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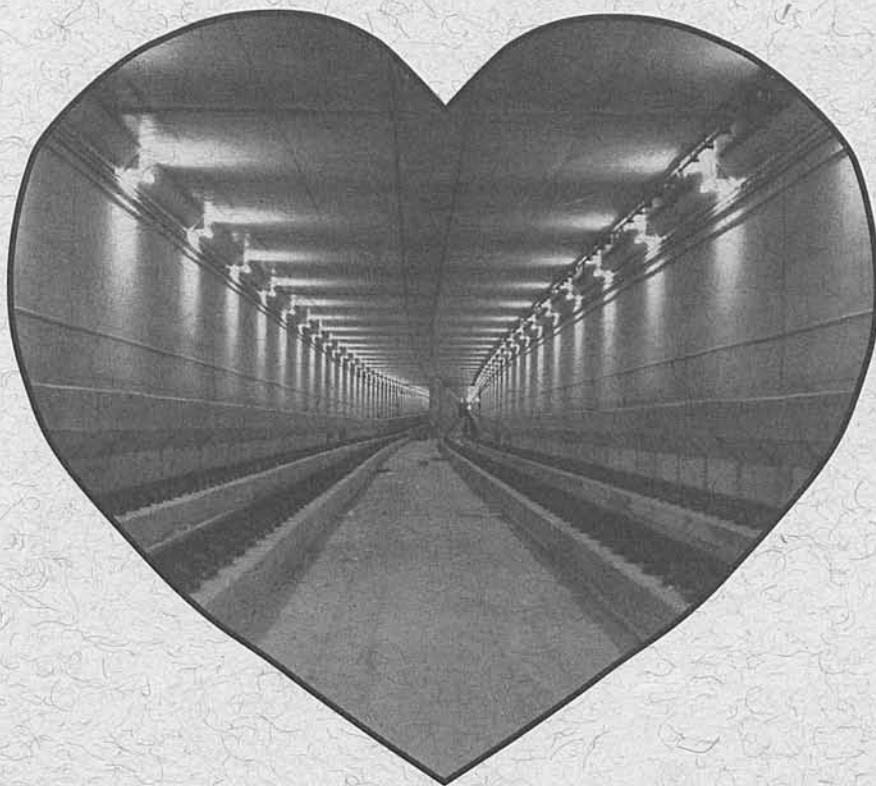
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FEBRUARY 1991

METRO

METRO MOVES

"A tunnel just waiting for a train"



L.A.'s first underground METRO tunnel officially opens on Valentine's Day. Shown here in an earlier construction stage, the completed tunnel will bring the METRO Blue Line to its new underground rail station in downtown Los Angeles.

Transportation Milestone — The Blue Line Moves Underground

On February 14, 1991, the Los Angeles County Transportation

Commission (LACTC), and its subsidiary, the Rail Construction Corporation (RCC), unveils another milestone in Los Angeles County rail transportation history when it opens its first underground Metro rail station — four months ahead of schedule! The tunnel brings the

Metro Blue Line into downtown Los Angeles via a six-block underground tunnel — marking the completion of Los Angeles' first rail transit segment a short seven months after its spectacular grand opening last July.

Beginning on February 15th, the day after the official tunnel opening ceremony, Metro Blue Line cars will suddenly dip down and disappear from sight at 12th and Pico Streets in Los Angeles, and passengers will ride — many coming all the way into town from Long Beach — the rest of the way to the intersection of 7th and Flower Streets through an underground tunnel. There, the Metro Blue Line will connect, at a shared station, with the forthcoming Metro Red Line.

The Metro Red Line, meanwhile, is currently under construction. An 18-mile underground heavy rail system that will serve the densely populated regional core of Los Angeles County, starts at Union Station where it links up to commuter rail lines, moves south into downtown Los Angeles (to the 7th Street Metro Station), then west into Hollywood, and finally out to the San Fernando Valley. Phase I of this system — a 4.4 mile portion connecting Union Station to the Wilshire/Alvarado intersection — is scheduled to open in September of 1993. ■

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A Vision for L.A.'s Future— METRO VISION

We're embarking on a major program to greatly improve mobility in Los Angeles County and the surrounding Southern California area. Our program — an integrated transportation network called the METRO system — will be implemented over the next thirty years. There are three important side benefits from this plan: better air quality, less dependence on foreign oil, and a measurable improvement in our productivity.

1990 was a landmark year in many respects, highlighted by the opening of the first rail system in Los Angeles in 30 years, the METRO Blue Line. The passage of Propositions 108, 111 and 116 in June, then Proposition C in November, provided much-needed funding sources to build the METRO system to the magnitude that this area rates. The purchase of the 175 miles of rights-of-way from Southern Pacific Railroad provided another major link in the system. It was also the year that the LACTC staff identified the most congested corridors in the area and developed a smorgasbord of solutions to address the problems.

In order to achieve mobility, a METRO transportation system is needed that will encompass all forms of transportation in an interlinking formation. To succeed, it must be geared to customer satisfaction and confidence. It will include rail lines, freeway carpool lanes, synchronized traffic signals, expanded bus service, an easily understandable fare and transfer system between all bus and rail



Neil Peterson, Executive Director—LACTC

lines, park-and-ride lots, security to ensure commuter safety, clearly identifiable freeway call boxes, and a mixture of technology to best mesh the needs of the area with the latest industry developments.

The public has turned its attention to the issue of transportation and is demanding relief from the stress of congestion and its many negative side-effects. Commuters are finally willing to give up what was once the luxury of traveling to work in the privacy of their individual automobiles. Attitudes have clearly changed and people are now willing to use public transportation — if we will just give them acceptable alternatives.

A sure sign that we're on track is the immediate success of the Metro Blue Line that opened on July 14, 1990, carrying passengers between Long Beach and downtown Los Angeles. The ridership of 18,000 per day has tripled our initial projections.

These numbers will only grow as more and more systems are threaded into the Blue Line. Public confidence in our ability to provide acceptable transit modes has been restored. We've proven that this new light rail system is dependable, fast, efficient, clean and, perhaps most importantly, safe.

As the primary transportation authority in Los Angeles County, the LACTC identifies public transit needs and funds mobility solutions, working closely with local communities and other related state and local agencies. It is our mission to lead the way to greater mobility. We have drafted a 30-Year-Plan that establishes a framework for discussion for designing an integrated METRO system that will meet the changing needs of the area for decades to come.

The integrated L.A. METRO system that is evolving over the next few years is an exciting phenomenon. Not only that, it will be practical and user-friendly, and, it will raise the image of Los Angeles to the stature it deserves. We need no longer be known for our clogged freeways and smoggy air. We can reverse our image by setting our sights high and implementing the most highly developed transportation system in the country. ■

AREA TEAM NEWS

In order to improve the region's mobility and develop an overall countywide plan for implementing multimodal solutions to congestion, the LACTC created six Area Teams divided along geographic lines within the County. Consisting of LACTC staff members, the teams are broken down into the following areas: the Central area, the San Fernando Valley, the San Gabriel Valley, the South Bay area, the Southeast area, and the Westside.

Area Teams Develop Guidelines for Local Return of Proposition C Funds

LACTC Area Team meetings were held throughout the month of January to discuss the development of guidelines for the local return portion (20%) of Proposition C funds. The meetings were also to solicit and receive input from city officials and staff, as well as citizens and business groups.

A draft of the guidelines was submitted to the Commission's advisory committee for their comments in early February. The Local Return portion of Proposition C is to be adopted by early Spring 1991.

The responsibility for preparation of the Proposition C guidelines has been assigned to various LACTC staff members. To obtain further information on any portion of the guidelines, please contact the following individuals:

40% Discretionary
Sharon Neely
(213) 236-9450



COMMISSIONERS' CORNER

Ray Remy

A farmer in a time of famine who has extra bushels of grain is viewed as a fortunate man. He also, however, is viewed by his neighbors with envy and they carefully watch how he uses his extra grain.

The County Transportation Commission and other transportation agencies in many respects are similar to the farmer in the time of famine. While other areas of government are facing substantial retrenchment in their programs due to a shortage of funds, recent decisions in transportation financing have provided substantial new monies to meet our traffic and congestion problems.

The passage of Proposition A, and more recently the passage of Proposition 108, 111 and 116, followed by the passage of Proposition C, have provided a veritable avalanche of dollars for rail, bus and highway improvements. Both public and press scrutiny will carefully follow how well these sources are allocated and the progress that is made in delivering service to the people.

The challenges are great because the membership on the Commission has changed and we need to build stronger working relationships. The

size and scope of our responsibilities have grown tremendously, and additional staff has had to be hired who must develop appropriate working relationships with each other.

New organizations, such as the Rail Construction Corporation, and new joint powers authorities and congestion management organizations are all being created to work on delivering transportation programs. With this type of change and uncertainty, it is easy to assume that there will be mistakes, duplication, confusion and occasionally inappropriate expenditures.

It is, however, the paramount role and mission of both the Commission and the LACTC's top management, as well as our sister organizations, to minimize these problems. Working together, we must assure that our neighbors look to us for wise shepherding of extra bushels of grain and do not see us as profligate spenders in a time of famine.

(Ray Remy is an LACTC Commissioner, appointed by Mayor Tom Bradley. He is also President of the Los Angeles Chamber of Commerce. From time to time, *Metro Moves* provides guest editorials from LACTC Commissioners and RCC board members.) ■

(Area Team News continued from page 3)

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20% Local Return

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METRO MOVES will regularly cover Area Team developments. In this issue, news from both the San Gabriel Valley and San Fernando Valley teams is highlighted; look for news from other areas in future issues.

Area Team Project Reports

San Gabriel Valley Team

The San Gabriel Valley is a widespread area of Los Angeles with over 1.5 million residents. This population, combined with the growth of the Inland Empire to the east, has caused a great deal of strain on the area's highway system.

An alternative travel option for commuters in the San Gabriel Valley and San Bernardino is quickly becoming a reality. The LACTC has negotiated the purchase of Southern Pacific railroad rights-of-way from San Bernardino to downtown Los Angeles. This milestone is a critical step in the Commission's goal to start commuter rail service by 1992. Bi-level vehicles

have already been ordered for this service, which will offer the commuter a fast, comfortable ride, free of freeway stress and anxiety.

The San Gabriel Valley Team is working with the local jurisdictions to finalize station locations with associated parking facilities. Watch for more information in next month's issue of *Metro Moves*.

San Fernando Valley Team

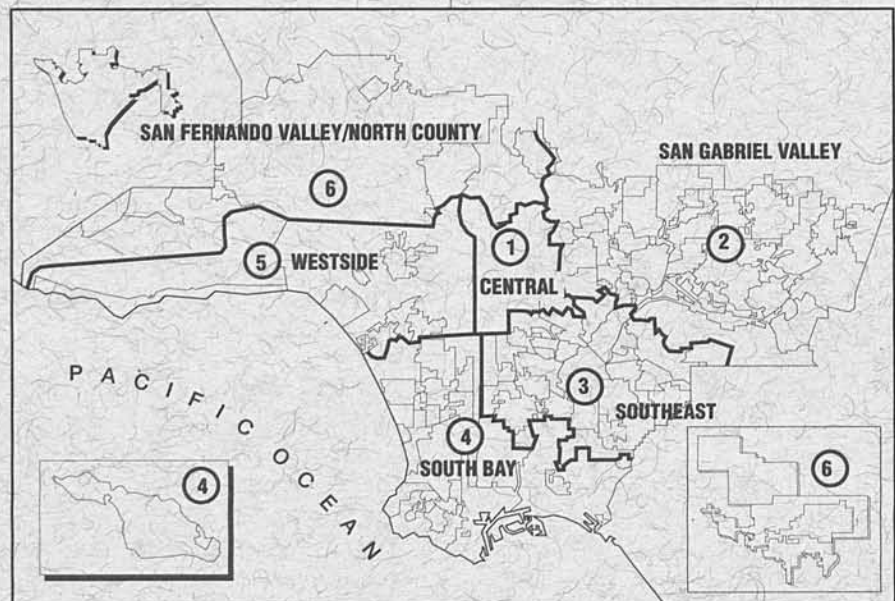
The San Fernando Valley Area Team reports on the following active projects:

- **Express Bus Service Map** — This is an interagency project among the LACTC Commuter Transportation Services, Inc. (CTS), and the Southern California Air Quality Management District, with LACTC taking the lead. For the first time, information on all express bus services is presented in one colorful, user-friendly map. Copies of the map

are now available from the LACTC.

- **Commuter Rail** — As with the San Gabriel Valley team, the San Fernando Valley Team is working with cities to locate commuter rail stations along both the central and northern San Fernando Valley routes.

- **Market Management** — In early March, a test market management approach will be conducted to determine what San Fernando Valley consumers really want and need in transportation services. By treating transit and ridesharing as a consumer "product," it can be determined what attributes people expect, how various options currently measure up, and what tradeoffs people are willing to make. With this information, the LACTC can work to either change people's perception to match reality, or change the "product" mix to better meet their needs. ■



The LACTC has developed its planning and project development staff into six geographic area teams, as represented by the above map.

WHAT'S NEW IN RAIL CONSTRUCTION

LACTC's subsidiary, the Rail Construction Corporation, was created in 1989 to manage the design and construction of the Los Angeles Metro Rail System.

COMING SOON — THE METRO GREEN LINE WILL LINK NORWALK TO EL SEGUNDO

For hundreds of community leaders, the \$886 million Metro Green Line became tangible reality on January 28. With huge concrete freeway pillars looming nearby, speakers described the 23-mile rail line connecting Norwalk to El Segundo and Westchester as the nation's first fully automated rail rapid transit line at a groundbreaking held on the future site of the Aviation Station.

"The Metro Green Line builds upon the successes of our Metro Blue Line, becoming a vital link in Los Angeles County's 300-mile passenger network," said Neil Peterson, LACTC Executive Director, adding that train operations will be totally controlled by a unique computer system located at Metro's Central Control Facility on Imperial Highway in South Los Angeles.

Only three other transit rail operations in the world currently operate in a completely automated mode: Vancouver, Canada; London, England; and Lille, France. This innovation offers future Metro passengers more frequent boarding times, which ultimately serve more daily transit riders. Green Line trains will board every two-and-one-half minutes—or as frequently as possible—on the main Norwalk to El Segundo line.



Artist's rendering of the Metro Green Line circa 1993.

On the two branch lines—the "south" 3.5-mile segment extending into El Segundo from the Aviation Station, and the three-mile "north coast extension" from Aviation to LAX and the Westchester community—riders will board approximately every five minutes. Plans call eventually for the south extension to connect with Torrance, while the north coast segment is expected to terminate at Marina Del Rey.

Stations in the center of the new Glenn Anderson Freeway (I-105) will offer access via stairs, escalators, and elevators. Convenient bus service is available at each of the 16 rail transit passenger stations; park-and-ride lots will be adjacent to 14 of the stations. A carpool lane will run on either side of the Metro Green Line down the Glenn Anderson Freeway (formerly called the "Century Freeway"), which will open in the fall of 1993.

Speakers at the groundbreaking ceremony thanked the audience for their long-range support of the 300-mile LACTC rail system, which began in 1980 with the passage of Proposition A, when a half-cent was added to the sales tax for public transit initiatives.

In 1990, voters added another half-cent to passenger rail funding by approving Proposition C, which greatly accelerated construction of the Metro Green Line's "north coast extension," among other critical transit projects.

Distinguished guests and sponsors included the newly-appointed California Secretary of Business, Transportation and Housing Agency, Carl D. Covitz; Congressman Glenn Anderson; Los Angeles County Supervisor Deane Dana; Los Angeles County Supervisor Kenneth Hahn; Long Beach City Councilman, Ray Grabinski, who also serves as Chair of the LACTC; Ruth Galanter, Los Angeles Councilmember, Ernest Camacho, Vice Chairman of the Rail Construction Corporation (RCC); Mayor Carl Jacobson, El Segundo; and Mayor Luigi Vernola, Norwalk.

The ceremony was co-sponsored by the Westchester/LAX Chamber of Commerce, Westchester/LAX Transportation Management Association; El Segundo Employers Association; El Segundo Chamber of Commerce; and the California Department of Transportation (Caltrans). ■

PASADENA-LOS ANGELES RAIL TRANSIT PROJECT IN FAST LANE

Plans to develop a Pasadena rail transit system—which is one more link in the 300-mile rail network being built by the LACTC—are moving faster than ever since Proposition C passed last November; in fact, the project can now start two years earlier than originally planned.

Capable of moving the same number of people that a four lane freeway does during rush hour, the system will connect the business centers of Los Angeles and Pasadena and, in the process, is expected to alleviate traffic congestion on the Pasadena (I-110) and Foothill (Rte-210) freeways.

Powered by overhead electrical wires—using the same light rail technology as the recently inaugurated Metro Blue Line—the vehicles will run at-grade on an exclusive right-of-way. Departing from Union Station near downtown Los Angeles, the 13.6-mile line will travel through Mount Washington, Highland Park, South Pasadena and Pasadena, ending near Sierra Madre Villa Avenue in East Pasadena.

Most of the alignment will use an existing rail right-of-way that the LACTC is currently negotiating with the Atchison, Topeka & Santa Fe Railway Co. Near downtown Los Angeles, the line will run on portions of the property recently purchased from the Southern Pacific Railroad Co. Ground-breaking may well occur in 1993, and the first trains are projected to be running in 1996.

Pending Issues

Several outstanding issues need resolving prior to beginning construction. The acquisition of the Atchison, Topeka & Santa Fe Railway Co. right-of-way needs to be completed, and the following must be done to more clearly define the project's scope:

- Determine specific station locations in Chinatown and in the City of Pasadena.
- Coordinate storage and maintenance requirements at a site outside of downtown Los Angeles along the Los Angeles River. LACTC is studying the option of building a light rail storage and maintenance facility in Taylor Yard. The LACTC purchased 56 acres of this site as part of the recent \$450-million purchase of rights-of-way and rail properties from the Southern Pacific transportation Co.
- Study the seismic and operational improvements required to use the historic Arroyo Seco Railroad Bridge. The bridge—a City of Los Angeles designated historic-cultural monument—will be part of this rail route.

Finally, a refined project budget and a detailed construction schedule must be completed. The LACTC will use this information to formally adopt the project's scope and budget, and then transfer it to the Commission's Rail Construction Corporation (RCC) for final engineering design and construction.

Stations

The line's terminus will be in Union Station where passengers will make connections with the Metro Red Line subway, projected to open in 1993, and with commuter rail service, which will open in 1992. The line will have stops in Chinatown, at Avenue

26, at Marmion and Figueroa, at Avenue 51 and at Avenue 57. South Pasadena will have a station at Mission Street.

The final station locations in Pasadena are still to be determined. Potential sites include Glenarm Street, California Boulevard, Del Mar Boulevard, Holly Street, Los Robles Avenue, Lake Avenue, Hill Avenue, Altadena Drive and Sierra Madre Villa Avenue.

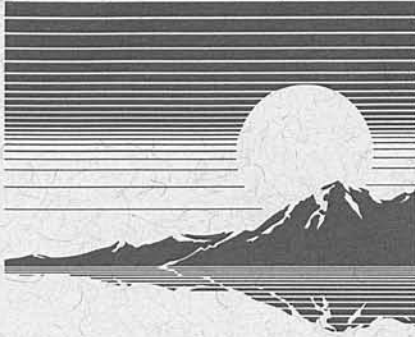
The line will have approximately 14 stations averaging one mile apart. Trains will operate every 6 to 9 minutes during rush hour and every 15 minutes at other times. LACTC transportation planners estimate that the trip from East Pasadena to Union Station will last about 30 minutes.

Future Plans

Transportation officials intend to eventually link the Pasadena line, through the downtown Los Angeles Metro Rail station at 7th and Flower streets, with the Long Beach-Los Angeles Metro Blue Line. Another potential branch being studied is from 7th and Flower to the Exposition Park area — where the Los Angeles Coliseum and the USC campus are located. Future studies will look at extending the line eastward beyond Pasadena, to serve more of the San Gabriel Valley.

Cost

Estimated at \$688 million, the Pasadena rail project will be financed with state and local dollars coming from Propositions A, C and 108. State and local funds will finance 50 percent each. No federal funds will be used in the construction of the project. ■



AIR TIME

Do you have the “smoggiest idea” about how to clear up L.A.’s skies? This column will keep you posted on the latest clean-air efforts in Los Angeles, current air quality legislation, and any changes in public policy. Later this year, *METRO MOVES* will publish a special issue dedicated to LACTC’s strategies, programs, and projects aimed at reducing air pollution.

1991 will be a busy year for air quality legislation. Here’s some upcoming legislation to keep an eye on.

Air Quality Legislation and Regulatory Actions

The 1989 South Coast Air Quality Management Plan (AQMP) will be revised to meet the state and federal Clean Air Act requirements. Extensive public hearings will begin soon and the 1991 AQMP will be adopted in June 1991 by the South Coast Air Quality Management District (SCAQMD). The Federal Clean Air Act calls for tighter emission controls on cars, alternative fuels for buses, use of cleaner burning, reformulated fuels by 1993, and promotes mass transit usage. The Act will be costly — as much as \$25 billion over the next 20 years. The federal Environmental Protection Agency will develop the regulations to enforce the Act this year, and LACTC

will monitor the regulatory process closely and seek additional funding to ensure that the most effective transportation measures are adopted.

Greater Mobility — Cleaner Air

Several Proposition C “clean air” projects are moving forward this year. One of the most exciting is the return of the “trolley bus.” In response to the AQMP, the LACTC and the Southern California Rapid Transit District (SCRTD) have begun an Electric Bus Implementation Study, which will be completed in April 1991. LACTC and the SCRTD will then consider the recommendations as to which bus routes are appropriate candidates for conversion to trolley bus technology. The project could have as many as five “electrified” trolley bus lines in operation by 1994 — putting Los Angeles County further in front of the national clean air effort.

The Clean Air Funding Gap Narrows

Additional “clean air dollars” are also on the horizon for cities, counties, transit operators and other public and private organizations and businesses. AB 2766 (Sher), signed into law on September 17, 1990, provides an increase of \$2.00 to \$4.00 in the motor vehicle registration fee. Nearly \$5.4 million will be generated by the increased fee in the first year. These funds will help the South Coast air basin meet California’s clean air standards.

The LACTC “Air Quality” Staff

The LACTC has two air quality experts working toward the Commission’s goal to meet clean air requirements and help others understand the regulations. ■



LEGISLATIVE UPDATE

Federal Legislation

The Commission will take a leadership role in the reauthorization of the Federal Surface Transportation Act, which will shape the federal role in transportation for the ‘90’s. Other federal efforts will include: Securing funding for Metro Rail MOS-2 and Section 9 capital and operating formula programs; monitoring regulations implementing the Americans with Disabilities Act (ADA) ensuring accessibility, the Clean Air Act, and other transportation programs; supporting modifications to the tax code to increase the non-taxable allowance for employees who ride public transit or carpool to work.

The LACTC Intergovernmental Relations Staff

The LACTC’s Intergovernmental Relations staff handles legislative affairs for both the LACTC and the RCC. The four professionals in this section review and make recommendations to the Commission on federal and state transportation and air quality legislation, and provide updates to elected officials on Commission programs, policies and projects. ■

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