeles, CA

Publication Date: 6/22/2016

Extract: ... in service on **Metro** poll of nine starting June 27th **Metro** gold mine will run from east la station into a new ...

[Read Full Text](#) [Link to Video](#)

---

Title/Program: [Bill Polish](#)

Outlet: **KNX-AM**

DMA: Los Angeles, CA

Publication Date: 6/22/2016

Extract: ... liner you can now make free transfers to twelve connecting **public** transit providers **metro** magazine reports a ...

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Title/Program: [Bill Polish](#)

Outlet: **KNX-AM**

DMA: Los Angeles, CA

Publication Date: 6/23/2016

Extract: ... liner you can now make free transfers to twelve connecting **public** transit providers **metro** magazine reports a ...

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Title/Program: [Brian Ping](#)

Outlet: **KNX-AM**

DMA: Los Angeles, CA

Publication Date: 6/23/2016

Extract: ... liner you can now make free transfers to twelve connecting **public** transit providers **metro** magazine reports a ...

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Title/Program: [Brian Ping](#)

Outlet: **KNX-AM**

DMA: Los Angeles, CA

Publication Date: 6/23/2016

Extract: make free transfers to twelve connecting **public transit** providers metro magazine reports a one year pilot program ...

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Title/Program: [Today in L.A.](#)

Outlet: **KNBC-TV**

DMA: Los Angeles, CA

Publication Date: 6/23/2016

Extract: ... for the half cent sales tax increase to raise money for **public transit** projects and mean ins in l. a. county but ...

[Read Full Text](#) [Link to Video](#)

Title/Program: [CBS 2 News at 5:00](#)

Outlet: **KCBS-TV**

DMA: Los Angeles, CA

Publication Date: 6/23/2016

Extract: ... millions of dollars of royalties are at stake. >>> the **metro** board of directors will vote on half cent sales tax pick ...

[Read Full Text](#) [Link to Video](#)

Title/Program: [Today in L.A.](#)

Outlet: **KNBC-TV**

DMA: Los Angeles, CA

Publication Date: 6/23/2016

Extract: ... hospital bills one reason for the show shortfall is because of fewer payroll taxes well despite **public transportation**"

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Full Text

**KPCC-FM**

[Morning Edition](#)

6/22/2016

the los angeles county traffic improvement plan athletes ring to it right metros hoping it sounds enticing enough to get two thirds of county voters to approve the tax increase it was fun new rail lines rapid bus service sand highway expansions but what actually improve traffic as the name implies herbert really in many people use hill a professor won