



Los Angeles  
County  
Transportation  
Commission

November/December  
1991

# METRO MOVES



## Agencies agree....One Transportation Policy Board for L.A. County

**T**he Los Angeles County Transportation Commission (LACTC) and the Southern California Rapid Transit District (SCRTD) agreed at a joint meeting on Dec. 4 to form a single joint policy board that will act as the transportation authority for Los Angeles County. On a motion proposed by Mayor Tom Bradley, the LACTC and SCRTD will merge, creating a body called the Los Angeles County Metropolitan Transportation Authority.

"This is a red-letter day for all Los Angeles residents," said Mayor Bradley in announcing his motion. "With the largest public works project in the nation under way, the merging of these two organizations could not have come at a better time. The action taken today will help to streamline our efforts to deliver the most effective transportation alternatives possible in a cost-effective manner."

In addition to voting to create a

single authority, commissioners agreed to preserve municipal operator funding, maintain current labor agreements, and set an orderly transition for creation of organizational units that includes rail construction, planning, and bus and rail operations.

The Commission also agreed to create a single policy board consisting of five members of the Los Angeles County Board of Supervisors, four City of Los Angeles appointees including the Mayor, one City Council member and two mayor-appointed citizens, four members of the Los Angeles County City Selection Committee picked to represent four areas of the county; and one ex-officio gubernatorial appointee.

"Los Angeles is now on track with the most important reorganization matters of this decade — transportation," said RTD Board President Marvin Holen. ▶

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## Congress Passes New Transportation Bill

**T**he recent decision by Congress to refocus federal transportation policy on mass transit after years of emphasizing highways provides the necessary dollars for subways, carpool lanes and other rapid transit projects in Southern California. Just before adjourning for the year, Congress renewed the Surface Transportation Act, which authorizes federal programs for transit and highways. The \$151-billion bill allocates \$15 billion in federal transportation funds to California over the next six years.

### First Metro Rail Extension to East Los Angeles Approved

The bill also contains landmark provisions that open the way for a Metro Rail extension to East Los Angeles. \$1.23 billion in federal funds are earmarked to build 11.6 miles of Metro Rail, along with at least seven additional stations, by 2001. In short, the funds will speed the expansion of the Metro Red Line in three directions; to East Los Angeles, to North Hollywood in the San Fernando Valley, and to Pico/San Vicente in the Mid-City area. Future extensions of a new Metro Orange Line will reach east to Atlantic Boulevard in East Los Angeles and eventually west to Century City and Westwood.

Upon passage of this legislation, Rep. Edward R. Roybal said, "This ▶

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*"Agencies Agree..." continued from page 1*

"The decision taken today will impact the lives of everyone who lives and works in this region. It is essential that this newly-created transportation organization give equal weight to the needs of all segments of our population."

Indeed, AB 1784 (Katz) required the LACTC and SCRTD to submit a plan to the Legislature by Jan. 1, 1992, which reorganized the agencies to provide "a unified comprehensive institutional structure which requires maximum accountability to the people."

"The action taken by both boards allows us to create the unanimity necessary to continue the work we began several years ago," said LACTC Executive Director Neil Peterson. "We have taken a giant step forward to ensure that the transportation improvements we've planned, and the taxpayers of this county have demanded, continue."

The reorganization plan will now be submitted to the chairmen of the Assembly and Senate Transportation Committees for review. The reorganization plan outlines a timetable which proposes orderly transition to commence following action taken by the legislature. ■

*"Congress passes..." continued from page 1*

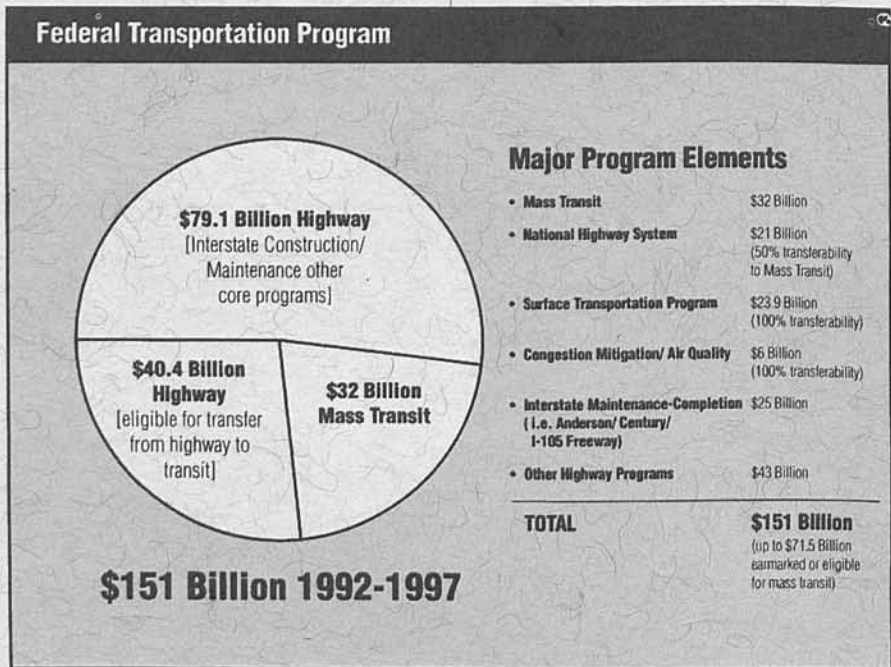
legislation ensures, for the first time, that East Los Angeles will be a full partner in the development of Metro Rail."

The amount earmarked for Metro Rail construction is the largest of more than 50 so-called "New Starts" specified for funding under the bill. The provision was authored by Roybal, in concert with Congressman Julian Dixon and other members of the Los Angeles County Congressional delegation. L.A. Supervisor Gloria Molina, L.A. City Council member Richard Alatorre and Mayor Tom Bradley were also closely involved with the effort to extend rail transit to East Los Angeles.

Vicente and at least 3 miles and two stations east from Union Station to the area of Whittier and Lorena. Future extensions east will reach to Atlantic Boulevard.

"It is encouraging that our efforts have won Congressional approval for the first rail transit to East Los Angeles," Molina said. "These are the areas that have experienced the most growth and have demonstrated the strongest usage of mass transit."

"Eastern extension of Metro Rail will be a very positive development in terms of economic growth, mobility, and access to jobs by residents of East Los Angeles," Alatorre added.



"The need for eastside Metro Rail extensions is clear; East Los Angeles has grown three times faster than the regional average, and has four of the county's 10 most congested traffic corridors," said Roybal.

Under the bill's provisions, three extensions must be completed by 2001; 6.3 miles and 3 stations from Hollywood/Vine to North Hollywood; 2.2 miles and two stations from Wilshire/Western to Pico/San

LACTC is currently reviewing alternative routes for the East Los Angeles extension with the federal Urban Mass Transportation Administration (UMTA). A final decision on an alignment is expected by 1994.

Reviewing the transportation bill's overall impact on Los Angeles County, LACTC's Executive Director Neil Peterson said, "This bill is a spectacular boost to the county's ambitious plan to build ►

the nation's second-largest rail rapid transit network in only a decade. It's just what we wanted, word for word."

For the first time there will be flexibility in the use of highway funds for transit, and vice versa, based upon decisions at the state and local level. The measure will funnel more than \$15 billion into California for the construction and improvement of roadways and public transportation systems. Significantly, \$32 billion, the six-year funding level for mass transit, is nearly double the amount provided over the past five years (\$16.5 billion), even without additional flexible funds.

Although the bill designates \$10.5 billion to be spent on highways over the next six years, it allows the state's transportation officials to shift that money to mass transit projects if they are deemed more important. "We now have the local flexibility to use these funds for projects where there is the greatest need," said Peterson.

**Projects of National Significance for Los Angeles County**

<b>Santa Monica Blvd. Transitway</b> (Phase 1—Between 405 Freeway and Beverly Hills)	\$ 23.9 million
<b>Palmdale Avenue P-8</b> (8 Lane Bypass to relieve Route 138/Palmdale Blvd. congestion)	3.6 million
<b>LAX/Sepulveda Tunnel</b> widening	8.95 million
<b>I-110 Harbor Transitway</b> (Extension from 10 Freeway North to Center City West)	10.1 million
<b>Long Beach Freeway</b> (710 HOV) Improved airport access	7.4 million 8.5 million
<b>Grade separations</b> (separating rail/roadway crossings; includes Alameda Corridor & LOSSAN -L.A. to Orange County Corridor)	100 million (total)
<b>TOTAL LA COUNTY FUNDING</b>	<b>\$182.85 million</b>

**Bill Provides more than \$180 million for "Projects of National Significance" in Los Angeles County**

HR 2950 also mandates funding for demonstration projects, cited by the bill as "Projects of National Significance." This includes \$182.85 million for projects in Los Angeles County. Almost \$100 million is directed to separating rail crossing from roads and highways, which are of particular importance to the Alameda Corridor. See chart for some of the projects funded.

**Transportation Officials Celebrate Approval of Federal Transit Bill**

The nation's highest-ranking transit official, Brian Clymer, administrator of the Urban Mass Transportation Administration (UMTA), joined local transportation officials on Dec. 4 to applaud the boost California can expect from the recently-passed Surface Transportation Act. The officials toured the underground Pershing Square Metro Rail station as part of a review of local projects that will benefit by the \$151 billion landmark legislation.

"I'm here today," said Clymer, "to celebrate that mass transportation has received such a major share of funding under this new law. This funding is particularly significant for Los Angeles County for its ambitious and much needed transportation program."

For Los Angeles, the new Surface Transportation Act includes \$1.23 billion in federal funds to build 11.6 miles and at least seven additional stations by 2001 of Metro Red and Orange Lines to North Hollywood, to Pico/San Vicente, and into East Los Angeles.

"Increased federal funding will help to offset the strong local financial

commitment of Los Angeles county taxpayers who are contributing their fair share towards the major transportation improvements we are building here in Los Angeles," said LACTC Executive Director, Neil Peterson.

"Los Angeles stands to benefit from the legislation in other ways as well. We will share in the new \$835 million to improve air quality and traffic congestion," said Los Angeles Mayor Tom Bradley, citing California's share of the new \$6-billion federal program.

Additional federal funding includes \$183 million in special projects for Los Angeles County including the Santa Monica Boulevard transitway, Alameda corridor, commuter rail, and highway projects along the Harbor and Long Beach freeways.

"California will get more than \$15 billion of the federal funds. That represents a return of more than 90% of the federal gasoline taxes that Californians pay, compared to the prior guaranteed return of 85%," said Michael Antonovich, L.A. County Supervisor and LACTC Commissioner. ■



*Rep. Edward R. Roybal shows UMTA Administrator Brian Clymer how approval of the federal transportation bill paves the way for a Los Angeles Metro Rail extension into East Los Angeles. "This legislation ensures, for the first time, that East Los Angeles will be a full partner in the development of Metro Rail," Roybal said.*

# NEWS BRIEFS



## Transportation Conference Generates Innovative Ideas

A lot of breakthrough transportation ideas were previewed at a recent transportation conference where an unprecedented assortment of city planners, transportation officials, academics, utility executives, environmentalists, scientists and public officials gathered to discuss solutions to the growing traffic congestion crisis.

"Los Angeles has the congestion and the air problems, but it also has the energy and talent to solve them," said Assemblyman Richard Katz, a conference co-sponsor with LACTC Chair Ray Grabinski. The late October event was held at the Sheraton Universal Hotel in Universal City.

"There is such a feeling of L.A. being a pit in terms of transportation, when in truth we've turned things around rather dramatically," said Grabinski. "Los Angeles is pulling out of its 'one person, one gas-box' rut, but most people haven't felt the effects of it yet."



Assemblyman Richard Katz (left) and LACTC Chair Ray Grabinski admire transportation conference display of Los Angeles area high school students' artistic visions of "New Transportation for a New Century."

The conference's "Crystal Ball" session featured large-screen computer imaging that created futuristic Los Angeles overlaid with monorails and people movers, with high-speed commuter trains snaking down the freeway medians and magnetic levitation trains whisking passengers in and out of the city.

"I think we've put to rest the nonsense that you can't pry an Angeleno out of a personal car," said Katz. "More and more people are asking for alternatives."

## Commission Reviews Alternatives for Blue Extension to Pasadena

The LACTC is now reviewing route-corridor options for completing rail service as quickly as possible to Pasadena, Highland Park, Mount Washington, and Sierra Madre. The initial route to Pasadena proposed using rights of way owned by the Atchison, Topeka and Santa Fe Railroad Co. However, negotiations have been at an impasse for some time due to the price Santa Fe is asking for its right of way. With funding already earmarked for a Pasadena extension, the LACTC has a solid commitment to operate a rail line to Pasadena — one of the county's busiest corridors.

## Call-Boxes Being Enhanced with Latest Technology

Every motorist in Los Angeles will soon have access to a cellular phone. The LACTC is converting 3,500 freeway call-boxes to cellular technology and adding 500 new boxes to expand the system to major highways and new freeway locations.

The new call-box system is funded with a \$1 surcharge paid on annual vehicle registration. The upgrade contract, awarded to GTE Mobile Communications, includes removal of the old system, production and completion of the new system, and 10-year maintenance. A separate contract was awarded to L.A. Cellular to provide the telephone service.

Originally conceived by L.A. County Supervisor Kenneth Hahn, the Call-Box system will include such new features as solar-powered cellular phones, automatic location identification, bilingual instructions, larger pedestrian standing areas, automatic theft and vandalism alarms, noise suppression ability, and hearing-aid compatibility.

For the first time, call-boxes will be available on certain highways, such as Pacific Coast Highway, Angeles Crest Highway, Topanga Canyon Road, and Highway 138. Call-box replacement and installation on the county's 500 miles of freeways will be completed by the end of 1992.

## Public Hearing on ADA Interim Plan

A public hearing on the Los Angeles County Interim Coordinated Paratransit Plan has been scheduled for 1:30 p.m. on Jan. 8, 1992, at the County Hall of Administration, 500 W. Temple Street, Los Angeles. The hearing will provide a forum for public comment on the interim plan to implement the paratransit service for severely disabled persons that was mandated by the Americans With Disabilities Act (ADA). All comments will be summarized and submitted as part of the interim plan to the U. S. Department of Transportation on Jan. 26. Public hearings on the revised plan will be held late next spring.

A copy of the draft interim plan, in alternative formats, is available by calling (213) 244-6284, TDD (213) 244-6908. Sign language interpreters will be at the hearing. Information requests and written comments may be addressed to Deidre Heitman, LACTC, 818 W. 7th St., Suite 1100, Los Angeles, CA 90017, (213) 244-6744.

## Environmentally Superior Natural Gas Fuel Cell to Power Metro Blue Line's Central Control Facility

The struggle for clean air in

Southern California advanced a major step last month when the LACTC and the S.C. Gas Company jointly embarked on an effort to install the Gas Company's 200-kilowatt fuel cell at the Blue Line's Central Control Facility. The cell will provide energy to the computer system that controls train dispatching, traveling trains, radio communications and security.

The 10' by 25' unit will be housed outside the Metro Blue Line's control facility building in a concrete walk enclosure. The fuel cell utilizes natural gas in an electrochemical process to produce 200 kilowatts of continuous electrical power, along with vast thermal energy.

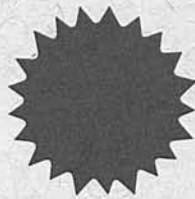
The LACTC officially approved the Blue Line's use of fuel-cell technology at its November meeting.

### **Sheriff's Department To Continue Providing Blue Line Security—Ridership Increases**

After lengthy deliberation, a sharply divided SCRTD passed a compromise plan in October that would allow the sheriff's deputies to provide security on the Blue Line for another year, with the RTD Transit Police taking over in 1993.

At the same time, additional officers are being added to the RTD security police.

In November, Blue Line weekday ridership averaged nearly 35,000, continuing a steady increase since the 22-mile light rail system opened in July 1990. RTD's official ridership report for October also showed that the 10 millionth Blue Line rider boarded the train that month, marking another significant milestone in the comeback story of public rail transportation in Southern California. ■



## **Metro Awards**

### **October Award - Santa Monica Municipal Bus Lines**



*The October Metro Award is presented to Santa Monica Bus Lines Director of Transportation Jack Hutchinson. The line was commended for 63 years of outstanding transit operations, maintaining cost increases below the rate of inflation, and (according to a recent poll) keeping its riders happy with reliable, efficient service.*

### **November Award - Caltrans**



*Jerry Baxter, director of Caltrans District 7, accepts the November Metro Award on behalf of Caltrans for successfully managing a \$1.5-billion highway construction and improvement program in 1991, and for exemplary cooperation with LACTC in the joint implementation of the Freeway Service Patrol, call-box upgrade, and planning for the implementation of a multi-modal program that will be funded with Proposition C funds.*

# **FAST FACTS**

## **National Survey Shows Public Commitment to Mass Transit is Rising**

In a nationwide poll last June, one thousand interviews were conducted concerning current attitudes about national transportation policy and the role of public transportation. The survey found that

**Expanding the role of public transportation is the most important goal of a national transportation policy.**

	Average Ranking on a 1-10 Scale
Encourage people to use public transportation more often	7.4
Provide a better balance between funds for highways and public transportation	7.1
Reduce reliance on people driving alone in their cars when other options are available	6.7
Replace larger cars with smaller, lighter cars to improve fuel efficiency	6.6
Expand interstate and other major highways	6.4

**A majority of Americans favor increasing the federal gasoline tax five cents ("A Nickel for America") if the funds are used for roads and public transportation.**

Strongly favor	23%
Somewhat favor	32%
<b>Total</b>	<b>55%</b>

[Source: America's Coalition for Transit Now, 1317 F St. NW, 6th Floor, Washington, D.C. 20004]

# WHAT'S NEW IN RAIL CONSTRUCTION



*Downtown workers, who were on hand when the official announcement was made on Nov. 5 at a Civic Center mall ceremony, were among the first of many future L.A. subway riders to climb aboard an actual Metro Red Line car. The vehicle model was officially unveiled at the mall event, where it remained on display for two days. The model is currently being displayed at various locations along the subway route.*

## **Metro Red Line to Open Three Months Early**

The Metro Red Line subway will open in June, 1993 — three months earlier than anticipated by the Los Angeles County Transportation Commission (LACTC), and its subsidiary, the Rail Construction Corporation (RCC).

“Through scrutinizing the schedule, we found that we could save time by conducting concurrent tests of several of the project’s components,” said Ed McSpedon, RCC CEO/President. Sets of Metro Red Line vehicles are now being tested in Pueblo, CO, and will arrive in Los Angeles in January for testing in the completed Red Line tunnels.

The first two pairs of actual rail vehicles arrived from Italy for testing at the American Association of Railroads test tracks in Pueblo, CO, and should arrive in Los Angeles for testing in the Red Line tunnels

in January.

## **RCC Chairman Camacho Receives Entrepreneur Award**

Ernest M. Camacho, chairman of LACTC’s subsidiary, the Rail Construction Corporation, has won the 1991 Entrepreneur Award from the Hispanic Engineer National Achievement Awards Conference. The award pays tribute to outstanding Hispanics for their contributions in science, engineering, education and technology. Camacho was selected from hundreds of qualified candidates. According to the selection committee, his commitment to minority and women-owned business and to education garnered him the award.

In addition to his RCC/chairmanship duties, Camacho is president and CEO of Pacifica Services, a civil engineering firm headquartered in Pasadena.

## **Metro Blue Line Provides “Access to Algebra” for Intercity Students**

The Metro Blue Line is doing more than moving people. The rail transit line is helping intercity junior high school students learn algebra. More than 300 children from Edison Jr. High School took a Blue Line ride last month to sketch their impressions and apply such transportation concepts as speed, time and distance to learning math. In a follow-up lesson, the students will create a geometric grid mural at their school using symbols related to the train experience.



*Edison Jr. High School students ride the Blue Line while learning algebra and applying it to transportation concepts.*

“The ‘Access to Algebra’ program is aimed at better preparing intercity children for courses in high school classes that will ultimately get them in college,” said Ray Grabinski, LACTC Chair.

The “Access to Algebra” project is a joint effort between educators and transportation officials. “The point is to have students succeed the first time around in an algebra class,” said Judith Day, Edison Jr. High’s mathematics chair who received specialized training from California State University at Los Angeles’ ▶

(CSLA) ACCESS Center.

"Through the National Science Foundation's Award to CSLA's ACCESS Center, we've been able to reach pre-high schoolers and relieve their math anxieties and uncertainties," said Dr. Jewel Plummer Cobb, president emeritus of California State University, Fullerton, and principal investigator for CSLA's ACCESS Center.

"We're laying the foundation for these students to get involved with our Transportation Occupations Program (TOP), which gets young people thinking about careers in transportation through actual on-the-job experiences. We'll need qualified, skilled workers to help complete the planned Metro Rail System," she said.

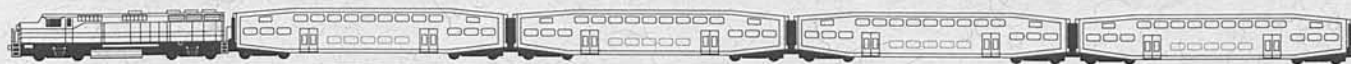
The LACTC began the TOP program

a few years ago to provide high school students who live along a rail corridor with hands-on training experiences with the LACTC and its subsidiary, the Rail Construction Corporation. Through technical instruction and internships related to design and construction of major transportation projects, TOP students learn skills in rail system development. TOP will be featured in a future *Metro Moves* issue.



### **L. A. Raiders Promote Rail Safety to Kids**

*Jeff Jaeger, for the Los Angeles Raiders, appears in a 30-second Public Service Announcement (PSA) directed to Los Angeles children who happen to live or attend school near a Metro Rail construction site. The bilingual PSA was shot in conjunction with the Rail Construction Corporation's "Travis the Owl Club" safety campaign. Travis the Owl is the safety mascot for the school safety program currently in place for the entire Metro Rail and Metrolink system. Look for a complete description of this program in next month's Metro Moves.*



## **Metrolink**

**M**etrolink is a regional rail network that will ultimately have more than 400 route miles and approximately 60 stations linking communities in five surrounding counties to downtown Los Angeles. News about the progress of this commuter rail system will become a regular feature in *Metro Moves*.

### **Metrolink's First Commuter Rail Line Breaks Ground Between San Bernardino and Los Angeles**

The Southern California Regional Rail Authority (SCRRA) broke ground early in November for a 57-mile *Metrolink* commuter rail line, which is scheduled to open next fall between San Bernardino County



*Metrolink workers remove a section of 1899 track during the groundbreaking ceremony of the San Bernardino to Los Angeles commuter rail line.*

and Los Angeles' Union Station.

Held at a planned station site in the City of Baldwin Park, the groundbreaking featured transit officials removing a piece of track manufactured in 1899 for the Pacific Electric Railway System, which served Southern California commuters for more than half a century.

The ceremony marked the beginning of construction for the first link of a

400-mile planned commuter rail system being built by the SCRRA. The authority is comprised of transportation agencies from Los Angeles, Orange, Riverside, San Bernardino and Ventura counties.

"Within a year, these tracks will be completely replaced, new railroad signs installed, and more than 10 station platforms with ample parking will be built between San Bernardino and Los Angeles," said SCRRA chair and LACTC commissioner Jacki Bacharach.

Commuter rail lines will run on existing rights of way used by the freight railroads, which have been purchased or leased by the five counties. The San Bernardino to Los Angeles line will

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have stations in Rialto, Fontana, Rancho Cucamonga, Upland, Montclair, Claremont, Pomona, Covina, Baldwin Park and El Monte.

Foothill Transit, SCRTD and Omnitrans will provide feeder service to Metrolink stations, making rail service easily accessible to all cities in the San Gabriel Valley, Los Angeles and San Bernardino.

Terminals will be in San Bernardino and at Los Angeles' Union Station where the line will connect to the Metro Red Line subway and to commuter rail lines traveling to Santa Clarita Valley, Ventura, Riverside, Orange and San Diego counties.

At the San Bernardino terminus, the line will connect to commuter rail lines traveling to Hemet in Riverside County and to Fullerton in Orange County. Future plans include an eastern extension to Mentone in San Bernardino County.

The San Bernardino to Los Angeles line will cost \$174 million. The overall commuter rail system including vehicles, locomotives, track improvements, new grade crossing signals and other safety features is estimated to cost \$775 million. This estimate does not include right-of-

***"The San Bernardino to Los Angeles line will be a critical commuter rail link in Southern California and will significantly improve the quality of life for many Inland Empire commuters," said San Bernardino County Supervisor Larry Walker, who also serves as the SCRRA vice-chairman.***

way costs or construction of the stations.

The commuter rail trains will be powered by state-of-the-art, low-emission diesel locomotives. Metrolink's diesel engines are being designed by the General Motors Corporation to specifically meet Southern California's regional air quality regulations. The GM commuter rail locomotives are 25% cleaner than Amtrak and freight locomotive fleets. Moreover, the SCRRA is working with GM to improve that design to further reduce the NOx (Oxides of Nitrogen) emissions by an additional 30%.

"These upgraded diesel locomotives

will place Southern California on the forefront of congestion reduction and air quality improvement," according to Los Angeles County Supervisor and LACTC Commissioner Michael D. Antonovich, who is a member of the Air Quality Management District.

The SCRRA is also committed to electrify the commuter rail system in the near future. A rail electrification study in which 30 agencies are participating is expected to be released in January. Commuter rail electrification priorities will be determined based on the findings of the study.

The commuter rail cars, purchased from the UTDC Corporation, are one of the largest commuter coaches in the world. Each car has two levels, can seat 156 passengers and is wheelchair accessible. A fully loaded train can empty or fill in less than two minutes. Coaches are 85 feet long, almost 16 feet high and 10 feet wide.

On November 21, Amtrak won the preliminary selection as the Metrolink operator. Final approval is pending completion of contract negotiations. The SCRRA is planning to operate five daily peak-period trains, one mid-day train and one evening train between San Bernardino and Los Angeles.

## AREA TEAM NEWS



### San Gabriel Valley

#### ***PVTA'S Transit Store— A Successful Story***

All of us are familiar with the saying "You can't get there from here." For many bus riders in the Pomona Valley, the problem was a little different. Served by seven different public transit services, the area's riders were often confused about which service to use.

In September, 1990, the Pomona Valley Transportation Authority (PVTA), comprised of the cities of Claremont, La Verne, Pomona and San Dimas took a big step toward solving this dilemma. They opened the county's first Transit Store — offering the public one-stop shopping for transportation alternatives.

Walk-in and phone information services include:

- PVTA's Valley Connection and Get About Services



- Foothill Transit, SCRTD, Omnitrans
- OCTD, RTA, Whittier Transit
- Cab & Airport Shuttles
- Greyhound & Amtrak
- Ride Sharing and Van Pooling
- Trip Planning Assistance

Plus pass and ticket sales for:

- Valley Connection and Get About
- Foothill Transit, Omnitrans, SCRTD

The store has proved to be an effective outreach tool. Prior to opening the store, PVTA received about 400 information requests monthly; it now handles more than 1,000 information requests and more than 5,000 rider inquiries a month. The store also has hard copy trip itineraries available for walk-up customers using SCRTD's Computerized Customer Information System (CCIS).

The Transit Store is located at the Indian Hill Mall, 1460 East Holt Avenue, Pomona. Store hours are 10 a.m. - 5 p.m. Monday-Saturday. The information line, (714) 622-8686, is open Monday-Friday, 6 a.m. - 7 p.m., and Saturday 9 a.m. - 5 p.m.

## San Fernando Valley/ North County

### **Burbank and Glendale Light Rail Project**

Work has begun on the draft environmental impact report for a proposed light rail transit system through Los Angeles, Glendale and Burbank. The train would be an extension of the Pasadena-Los Angeles light rail train and would resemble

the Metro Blue Line, which now runs between downtown Los Angeles and Long Beach. Known as the Burbank-Glendale-Los Angeles Light Rail Project, the system would begin near the 110 and 5 freeways and travel north along the existing Southern Pacific railroad tracks to Hollywood Way, near the Burbank Airport. The route would parallel San Fernando Road for the majority of its length. The environmental report is due in January and is jointly funded by the LACTC and the cities of Burbank and Glendale.

### **High Desert Mobility**

During the 1980s the Antelope Valley in northern Los Angeles County was home to the fastest growing cities in the nation. The growth has slowed but the traffic issues remain.

Route 138 is the primary east-west artery in the Antelope Valley, connecting Palmdale and Lancaster to Victorville and Interstate 15 in San Bernardino County. Currently, there are three major Route 138 projects in the planning stages, and last month the LACTC voted to begin a study of these projects and the entire Rte. 138 corridor. The study will be funded by the LACTC, the San Bernardino County Association of Governments (SANBAG) and Caltrans. The primary objective of the study is to identify, prioritize and propose strategies for protecting rights of way in the Antelope and Victor valleys of Los Angeles and San Bernardino counties.

## South Bay

### **LAX/Westchester Rail Service Study Progresses**

**The Issue:** Three new transportation systems are planned for the strategic LAX/Westchester area.

- (1) A People Mover for the LAX terminal and surrounding areas;
- (2) An LAX/Palmdale Rail Line is proposed for construction; and
- (3) The Los Angeles County Transportation Commission (LACTC) will, by late 1994, complete the 20-mile Metro Green Line from Norwalk to El Segundo. Rail service will also be continued north from Aviation/Imperial to serve the LAX and Westchester areas.

To coordinate with the other transportation lines being developed, and to meet the safety concerns of the Federal Aviation Administration (FAA) and the City of Los Angeles Department of Airports (DOA), two questions must be answered: What is the most efficient transportation technology to use along this section of rail, people mover, a light rail, or a combination of the two, and what is the safest, most feasible route this service should take?

To reach a decision, the LACTC and the DOA have established an LAX Interagency Task Force. At a meeting on Nov. 18, the Task Force heard a summary of public input following numerous community meetings. Community priorities include minimizing transfers between systems, reducing congestion, serving the Century Boulevard area in addition to LAX and Westchester, maintaining security and facilitating luggage carrying on these lines. Seven route/technologies were narrowed down to three options, plus an additional longer-range alignment. The task force will study these options further and meet again to decide its recommendations for LACTC and DOA action.

Questions may be addressed to LACTC's Bob Cashin, (213) 244- ▶

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6441, or Brynn Kernaghan, (213) 244-6533.

## Central

### **East/West "Smart Corridor" Project Boosted by \$1 Million From the State**

High-tech equipment capable of making "smart" decisions for traffic control along the Santa Monica Freeway corridor recently got a financial boost of \$1 million in state funds. (See page 11—*State News*)

"Smart Corridor" techniques include sensors embedded in the roadways that report traffic conditions to computers in a central traffic control office and can adjust the timing of traffic signals and freeway ramp meters accordingly. The system is aided by emergency response teams and the tow truck service patrol.

The project will cover a 12.3-mile stretch of the Santa Monica Freeway and is bounded by Olympic Boulevard, Soto Street, Adams and Washington Boulevards and Centinela Street. All of the project elements are expected to be in place by the Spring of 1993.

## Southeast

### **Inter-county HOV (carpool lanes) Facilities Coordination Group**

At LACTC's suggestion, an informal coordination group meets monthly to discuss issues concerning the inter-county coordination of the development and operation of HOV (carpool lanes) facilities. The group consists of representatives from Orange County Transportation Authority, San Bernardino Association of Governments, Ventura

County Transportation Commission, Riverside County Transportation Commission, Caltrans Districts 7, 8 and 12, Southern California Rapid Transit District and the Southern California Association of Governments.

Included in LACTC's Draft Integrated Transportation 30-Year Plan, the HOV Master Plan provides for the development of inter-county HOV (carpool lanes) facilities on freeways such as Routes 10, 57, 60, 118, 405 and 605.

### **Congestion Management Program Meeting**

The City of Bellflower hosted a Congestion Management Meeting for the LACTC Southeast Area in November.

Brad McAllester, program manager for the Congestion Management Program (CMP) discussed the Final Draft of the CMP, which is currently being reviewed by the Southern California Association of Governments (SCAG) for consistency with its Regional Mobility Plan.

For additional information, please call Naomi Nightingale, Southeast Area Team, (213) 244-6410; or, for the latest available information concerning the CMP process, please call the CMP Hotline at 244-6599.

### **Southeast Cities Discuss Route 60 Commuter Rail Feasibility**

Southeast Area staff have been meeting with representatives from the cities of Whittier, Montebello, Pico Rivera, Industry and the County of Los Angeles to discuss the possibilities of a commuter rail station along the Union Pacific freight corridor which runs west-east through the northern portion of the Southeast Area.

The group will look at possible site locations for stations, discuss funding, community interests, impacts regional significance and other pertinent issues. The precursory discussions will lead to more formal and specific planning when the Union Pacific agreement has been finalized.

## Westside

### **Metro Mid-City Segment Community Open Houses**

The LACTC is considering a 2.3 mile-extension of the Metro System from the current Red Line terminus at Wilshire/Western to the Mid-City area at Pico/San Vicente. Community Open Houses, initially scheduled for December, will now take place after the first of the year. Look in the January issue of *Metro Moves* for the schedule. If you would like more information or want to be put on the Mid-City Segment mailing list, call the Metro Hot Line at (213) 244-6187.

### **Exposition Right of Way**

Westside Area Team staff is conducting neighborhood organization updates on the progress of the preliminary planning study being done along the Exposition Right-of-Way. Area Team members and LACTC consultants are determining all feasible uses for the Right of Way. For more information, please contact Carol Inge, LACTC Project Manager, (213) 244-6896. ■



## Legislative Update

### STATE NEWS

In September, the state Legislature adjourned for the year after a session dominated by efforts to address the state's fiscal crisis and debates over reapportionment.

Earlier in the year, the Commission's rail program was directly impacted by California's faltering economy in regard to the issuance of rail bond revenues. It was initially thought that only \$545 million in rail bond revenues approved by the voters in June 1990 (Propositions 108 and 116), could be issued this year. LACTC Capital Planning and Intergovernmental Relations staff worked with the Commission's sister agencies throughout the state to assure the Legislature and the governor that \$1.3 billion in rail bond revenues would keep the state's rail programs on schedule as well as help to stimulate the economy.

The Commission was also very successful in securing passage of legislation identified in its 1991 state legislative program. The governor approved AB 2056 earlier this summer. The bill clarifies several sections of state law relating to the LACTC and provides for a statute of limitation on law suits challenging the validity of transportation sales and use taxes approved by Los Angeles County voters.

The governor also approved AB 2057, a Commission-sponsored bill that enhances the LACTC's ability to develop rail transit projects with the private sector. The Commission is currently reviewing the possibility of a rail project between LAX and the City of Palmdale.

The Smart Corridor Demonstration Project on the Santa Monica Free-

way will soon receive \$1 million from the state's Petroleum Violation Escrow Account (PVEA). This allocation is due to the combined efforts of Assemblywoman Gwen Moore and Senator Diane Watson. Both legislators authored measures to provide additional funding for the project. The governor approved the Moore Bill, AB 590.

A draft of the Commission's 1992 State Legislative Program is scheduled to be approved by the LACTC at its December board meeting. If you would like a copy of the proposal or have questions on the 1991 program, please feel free to contact Claudette Moody, Administrator of State Affairs at (213) 244-6525.

### FEDERAL NEWS

#### Rep. Glenn Anderson—a Transportation Leader—Announces Retirement

Following more than 50 years in public service, Rep. Glenn Anderson of Long Beach has announced that he will not seek reelection in 1992.

Anderson served as chairman of the House Public Works and Transportation Committee in the 101st Congress.

LACTC Chairman Ray Grabinski said, "Our appreciation for Congressman Anderson's years of leadership is evidenced by the plaque recognizing his work on behalf of federal funding for Metro Rail in our 7th & Flower station. It is richly deserved; this system could not have been built without his involvement and support in Congress." Grabinski cited Anderson's legacy as not only Metro Rail, but also our airports, the Ports of Los Angeles and Long Beach and, of course, the I-105 Freeway, named in his honor, which opens in 1994.

Questions on the state program may be directed to Claudette A. Moody, LACTC's Administrator of State Affairs, (213) 236-9525. For any questions regarding the Federal program, contact Bevan Dufty, LACTC's Administrator of Federal Affairs, (213) 236-9555. ■

### **\$150 Million in Federal Funds Presented to the Metro Red Line**



U.S. Sen. John Seymour (Ca) recently visited the Metro Red Line construction site at MacArthur Park to present \$150 million from the U.S. Department of Transportation for the continued construction of the line's Segment 2, a 6.7-mile, eight station extension. Joining Seymour (center) at the announcement were Ed McSpedon (left), President and CEO of the Rail Construction Corporation, and Stewart Taylor, UMTA Region IX Administrator. To date, Congress has approved \$614 million of the \$667 million federal share of this \$1.446 billion project.



## Air Time

### **Trolleybus Program Moves Forward**

Electrification of bus service in Los Angeles County moved one step closer toward reality with LACTC's commitment to fund further electrification work by the Southern California Rapid Transit District (SCR TD). In the FY 92 work program, SCR TD will work with a consultant on environmental clearance of eight to 10 lines, preliminary engineering of three to four lines and development of vehicle specifications. Both SCR TD and municipal bus lines will be included in the program.

Based on the current work program, the initial trolleybus lines could be in by 1995. The trolleybus program addresses SCAQMD's goal to electrify 30% of the county's bus fleet by 2010.

For further information about air quality issues, contact LACTC's Air Quality Management staff, Rebecca Barrantes or Jim Ortner, at (213) 244-6739 or (213) 244-6865, respectively. ■

# METRO MOVES

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