



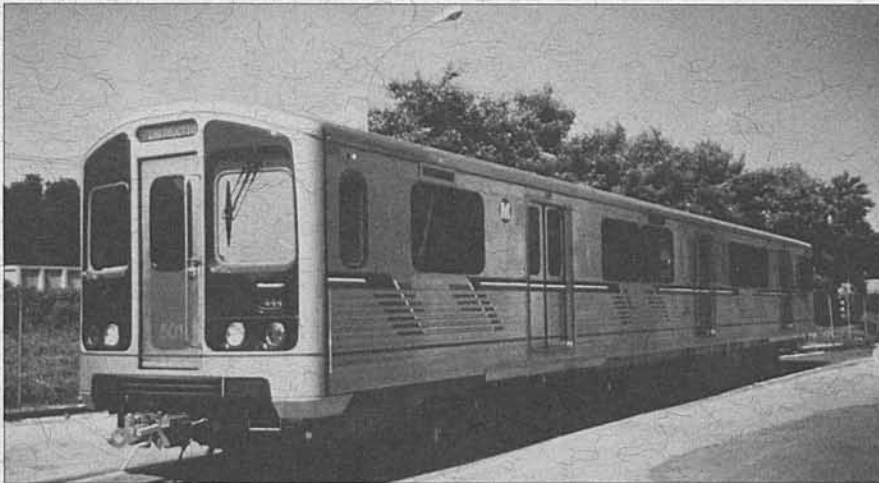
Los Angeles
County
Transportation
Commission

August / September 1991

METRO MOVES

LOOK WHAT'S COMING TO TOWN

The first Metro Red Line cars have arrived in the United States. The subway launch date is on schedule for 1993



Metro Red Line cars are designed to run in "married pairs," meaning that two will be running at all times. They can comfortably carry a passenger load of 170, and have a maximum capacity of 300 (seated and standing).

First, however, they must undergo a series of exhaustive tests in Pueblo, Colorado, where they were shipped immediately after arriving in Houston from Italy on Aug. 13. The tests will take more than three months to complete and the cars will then come to Los Angeles for an additional two months of testing. The Los Angeles County Transportation Commission (LACTC), through its subsidiary The Rail Construction Corporation (RCC), plans to take possession of the cars by next March.

The cars have already been tested in a high-voltage "test cell" by their Italian manufacturer, Breda Construction Ferroviarie Ltd. All the major subsystem suppliers, most of them from the U.S., were present in Italy to test and inspect their respective vehicle installations. LACTC's vehicle consultant, Booz-Allen and Hamilton, was also present.

"The cars undergo static (stationary) testing before they are shipped from Italy," said Ed Mc Spedon, president and CEO of RCC. "In Colorado, we will

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Commuter Rail Agency Launched— New System Will Be Called "Metrolink"

A major step was taken recently when the Southern California Regional Rail Authority (SCRRA) formally became the region's commuter rail governing body. Adding a new chapter to Southern California's transportation story, representatives of Los Angeles, Orange, Riverside, San Bernardino, and Ventura counties will run the area's future commuter rail system.

Within moments of its official birth on Aug. 9, the agency, by unanimous vote, approved the name of *Metrolink* for its commuter rail program. The name, reflecting commuter rail's connection with the light and heavy rail (subway) lines of Los Angeles County's Metro Rail System, was selected after several were test-marketed with potential riders.

"*Metrolink* says what it is we're trying to do, which is link all five metropolitan areas," said Richard Stanger, Los Angeles County Transportation Commission's (LACTC) director of the commuter rail program. LACTC is in charge of bringing commuter rail to greater Los Angeles. A press event will be held Sept. 13 to introduce *Metrolink* to the public.

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"Look What's Coming..." continued from page 1

put the cars on a test track and actually begin running them for the first time. We don't expect any surprises, but that's why we test them."

The Pueblo testing area has 21 miles of track, which provides plenty of room to run the cars at full speed and allows for several stops. About 20 test procedures will be demonstrated, including performance level testing of braking, accelerating, endurance and system reliability, wet track and slide protection, passenger loads (done with lead weights), among others.

According to Alan Dale, RCC's director of rail systems, safety and performance standards set by government regulators — including the Public Utilities Commission and the U.S. Department of Transportation — are written into the contract before the manufacturer was hired. Once the manufacturer agreed to build the vehicles, they must prove that the cars meet those safety standards.

Meanwhile, a replica of an actual Metro Red Line car will be on display at the Los Angeles County Fair, which runs Sept. 6-29. Plans also include displaying the replica at various locations along the Red Line's route, and at future fairs and community exhibits. ■

"Metrolink" continued from page 1

Stanger said the name will be particularly important when the system opens in October 1992. A full-scale marketing program for this new commuter rail service has already begun.

"It's important to have a catchy name on a system like this," he said. "If it's the right name, it can really help attract riders to the service.



The name, along with a car design and logo for the commuter rail cars, was created by 25 year-old Gretchen Barnes, one of 18 students from the Art Center College of Design in Pasadena who had submitted proposals as part of a class project earlier this year. The students worked on the project for eight weeks under the direction of instructor Julie Kalash, a Pasadena professional designer.



Barnes' winning design consists of concentric circle segments that suggest a wheel in motion, converging and emanating from a central area. "I tried to create a

feeling of motion, linkage, and two-directional capacity," said Barnes. "The name *Metrolink* emphasizes the five-county connection, conveying a much needed solution for urban sprawl."

The SCRRA also reached a consensus on interior and exterior design, choosing white and periwinkle blue as the official colors for the system.

The *Metrolink* commuter rail system will begin service in late 1992, initially connecting San

Gretchen Barnes, a student at the Art Center College of Design in Pasadena was recognized by the Commuter Rail authorities of five Southern California counties for her winning proposal for the design of new Commuter Rail trains to begin operation next year. Pictured with her is Richard Stanger, L.A. County Transportation Commission's director of commuter rail development.

Bernardino, Moorpark and Santa Clarita to Los Angeles. Eventually, the service will be extended to Riverside, Orange and San Diego counties. The system has the potential to remove 40,000 automobiles per peak traffic period from the freeway system, as well as improve regional mobility and air quality.

Commuter Rail lines will connect in Los Angeles with the Metro Rail System which includes the Metro Red Line subway, the Long Beach to Los Angeles Metro Blue Line and the Norwalk to El Segundo Metro Green Line. ■

2020 Vision: Revised Integrated Metro System Plan Unveiled



Neil Peterson,
Executive Director—
LACTC

In response to community input we have revised the 30-year Integrated Metro System plan. The new draft plan provides the added financial capacity necessary to build and operate six additional rail projects while maintaining a balanced combination of transportation investments in peak bus fleet service, highway improvements and gap closures, and Transportation Demand Management strategies.

During some of LACTC's recent public meetings about the plan, various local communities had asked the Commission to expand the plan's rail portion to further address mobility needs and include additional rail projects. The revised plan addresses those concerns by incorporating the following *additional* rail projects into the 30-year plan:

- A Blue Line extension to Glendale;
- A western extension of the Blue Line from USC to Santa Monica;
- An extension of the Pasadena Line to Azusa;

- Two Green Line extensions, from El Segundo towards Hawthorne and from Norwalk to meet the planned commuter rail route at the county line; and
- A rail extension along the Pomona (I-60) freeway corridor.

The revised 30-year plan is our best approach to reduce congestion regionally, in a balanced and timely manner. We took to heart the comments made by city representatives over the past three months and believe we have addressed those comments and suggestions by adding additional rail projects and, in some cases, speeding up delivery of some rail lines. Community input is essential to the process of designing the most efficient Metro System.

centerline miles of HOV lanes, freeway gap closures, Freeway Service Patrol tow trucks and an expanded call box program; and an aggressive Transportation Demand Management Program.

The total funds earmarked for the revised plan have increased by \$10 billion — to \$150 billion — over the next thirty years. In order to make up the cost difference, the plan assumes a more aggressive approach to manage costs as the rail and bus systems grow. Bus operators will be asked to maintain budgets at one-half of one percent below the Consumer Price Index.

The economies associated with rail-related bus service adjustments and aggressive management will tighten costs in order to maintain the program during the next thirty years. Additionally, the revised plan contemplates a 20% local funding commitment by the cities that would contribute to final design and construction costs of the planned rail projects.

...various local communities asked the Commission to expand the plan's rail portion to further address mobility needs and include additional rail projects.

The revised plan incorporates a variety of transportation forms — commonly referred to as multi-modal — which work in concert to attack congestion and relieve gridlock.

In all, the plan will include 300 miles of light, heavy and commuter rail; a peak fleet of approximately 3,865 buses by the year 2010, which represents a 68% expansion; a highway program which includes 260

The partnership we're creating with area cities is unprecedented and will pave the way to deliver rail to those cities much quicker than originally anticipated. Truly, the integrated transportation plan for Los Angeles County will be a cooperative effort that will quite possibly serve as a model around the country for funding much needed transportation projects during these tough financial times. ■

NEWS BRIEFS



■ **Foothill Transit Takes Over Six RTD Bus Lines Serving the San Gabriel Valley**

The LACTC approved the full operation of the Foothill Transit Zone and authorized the transfer to The Zone of an additional \$6.7 million in Proposition A funding from the Southern California Rapid Transit District (SCRTD).

The action cleared the way for Foothill Transit to assume operation of six bus lines according to the implementation schedule below:

Line Implementation Dates

187	Pasadena-Glendora-Pomona	July 28, 1991
480/ 481	Pomona to downtown	Aug. 18, 1991
482	Pomona to downtown L.A.	Dec. 29, 1991
486/ 488	L.A. to Sierra Madre	June 28, 1992

The Foothill Transit Zone was created in 1988 by the County of Los Angeles and 20 cities in the San Gabriel Valley to operate certain bus lines being run by the SCRTD. The zone was established to test whether the private sector was able to provide transit more efficiently through the competitive bidding process.

■ **LACTC's Metro Award Presented to Foothill Transit**



Bill Forsythe (*left*) of Foothill Transit (FT) and Monrovia Mayor Bob Bartlett (*center*), Chairman of FT, accepted this month's METRO Award from LACTC Commissioner Marvin Holen. Foothill Transit was recognized for improving the quality of transit for 20 cities along the foothills of the San Gabriel Valley. The bus service has received high marks for its courteous drivers, clean buses and reasonable fares. LACTC presents its METRO Award to an agency or individual who helps to improve mobility.

■ **LACTC Allocates \$824 Million to Subsidize Bus Fares, Operations**

The LACTC has approved \$824 million to keep buses rolling in the county in fiscal year 1991-92. The funds provide the county's 14 bus operators with \$706 in operating assistance that includes \$422 million in passenger subsidies and \$118 million for purchase of 252 new clean-air buses and many other transit related projects.

About 82% of the funds allocated by the LACTC will go to the RTD, the county's largest transit operator.

Others receiving a share of the \$84 million are Arcadia Dial-A-Ride, Claremont Dial-A-Ride, Commerce Municipal Bus Lines,

Culver City Municipal Bus Lines, Gardena Municipal Bus Lines, La Mirada Transit, Long Beach Transit, Montebello Municipal Bus Lines, Norwalk Transit, Redondo Beach Dial-A-Ride, Santa Monica Municipal Bus Lines, Torrance Transit, and Foothill Transit.

The LACTC annually allocates the local, state and federal transit funds through the Short Range Transit Plan and Transportation Improvement Plan (SRTP/TIP).

New money available through the SRTP will fund three new maintenance facilities and about 60 other projects throughout the county. The new facilities include a combined maintenance and operating facility for Culver City Bus Lines and the city of Los Angeles Department of Transportation, plus new buildings for the cities of Montebello and Long Beach.

■ **Freeway Service Patrol Program Expands**

In early August, Assemblyman Richard Katz (D-Sylmar) and South Coast Air Quality Management District (AQMD) representatives joined transportation officials in announcing the rollout of Stage B of the Freeway Service Patrol (FSP), the special fleet of tow trucks — sponsored by LACTC, CalTrans and the California Highway Patrol — that swiftly remove disabled cars from freeway lanes during rush hours.

Inaugurated on July 1, the FSP has assisted more than 15,000 motorists countywide in its first two months of operation, with a majority of those assisted in under five minutes. On Aug. 5, the program was expanded by 24 trucks and 58 additional miles

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along the San Gabriel Valley, San Fernando Valley and south-east Los Angeles freeway corridors, bringing the total service to 60 trucks covering 129 miles of freeway.



Motorist Lillian Murray helps verify information for tow service operator Bob Emry after her stalled vehicle was refueled.

On September 11, under Stage C of the program, 28 trucks covering an additional 74 freeway miles were added, bringing the program's total to 88 trucks covering 203 freeway miles.

As reported by LACTC's South Bay Area Team, motorists have expressed high praise for the service with 93% rating it as excellent and 6% rating it as good. Over half of the motorists helped so far waited less than five minutes for a tow truck upon being stranded; 23% waited ten minutes or less; and another 12% were helped within 20 minutes.

Monthly awards are being implemented to reward tow truck drivers who are especially prompt and courteous.

■ **Final CMP Draft Circulated**

A Congestion Management Plan (CMP) has been drafted by the LACTC as part of a requirement inherent in the 9-cent-per-gallon state tax increase.

The plan will require cities to look at ways new developments

will affect traffic congestion and air quality in an entire region — rather than just in a particular city -- before receiving their share of gas tax money. This gives planners a chance to work together to develop a coordinated approach for reducing congestion and improving air quality.

Officials are now studying the final draft, which is expected to be released soon to the Southern California Association of Governments to assure its consistency with regional mobility plans.

An Environmental Impact Report (EIR) on the CMP is also being prepared. Final adoption is planned for the fall of 1992.

For further information, call the CMP Hotline at (213) 244-6599.

■ **RFP Released for LAX to Palmdale Rail Line Project**

The LACTC has released a Request for Proposal (RFP) to private firms and consortia interested in bidding on a proposed rail line connecting Los Angeles International Airport and the Palmdale region. The RFP allows for interested firms to also bid on an optional rail corridor in the San Fernando Valley, traveling east-west from North Hollywood to Warner Center.

The firms responding to the RFP will be asked to submit competitive proposals to undertake the design, construction, financing and, at the LACTC's option, operation and maintenance for the two projects. The deadline for the proposals is Jan. 15, 1992.

The long-awaited proposal is a major step towards building a technologically-advanced rail line

between the two regions, and also marks the first proposed rail project between the private and public sectors.

■ **Committee Monitors Metro Station Joint Developments**

LACTC and its subsidiary, the Rail Construction Corporation (RCC) have established an ad hoc committee to discuss joint development plans and real estate ventures tied into Metro Rail stations. The committee will monitor feasibility studies on developing commercial, high-density residential and mixed-use projects including shopping centers, restaurants, hotels, office complexes, theaters and auditoriums at or near Metro Rail stations.

Sites under consideration for development projects include the Metro Blue Line's Artesia, Del Amo and Willow stations; Metro Red Line stations at Wilshire/Vermont, Wilshire/Western, Vermont/Beverly, Vermont/Santa Monica, Vermont/Sunset, Hollywood/Western, Hollywood/Vine, and Hollywood/Highland. Future rail transit stations along the Metro Green Line, Pasadena light rail line, and San Fernando Valley lines are also under study.

WHAT'S NEW IN RAIL CONSTRUCTION

Metro Red Line Construction: Cutting Inconvenience Down to Size

The most comprehensive strategy ever devised in rail building history to cut down the inconvenience of construction is under way in Los Angeles at this very moment.

Its current focal points are the Hollywood-Wilshire areas, where initial work on Metro Red Line Segment Two has begun.

The program is the work of the Public Affairs Office of the Rail Construction Corporation (RCC), a Los Angeles County Transportation Commission (LACTC) subsidiary. RCC is responsible for building the planned 300-mile rail transit system over the next two decades.

The goal is to ease as much as possible the impacts of construction around Red Line stations on the second segment of the route. The segment runs from downtown Los Angeles via Wilshire Boulevard to Western Avenue, and up Vermont Avenue before it turns into Hollywood and terminates at the world-famous intersection of Hollywood and Vine Street.

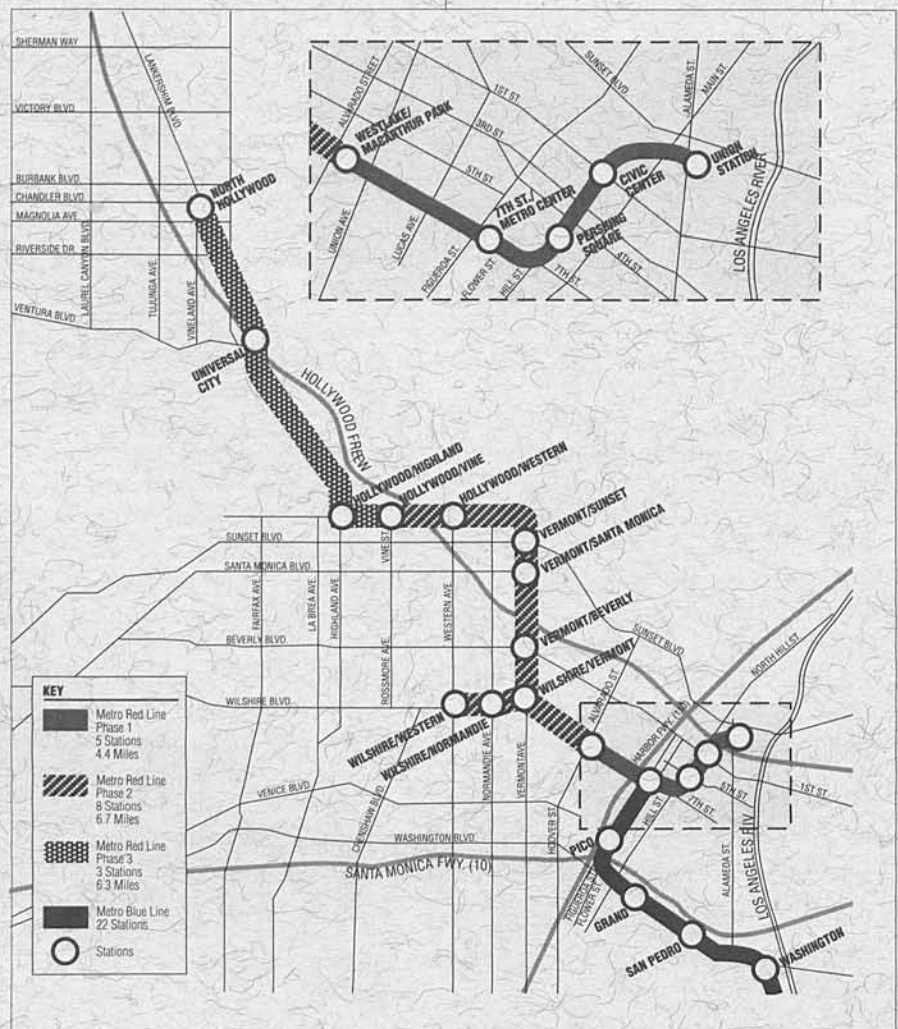
Most of the Red Line's construction will take place far below the city's streets and sidewalks as giant boring machines dig tunnels some 60 feet below. However, the diggers come up for air at the eight station locations along the route. The stations themselves are not as deep, and their construction will mean relocation of utilities first.

Actual excavation and heavy construction come later, and will only affect the street within a block or so of each location.

"We're keenly aware of our responsibility to the Los Angeles business community, and have developed — with the business community's advice and guidance — a comprehensive program to cut

down on the construction impacts of Metro," said Ed McSpedon, president and CEO of the RCC. McSpedon gave *Metro Moves* a general outline of the mitigation programs planned for commercial and residential neighbors near the eight station locations:

- Vehicle and pedestrian access through the sites is a priority.



- Construction sites will be thoroughly maintained on a daily basis, including the removal of all graffiti.
- Chain-link fencing will be used to allow both motorists and pedestrians to see and visit the stores and businesses fronting on the construction sites.
- Signage will be used extensively. Directional signs will

tional and business promotional signs are being upgraded, cooperation among tenants and landlords in commercial buildings is being encouraged, and an advertising program is under development.

“This program reinforces the primary function of the area as a retail street that is open for business during the subway construction,” said Elaine

Stewart, RCC’s acting director of Public Affairs.

Right now, the only visible construction involves the utility relocation work at the Wilshire/Western and

Wilshire/Normandie station sites. Demolition at the Wilshire/Vermont site has been completed. No surface construction work along Vermont Avenue or Hollywood Boulevard will begin until the fall of 1992.

“We recognize the impact Metro Rail construction has on local businesses and we’re committed to work with property owners, business organizations and retailers to ease the situation,” said Stewart. “It is important to remember that construction inconveniences are temporary and reversible; Metro Rail is providing a positive benefit to the communities it serves.”

For assistance during rail construction, please call (213) 620-RAIL. ■

Subway Station — The A-R-T of the Matter

The eight new stations for the second segment of the Metro Red Line are destined to rank among the most unusual subway stations in the world.

Just as the Moscow system is known for its exquisitely ornate stations, the Los Angeles Metro system’s stations will reflect the cutting edge of art and architecture at the turn of the 21st century.

“Melding art and architecture with basic civil engineering is the basic premise of the Rail Construction Corporation’s (RCC’s) Art-for-Rail-Transit (A-R-T) Program,” says its director, Jessica Cusick. The program



allocates one-half of one percent of construction cost for the creation of works of art for the rail lines. This amount covers the actual art budget, maintenance and contingency funds, special events and administering the program. The budget for art as part of a station may range from \$45,000 to \$100,000.

The Metro Red Line’s artistic aspect may come in many forms. It may be any medium or material, but must also be of high

The goal is

**to ease as much as possible
the impacts of construction around
Red Line stations on the second segment
of the route.**

guide customers to businesses. Signs will also direct drivers to alternative parking lots and clearly marked detours, and they will be used to update the public on construction progress.

- The RCC will coordinate retail information campaigns for businesses in impacted areas, including promotional flyers and display advertising in local newspapers; it will work with retailers to promote the message that “we are open for business.”
- The RCC staff will provide expert assistance and advice to businesses impacted by construction.

At the Wilshire and Western station, RCC staff is already working with local retailers and property owners to manage the effects of the utility relocation work that is under way. Direc-

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AREA TEAM NEWS

The LACTC has six Area Teams divided along geographic lines within the county. *Metro Moves* regularly covers area team developments, although not every team has information every month. In addition to covering current activities, we are publishing a series of area team in-depth profiles. This month, the Southeast Area Team is featured.



Profile of the Month

Southeast

The Southeast Area consists of 1.4 million people, 23 contiguous cities and various unincorporated areas. It covers approximately 150 square miles in the southeast section of Los Angeles County — roughly east of the Harbor Freeway and south of the Pomona Freeway.

Every mode of transportation is represented here including:

- Seven freeways (I-5, I-105, I-110, I-605, I-170, and State Routes 60 and 91);
- Commuter and intercity rail services paralleling the Santa Ana Freeway with planned stations at Commerce and Norwalk;
- Two Metro Rail transit systems (the Metro Blue Line, which began operation in July 1990, and the Metro Green Line, which is under construction and scheduled to open in 1994);

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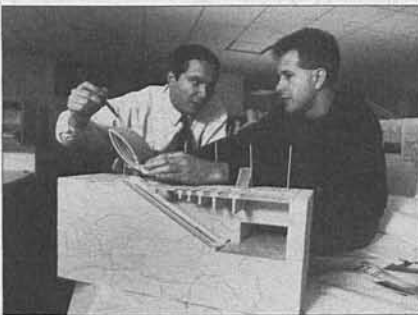
quality, site specific and have longevity. It must require minimal maintenance, be vandal resistant and meet basic safety standards

The program (A-R-T) comes in the form of specific works that stand alone, or as an integral part of the design — or "look" — of a station. The artwork can be a mural, ceramic tiles, sculpture, ceiling treatments, benches or light fixtures, or it can be a thematic design expressed throughout the station, and to reflect the character of the neighborhood upstairs.

Every aspect of the A-R-T Program is reviewed and the art is selected by a committee that includes members of the local community and art professionals, along with RCC staff.

Some of the designs for the Red Line stations were created by artists who for the first time worked with architects and civil engineers from the very beginning of the project.

The designs that were unveiled at a premiere at Barnsdall Park on July 31 are preliminary, said Cusick, and will be further reviewed and refined after the community has expressed its views. ■



Architect Michael Yazdani (left) of Ellerbe, Becket Inc. goes over ideas for the Metro Red Line station art with artist Robert Millar.

- Four municipal bus operators (Montebello, La Mirada, Commerce, and Norwalk), in addition to SCRTD;
- A variety of local dial-a-ride and other paratransit systems;
- Two major regional bike routes (San Gabriel River and Rio Hondo Trails).

Some of the Southeast area's current major projects/issues not previously reported in *Metro Moves* are:

I-5 Demonstration Project

Currently in various stages of planning, the I-5 (Santa Ana Freeway) will be reconstructed through Los Angeles and Orange counties. The impending impact to an 18-mile stretch of this freeway from downtown to Orange County are of particular concern to the cities of Commerce, Downey, La Mirada, Norwalk, Santa Fe Springs, and Buena Park, which have established the Interstate-5 Consortium of Cities.

The consortium is seeking \$12.6 million in federal demonstration funds to be matched by \$1.4 million in local funds over the next five years, for an Environmental Impact Study and preliminary design to seek alternatives that will significantly increase the person-carrying capacity of the corridor within the existing right-of-way. One component of the proposed improvement package to be studied is the feasibility of an elevated transitway/carpool lane system that would ultimately serve rail transit as well as carpools and van pools.

Urban Greenways Demonstration Project

The Metro Blue Line is the recommended location for the Commission-approved Urban Greenways Demonstration Project. The objective is to beautify LACTC-owned rights-of-way that are barren of foliage or ground cover.

Site selection has not been finalized, but details of the project are being developed in consultation with community organizations and other interested groups. Once approved, project development will be closely monitored to determine the implications for other countywide Urban Greenway projects in the future.

Freeway HOV/Incident Management Master Plan

Rapid growth, primarily in residential developments in northern Los Angeles and outlying counties with employment centers heavily concentrated in the Los Angeles basin, has resulted in substantial commuting to jobs at employment centers in Los Angeles County.

The emphasis on the High Occupancy Vehicle (HOV) program is on serving the "long haul" commuters along corridors known to carry large numbers of such vehicles and that experience severe congestion levels during peak periods. The first phase, to be completed in about 10 years, is aimed at providing the program in the most congested areas in the shortest time frame at relatively lower costs. The master plan of HOV lanes is being reviewed by the Commission within the context of its long range (30-year) Integrated Transportation Plan.

Interface with Orange County Highways and Rail

Orange County is planning and developing aggressive freeway, urban rail and commuter rail programs. Coordination of the planning and development of the transportation programs of Los Angeles and Orange Counties is an important and continuing function of the Southeast Area Team.

Commuter Rail (Norwalk and Commerce)

Los Angeles County currently has no stations on the San Diego and Oceanside-to-Union Station commuter rail route. However, stations are planned to be operable in Norwalk and Commerce next year. The California Transportation Commission has approved partial funding of the stations with State Transit Capital Improvement funds. The cities have committed to construct and maintain the facilities from their own revenue sources.

San Fernando Valley/ North County

Light at the End of the Tunnel

Last month ride-sharing commuters traveling along Sepulveda Boulevard to the San Fernando Valley got a very special treat. A new program designed to ease the northbound evening rush-hour crunch through the Sepulveda Pass was unveiled by the City of Los Angeles. Using funds from a portion of the county's sales tax (Proposition A), one lane from southbound Sepulveda is given ►

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to Valley-bound carpools and buses, creating two northbound lanes through the tunnel. This project runs from Mountain Gate Drive to the north end of the tunnel. Designated by orange cones and signs, the "reversible lane" is in operation between 3 p.m. and 7 p.m.

Santa Clarita Doubles-up Against Gridlock

The City of Santa Clarita has announced its plans to double local bus service — And that's just the beginning! Aug. 5 was the first day of expanded bus service for the city, when the bus fleet took a big jump from 6 to 13 buses. In November, the city will debut a new general public dial-a-ride, allowing citizens to have door-to-door service for \$1. In January, Santa Clarita will start expanded commuter bus service to downtown Los Angeles and West Los Angeles. The commuter bus fleet will include nine new motor coaches. The new buses were acquired as part of a multi-city purchase agreement coordinated by the LACTC, enabling the participating cities to achieve a lower per-bus cost.

San Gabriel Valley

The San Gabriel Valley is making tremendous progress in establishing rail transportation service. Three rail rights-of-way are now being actively planned, as follows:

New Passenger Rail Service along Southern Corridor

The LACTC has approved an agreement with the Union Pacific Railroad for rights to operate passenger trains from Los Angeles to Riverside. This 56-mile line crosses the southern portion of the San Gabriel Valley through the cities of Pomona and In-

dustry, then proceeds through Pico Rivera, Montebello and Commerce as it approaches downtown Los Angeles. This \$17-million agreement includes operating rights and acquisition of other parcels. Freight service will continue to operate along this line. Future steps include securing funding and identifying station locations. Passenger service is likely to begin in October 1993.

Commuter Rail Progress along Central Corridor

Commuter Rail progress continues along the line purchased from the Southern Pacific Railroad. Upgrading track work and street crossings are expected to begin this fall. Stations in Claremont, Pomona, Covina, Baldwin Park and El Monte are continuing to be developed, with potential consideration of a station serving California State University, Los Angeles.

Study Approved for Northern Corridor

The LACTC will begin a study of transit alternatives along the Route 210 corridor. This \$150,000 study will be jointly funded by the LACTC and local jurisdictions along the route, and is due to be completed by next spring. Alternative routes to be studied traverse the cities of Arcadia, Monrovia, Duarte, Irwindale, Azusa, Glendora, San Dimas, La Verne, Pomona and Claremont.

South Bay

Funding Approved for a New Lane Along the 405 Freeway

An easier drive is on the way for South Bay commuters. The California Transportation Commission

(CalTrans) has approved \$9.6 million for the construction of a new lane along the center of the 405 Freeway to be dedicated to carpool vehicles.

This High Occupancy Vehicle (HOV) project, a key component of the LACTC's 30-year Integrated Metro System draft plan, calls for the expansion of the 405 Freeway to allow for a 7-mile carpool lane in each direction.

The new lane will be built by CalTrans in the median of the freeway along the communities of Hawthorne, Lennox, Lawndale, Redondo Beach, Torrance and the southern portions of Los Angeles. Work is scheduled to begin in January 1992, with completion set for March 1993.

LAX Congestion Relief

The South Bay Area Team is working on several fronts to relieve congestion in the LAX area:

- An ad hoc task force has been established to reach a consensus on the integration of rail/transit service in the LAX area. LACTC's Metro Green Line North Coast Extension and the LAX/Palmdale rail line will be integrated with the Department of Airports' people mover and with bus service to the area. A Policy Group composed of local elected officials and directors from the Department of Airports, Office of Mayor Tom Bradley, Supervisor Deane Dana, Councilwoman Ruth Galanter, and LACTC will oversee the effort. A Technical Task Force of staff from these agencies will conduct the three-month study and make a recommendation for integration to the Policy Group this fall. ►

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- The LAX Blue Ribbon Committee has been reactivated and is meeting monthly to facilitate the implementation of highway and transit improvements in the LAX area. Chaired by Barna Szabo, committee representatives are from key public and private sector agencies and organizations in the area. The Committee has been involved with projects such as the 405 High Occupancy Vehicle (HOV) lane, Arbor Vitae widening and 405 interchange, Sepulveda Tunnel widening, Sepulveda widening, and Aviation/Rosecrans intersection widening.

- The Westchester/LAX Chamber of Commerce Traffic and Transportation Committee continues to be actively involved in transportation improvements in that area and comments on LACTC proposals.

Support for Metro Green Line Extensions

South Bay jurisdictions and private sector groups voiced their support for the Southern (South Coast) Extension of the Metro Green Line at LACTC meetings last month. Torrance Mayor Katy Geissart, El Segundo Mayor Carl Jacobson, South Bay Association of Chambers of Commerce President Dan McClain, and El Segundo Employers Association Deputy Executive Director Kathleen Meyers each urged the Planning and Mobility Improvement Committee to move up the construction date of the project (now proposed for 2014) and to fund it.

Westside

Traffic Relief in Sight for Congested Santa Monica Boulevard Corridor

Under an agreement negotiated by Supervisor Ed Edelman, the LACTC, Los Angeles County, the City of Los Angeles, and CalTrans have agreed to purchase a 2.2 mile long right-of-way from Southern Pacific Railroad Company.

The \$27.5 million agreement paves the way for significant changes to the Santa Monica Boulevard Corridor by allowing for plans to construct a mixed-use transit parkway that could include a dual mode electrified busway and high occupancy vehicle (HOV) lanes, a regional commuter bikeway and greenway landscaping, in addition to other improvements.

A 1987 LACTC report had indicated that the corridor, located along Santa Monica Boulevard between the San Diego Freeway (I-405) and Moreno Drive in the City of Los Angeles at the Beverly Hills city line, was already severely congested and that the congestion is likely to increase by 40% by 2010.

In his remarks during the official announcement of the agreement on September 3, Supervisor Edelman expressed his thanks to Congressman Anthony Beilenson for including this project in his federal transportation re-authorization legislation, which will help fund a portion of this project. ■



Legislative Update

STATE LEGISLATIVE NEWS

- Governor Wilson signed the state budget package for Fiscal Year 1991-92 on July 16. The package included language supporting the issuance of \$1.2 billion in state rail bonds approved by the voters in 1990.

- AB 2056, an LACTC-sponsored bill establishing a statute of limitations for legal challenges to the validity of Proposition C, was signed into law by the Governor on July 22. The bill becomes effective on January 1, 1992; the statute of limitations will commence 90 days after that date.

- The State Legislature is in recess until August 19.

FEDERAL LEGISLATIVE NEWS

- Federal Surface Transportation Legislation was stalled as House leaders removed the bill (H.R. 2950) from floor consideration on Aug. 1, although Congress had expected to complete it before the summer recess began. The bill came under serious scrutiny with a proposed 5-cent per gallon raise in the gasoline tax and was consequently pulled in order to be "overhauled" during the August recess, before it returns for a House vote when Congress reconvenes.

- The Federal Legislature is in recess until September 11. ■

METRO MOVES

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