

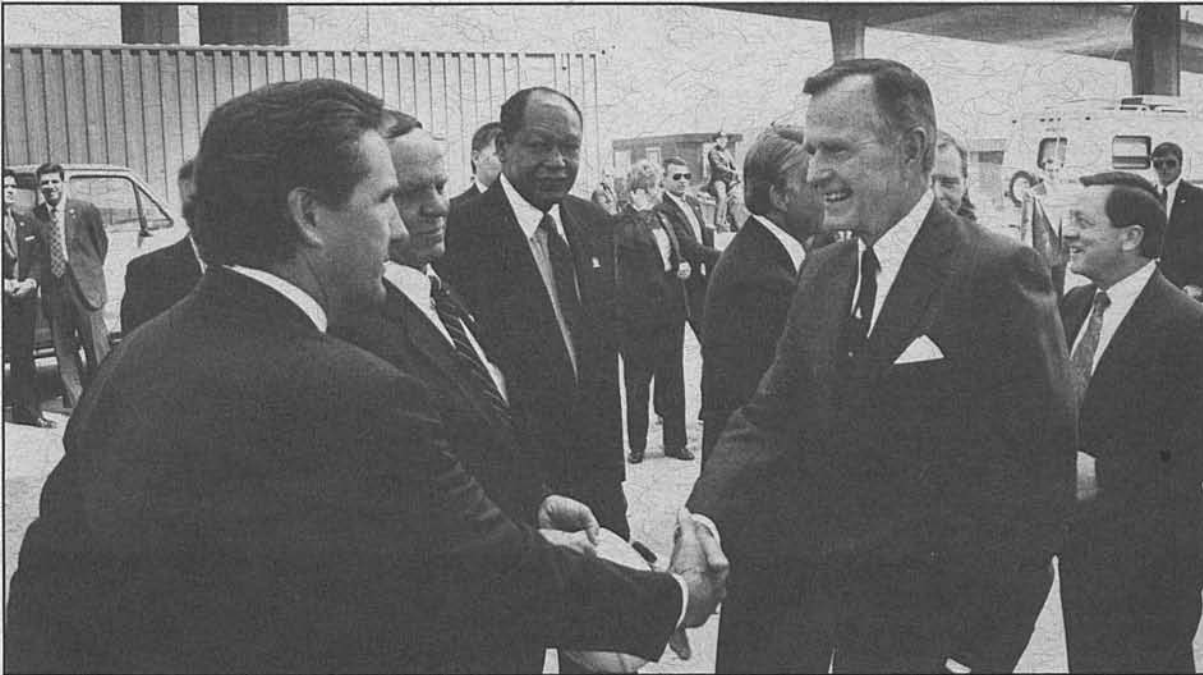


Los Angeles
County
Transportation
Commission

October 1991

METRO MOVES

President Bush Praises Metro Greenline/ I-105 Freeway



LACTC's Executive Director Neil Peterson shakes the hand of President Bush. Looking on are (left to right), Caltrans District Director Jerry Baxter, Los Angeles Mayor Tom Bradley, and U.S. Senator John Seymour.

National attention was focused on Los Angeles' innovative transportation program on September 19, when President George Bush visited the Metro Green Line/Glenn Anderson Freeway (I-105 / formerly the Century Freeway) construction project.

"[This project] dramatizes the federal, state and local partnership at its best — showing that together, we Americans can do anything," said the President to the hundreds of invited dignitaries, government officials, construction workers and press in attendance.

Bush arrived at the Aviation Boulevard and 116th Street construction site shortly after noon. He reviewed illustrations and a model of the completed project with Caltrans ►

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"New Transportation for a New Century" Conference

Disney Chairman Michael Eisner to be keynote speaker, California Assemblyman Richard Katz and LACTC Chair Ray Grabinski to Host Transportation Conference Oct. 27-29

Michael Eisner, chairman and chief executive officer of the Walt Disney Company, will deliver a keynote address to transportation officials from around the world at a luncheon

at the "New Transportation for a New Century" Conference on Oct. 28.

The 3-day event, to be held Oct. 27-29 at the Sheraton Universal Hotel in Universal City, will bring together

transit leaders from the United States and around the world to discuss solutions for the growing traffic congestion crisis. ►

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*"New Transportation..."
continued from page 1*

"From the days of the first monorail at Disneyland, the Walt Disney Company has been a pioneer in transit innovation and the development of new transportation technologies," said Assemblyman Richard Katz. "Throughout his tenure, Michael Eisner has continued to support Disney's quest for innovative transportation solutions."

"The transportation spotlight is on Los Angeles," said LACTC Chair Ray Grabinski. "People across the country are watching to see what systems will be implemented to ease the area's infamous traffic."

Transportation officials and other expert panelists will address the current Southern California transportation situation, as well as national and international transit solutions, funding for mass transit systems, and alternative vehicles and clean fuels. Finally, the conference will touch on the future of transportation.

A 4-D imagery presentation that simulates Los Angeles in the future, complete with modern rail systems and futuristic vehicles, will be shown to panelists and conference attendees on Oct. 29. Participants will also have the opportunity to tour the Metro Blue Line, the 22-mile light rail line that is already running between downtown

Los Angeles and Long Beach, the Metro Red Line, the 18-mile underground rail system currently under construction, and the Metro Rail Central Control facility.

The conference trade show is free and open to the public, where exhibitors will showcase the latest technologies designed to improve transportation in Southern California and around the world. Alternative fuel vehicles will also be displayed. Trade show hours are from 10 a.m. to 5 p.m. on Oct. 28, and from 8 a.m. to 3 p.m. on Oct. 29.

For further information about the conference, call Monique Moret at Cerrell Associates, Inc., (213) 466-3445. ■

*"President Bush"
continued from page 1*

District Director Jerry Baxter and LACTC Executive Director Neil Peterson. Caltrans is responsible for the I-105 portion of the project and LACTC's subsidiary, the Rail Construction Corporation, is building the Metro Green Line.

Then, donning a blue hard-hat featuring the Metro Rail and Caltrans logos, Bush toured the construction site before loosening his tie, rolling up his sleeves and joining about 30 construction workers over a brown-bag lunch to discuss the \$2.2 billion project.

After lunch, the President formally addressed the larger crowd of 300 invited guests that included Governor Pete Wilson, Senator John Seymour, Congressman Glenn Anderson, Transportation Secretary Samuel K. Skinner, California Secretary of Business, Transportation and Housing Carl Covitz, Los Angeles County Supervisor Kenneth Hahn and Los Angeles Mayor Tom Bradley. Also attending were members of the El Segundo Employers Association, leaders in the local

aerospace community, and members of the press.

Protected from the hot mid-day sun by one of the freeway's massive concrete overpasses, President Bush told the audience, "I am here today to congratulate Los Angeles and California for their leadership.

The complexity of the project's components make the Metro Green Line and I-105 Freeway one of the most challenging transit developments in the nation. The project includes 17 miles of roadway, 23 miles of light rail along the freeway median for the Metro Green Line, 17 miles of High Occupancy Vehicle (HOV) lanes,

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Los Angeles and California for their leadership.
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the world marketplace."***

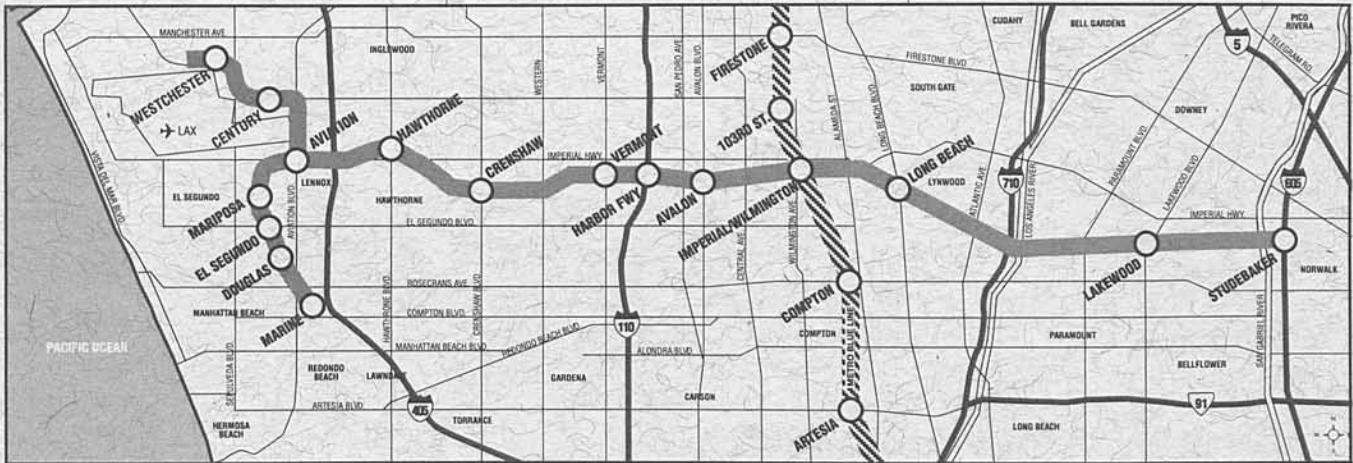
—President George Bush

You're setting an example for the whole country in advancing a project which symbolizes the kind of transportation, planning, high-tech and team work that America needs to compete in the world marketplace."

an HOV connection at Imperial Highway to a 10.3-mile transitway under construction on the Harbor (I-110) Freeway, and several park-and-ride facilities. ►

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"President Bush..."
continued from page 2



It will also provide bus and rail connections at 14 stations, a connection to the Metro Blue Line (which runs between downtown Long Beach and downtown Los Angeles), and connections to other transportation modes carrying passengers to and from LAX.

The President acknowledged the benefits of the system's integrated rail, car, bus and air transportation modes, not only to Southern California but also to the nation, saying, "With links to both Los Angeles International Airport and Southern California's port facilities, Interstate I-105 and the Green Line will help speed goods to markets throughout the global economy."

The I-105 Freeway, together with the Metro Green Line, will link the I-605 Freeway in Norwalk with the LAX area. West of Aviation Boulevard, the Green Line will branch in two directions: A 3-mile North Coast Extension will serve LAX and the Westchester community and a 3.5-mile South Extension will serve El Segundo and eventually may extend to Torrance. When completed in 1993, the state-of-the-art rail line will become one of only four fully-automated transit rail operations in the world.

President Bush selected the project for his visit — from among the many other transportation enterprises under development across the nation — because it best exemplifies the type of mixed-use transit solutions he hopes to encourage through the reauthorization of the Surface Transportation Act. The previous bill expired on September 30.

Bush's 1991 version would provide a five-year authorization to aid the 150,000-mile federal highway system and mass transit programs. It calls for greater infrastructure investment from both federal and private sources and provides local transportation officials with more flexibility in spending the money.

The Metro Green Line and I-105 Freeway were praised by the President as exemplifying the benefits of such a cooperative effort. "They demonstrate how state and local governments can take a lead role in financing and managing of important transportation projects and in the process get fantastic results."

Although the I-105 Freeway is primarily funded by the federal government, the \$886-million Metro Green Line is being built entirely

with local and state funds, making it a prime example of local financial commitment to public transit without reliance on federal support.

Overall, federal funds will account for about 10% of the total cost of rail construction in Los Angeles County through the remainder of this decade. The LACTC is seeking \$695 million (and additional advance construction authority) in the 1991 Surface Transportation Act to fund \$11.6 miles — and at least seven stations — of Metro Red Line subway extensions to North Hollywood, East Los Angeles and the mid-city area of West Los Angeles.

After more than an hour, President Bush concluded his construction-site visit by reminding those in the audience and those listening across the nation that the Metro Green Line and I-105 Freeway project demonstrates that "California is leading the way toward a brighter tomorrow." ■

WHAT'S NEW IN RAIL CONSTRUCTION

Minority Firms in Action

Metro Moves is featuring in this issue D'Leon Consulting Engineers, one of the Disadvantaged Business Enterprises taking advantage of the opportunities opened by the LACTC for minority companies.

D'Leon Consulting Engineers is a Hispanic firm overseen by Domingo F. Leon, a civil engineer registered with the state of California. His 18-member staff are primarily structural civil engineers who provide design support to Metro Rail Consultants on the Metro Red Line construction.



Mikal Sabir, architect inspector; George Flowers, electrical inspector; and Domingo Leon, president of D'Leon Consulting Engineers check architectural finishings at the Metro Center Station / 7th and Flower.

Last year D'Leon teamed with Amman and Whitney, which was awarded a design contract for the Metro Red Line Vermont/Sunset station. There, D'Leon's responsibilities in this contract include the utility relocation of about 5,000 feet of utility lines along Vermont Boulevard.

D'Leon is also a subconsultant to Parsons Dillingham—Metro Red Line construction manager. D'Leon's inspectors make sure construction contractors build according to the architectural and electrical blue prints and specifications. Its contract with Parsons Dillingham includes inspections at Union Station, Civic Center Station and the Metro Center Station at 7th and Flower.

"The LACTC gave me the first opportunity back in 1987 to inspect track construction of the Long Beach to Los Angeles Metro Blue Line," D'Leon said. "I am happy to continue to be active in the Metro Rail project and excited about being able to contribute to solve traffic problems in Los Angeles."

"The Movies: Fantasies"

A Public Art Project is installed in a Metro Blue Line Subway Station

The installation of the second major work of art in the 7th Street Metro Center Station of the Metro Blue Line began last month. Artist Joyce Kozloff is installing 220 hand-painted tiles representing a series of famous Hollywood fantasy, terror and science fiction characters in the station's west mezzanine.



As part of a recent tour of the L.A. Metro System, USDOT Assistant Secretary Kate Moore (center) tours Kozloff's art installation at the Metro Center Station. LACTC's A-R-T Program director Jessica Cussick, points to a portion of "The Movies: Fantasies," as Ron Lamb, Executive Director of the Greater Los Angeles Transportation Coalition, looks on.

The project is part of LACTC's Art-for-Rail-Transit (A-R-T) Program to enhance stations and grounds along its 300-mile Metro Rail System.

The 110-foot-long piece entitled "The Movies: Fantasies" exhibits a cast of unforgettable Hollywood characters such as Dracula, King Kong, the Thing, R2-D2, Darth Vader, the Phantom of the Opera and Emperor Ming. Describing the one-foot square tiles, the artist explains her concept. "This hand-painted tile frieze will look like an enormous length of black and white film," said Kozloff.

"Fantasies" previewed earlier last month at an art gallery in New York City, drawing favorable reviews from the New York Times and The New Yorker.

"What a film strip it is, too, with what seems like every character and image ever created for Hollywood's silent and contemporary science-fiction movies wrapped around the gallery's walls," wrote New York Times columnist Dulcie Leimbach (Sept. 6, 1991).

"For children there are plenty of faces, bodies and objects that they'll be charmed to see...the first group of tiles is centered on flying creatures. Next are sea monsters, giant reptiles — Godzillas with gapping teeth-rimmed mouths — creatures with big brains (E.T., the Alien), apes, werewolves, strange plants and insects, ghosts and spooks, robots, famous figures (Tin Man and Frankenstein) and spaceships."

The 7th Street Metro Station display is Kozloff's 11th public art project in the country and her fourth in Southern California. Seven of her projects are in transportation centers, including rail transit facilities in Cambridge, MA, Detroit, Buffalo, Philadelphia, and Wilmington, DE.

Kozloff will install a "Fantasies" sequel, with the same dimensions as the first piece, at the station's East Mezzanine in 1992. ■

NEWS BRIEFS



Electrification Task Force Meets to Plan Conversion of Rail Technology

The 1991 Air Quality Management Plan calls for the implementation of clean fuel technologies for public transit by the year 2010. LACTC, however, is trying to speed up the schedule by pursuing an accelerated electrification program of freight, intercity, passenger and commuter rail lines in the Los Angeles basin.

A task force comprised of the utilities, air quality agencies, environmental groups, freight railroads, transportation commissions and the Public Utilities Commission met for the first time Sept. 24 to initiate a study to develop an electrification implementation schedule. The result of their findings will be reported to the California Transportation Commission early in 1992.

The task force will first study electrification and consolidation of freight traffic onto the Union Pacific-Southern Pacific corridor parallel to the SR-60 and the I-10 freeways. A second major task is the identification and selection of other rail corridors for electrification, as well as identifying funding for rail electrification.

"Clean-Up, Fix-Up, Paint-Up" is the Theme of Keep Los Angeles Beautiful Month

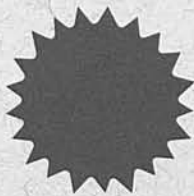
October has been declared *Keep Los Angeles Beautiful Month*, and a campaign sponsored by Los Angeles Beautiful, Inc., an independent non-profit environmental and educational organization, is in full swing.

"We are asking everyone to look about his or her own home, place of work, school and neighborhood to "Clean-up, Fix-up, and Paint-up," said Ronald J. Cox, the organization's chairman.

For further information, call Gail Watson, executive director of Los Angeles Beautiful, Inc., at (213) 482-1665.



"Clean-up, Fix-up, and Paint-up" Celebration Kick-Off Team. Representatives from Los Angeles City Council districts, the Los Angeles Police Department, city government departments, regional agencies, the Los Angeles Unified School District, and the business community gather at the Los Angeles Beautiful headquarters in support of the civic pride campaign.



September Metro Awards

One-Stop Transit Store in Pomona

Ray Grabinski, LACTC chair, presented a September Metro Award to George Sparks, executive director of the Pomona Valley Transportation Authority (PVTA).

PVTA was recognized for introducing a new approach to transportation information and community outreach through *The Transit Store*. At the one-stop shopping spot in Pomona's Indian Hill Mall, people

can obtain information about bus services, cabs, airport shuttles, rail, ride-sharing and van pooling. Also, tickets are available for the Valley Connection, Get About, RTD, and Foothill Transit.

Improved Efficiency Rail Award

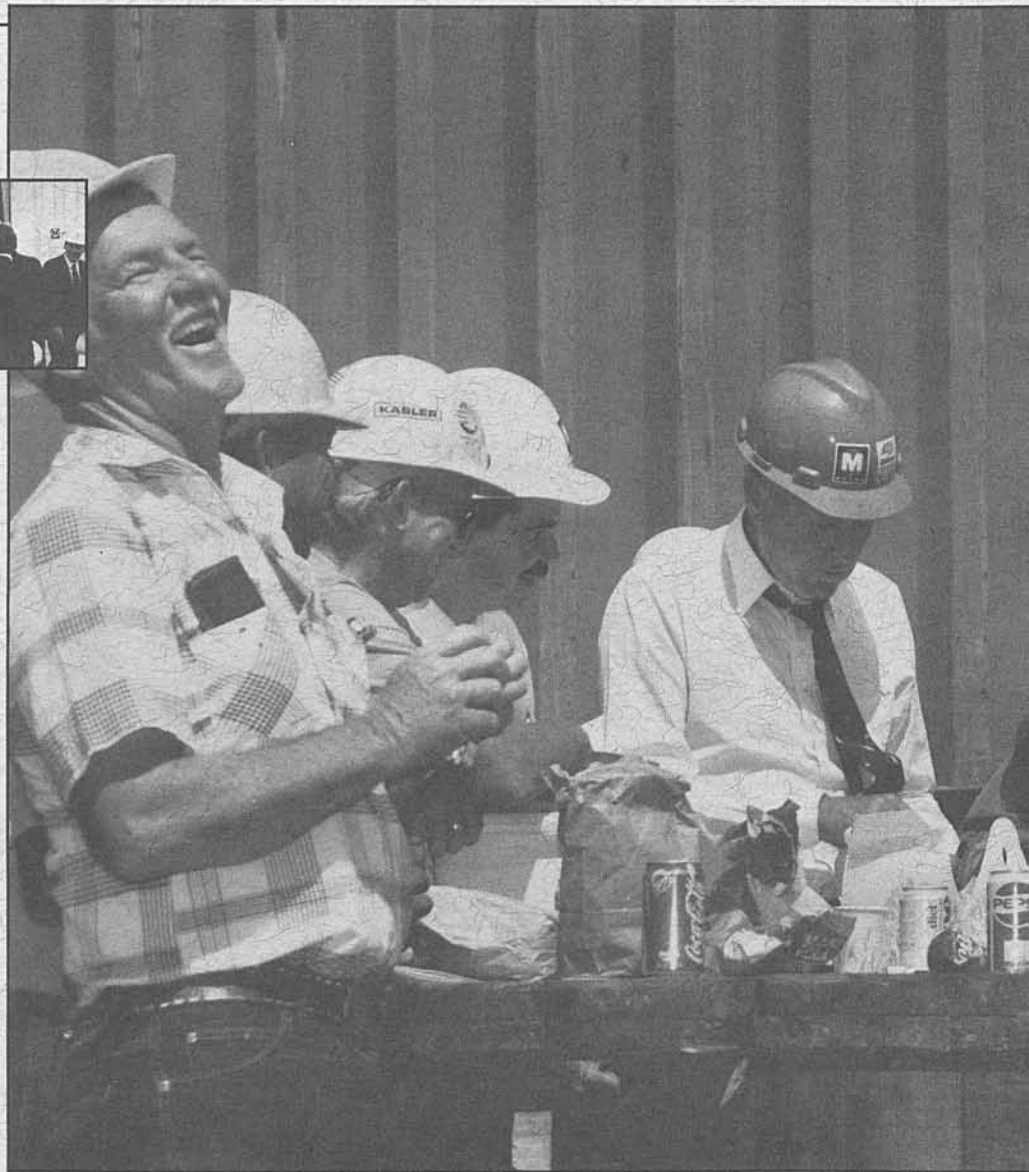
The City of Norwalk received a September Metro Award for its prominent role in rail development.

"Norwalk has made a significant commitment to provide land and financial support for the construction of rail facilities," said LACTC Chairman Ray Grabinski as he presented the award to Norwalk Mayor, Michael Mendez. "These rail facilities are projected to cost up to \$68 million."

According to Grabinski, Norwalk's leadership has garnered the city three major rail-related projects:

- (1) A new multi-modal Transportation Center,
- (2) the extension of the Metro Green Line east to connect with the multi-modal Transportation Center, and
- (3) a rail station at the Transportation Center connecting the Green Line with a future commuter rail line coming from Orange County. ■

A Construction Crew Meets the President



“**H**e’s just a regular guy,” said Mike Gigliotti, a Metro Green Line construction project manager who joined his fellow crew members for a brown-bag lunch with President Bush one day last month.

Removing his jacket, loosening his tie and putting on a hard hat, the President lunched and shot the breeze with the guys down in the trenches who are helping to build Los Angeles’s 300-mile Metro Rail system. He sat with the construction workers casually chatting for more than 30 minutes before presenting his formal remarks to the 300 invited dignitaries and press who were gathered nearby.

Selected from a sweeping array of public transportation projects currently under development across the nation, the President chose the Metro Green Line construction site — where the rail line unites with the I-105 Freeway as a combined transportation system — to deliver his 1991 Transportation Policy address. In his speech, he renewed his call for a 1991 Surface Transportation bill.

One of the reasons President Bush picked the Metro Green Line/I-105 project is the uniqueness of this particular rail line. The Green Line will be the nation’s first fully automated rail rapid transit line, which will run along the freeway

median on an aerial guideway. Train operations will be controlled by a unique computer system based at Metro’s Central Control facility on Imperial Highway in South Los Angeles. The 23-mile line will run from Norwalk to El Segundo, with a 3-mile North Coast segment to LAX and Westchester, and a 3-1/2-mile Southwest segment through the El Segundo employment center, ending at the corner of Marine and Freeman avenues in Redondo Beach.

Gigliotti works for Steve P. Rados, Inc., the contractor responsible for building the southwestern end of the aerial guideway alignment from the Aviation Boulevard/Imperial



Highway station to the Marine/Freeman Avenue terminus, which includes a total of five stations.

The Rados construction firm is one of three contractors selected by the Rail Construction Corporation, an LACTC subsidiary, to work on Metro Green Line segments.

The Kiewit Pacific firm, headquartered in Vancouver, Wa., is building two segmental bridges; one at the Rosecrans Avenue/Aviation Boulevard site, and the other at the Kramer Building site in El Segundo.

According to Kiewit's on-site job superintendent, Lee Zink, his company is providing specialized construction for the Metro Rail

project. "Our bridges are totally built in the air, suspended by the foundation pilings being built by the Brinderson Corporation. It was a thrill to be able to show our project to the President."

The third firm, the Brinderson Corporation, has the foundation contract for the 4-1/2-mile portion of the Green Line from Rosecrans Avenue to the beginning of the I-105 Freeway. They're installing 190 foundation pilings in this area; the pilings are each 7 feet in diameter and go 80 feet deep into the ground.

Roger Brown, Brinderson's senior vice president, said that his crew was excited to have the President

join them for lunch. "It's one thing to have a President visit a billion-dollar project and mingle with dignitaries," said Brown, who was himself invited to the more formal event. "But for him to spend nearly an hour conversing with the construction workers — asking one guy, for instance, how long it takes him to get to work — impressed us all."

"It's a once-in-a-lifetime opportunity to have the President come on a job and be a handshake away," said Rados' project manager Gigliotti. "He was down to earth, far from aloof and easy to talk to. He seemed genuinely glad to visit our project." ■

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. Occasionally, we will publish an in-depth profile of one area team.

Central

Metro Blue Line Extension Discussed at Meeting

Residents and business organizations were invited to ask questions, provide comments, and learn about potential alignments during a public workshop/scoping session conducted by the LACTC last month. The meeting was on the Route Refinement Study and Environmental Impact Report (EIR) for a future extension of the Metro Blue Line from downtown Los Angeles to the Exposition Park/USC area.

Alternative alignment and station locations will be evaluated in the EIR study expected to be completed in April, 1992.

Community Meetings on Rail Alternatives in East Los Angeles

LACTC recently conducted a series of public workshops to evaluate alternative route alignments for the proposed Metro Rail extension to East Los Angeles. The workshops were an opportunity for residents to glimpse into the future and participate in rail planning for their area.

“These meetings will assist the LACTC in determining the best route alignment possible for a Metro Rail extension,” said LACTC Commissioner Richard Alatorre. “Metro Rail will have a significant impact on the urban make up of the East Los Angeles area for many years to come.”

At present, the LACTC is considering five alignment alternatives for the rail project, which stretch from downtown’s Union Station to about the Long Beach Freeway (I-710), eventually extending to the intersection of the Santa Ana Freeway (I-5) and Atlantic Boulevard.

“The extension of the Metro Rail line to East Los Angeles represents a commitment on the part of LACTC to serve all the residents of Los Angeles County,” said Los Angeles County Supervisor and LACTC Commissioner Gloria Molina. “This is the first step in a very important ▶

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The proposed 2-mile alignment will extend the Metro Blue Line’s downtown service south along Flower Street then west on Exposition Boulevard to the USC/Exposition Park area terminating at Vermont Avenue. Most of the alignment will be at grade along Flower Street and Exposition Boulevard with a potential aerial crossing over Figueroa Street. This Metro Blue Line Extension may include up to three stations.

process towards delivering a much-needed rail alternative to East Los Angeles.”

Westside

Preliminary Planning Study Under Way for Exposition Right-of-Way

The workshops are an opportunity for residents to glimpse into the future and participate in rail planning for their area.

The LACTC is conducting a Preliminary Planning Study of alternatives for the Exposition Right-of-Way (the former Southern Pacific Railroad tracks that run parallel to Exposition Boulevard). The section of the right-of-way under consideration includes a 12-mile long corridor between Vermont Avenue in Los Angeles and downtown Santa Monica and alternative route modifications to connect downtown Los Angeles to Santa Monica.

To begin the study, the LACTC conducted three community meetings last month in areas along the right-of-way. Residents and businesses were invited and strongly encouraged to attend. The LACTC provided a description of the various routes, modes of transportation, and supplemental land uses under study, and solicited feedback from the participants.

The feedback obtained from these meetings will be incorporated in the preliminary planning study.

A fact sheet listing the route options and possible transportation modes, along with more information about this study, is available from Carol Inge, an LACTC Westside Area Team Project Manager, at (213) 244-6896.

Southeast

Community Meeting on Proposed Bridge Construction

Residents and business organizations were invited to ask questions, provide comments, and learn about a proposed bridge construction during a community meeting and open house sponsored by the LACTC last month at the Robert Pitts Westminster Neighborhood Center in South Central Los Angeles.

The proposed construction — on Imperial Highway over Wilmington Avenue and the Metro Blue Line right-of-way — will minimize current traffic congestion resulting from train crossings on Imperial Highway.

Representatives from the Los Angeles County Department of Public Works, the Los Angeles City Depart-

ment of Transportation, the LACTC, and the California State Department of Transportation were on hand to explain the proposed project.

Consolidated Transportation Services Agency (CTSA) Training Program Starts

As the designated CTSA for Los Angeles County, LACTC has instituted a comprehensive training and professional development program for individuals who provide specialized transportation for social and paratransit recipients. ATE Management Services has been awarded a contract to conduct the initial training workshop.

The first of the four-series workshops will cover methods, materials, and techniques of teaching. Trainers of transit and paratransit drivers will learn how to develop training programs and design lesson plans, how to teach skills development and how to effectively communicate to trainees and public audiences.

All details have not been finalized, but the two-day workshop will be held on Nov. 20-21 at a location to be determined. Dates for the three other workshops will be announced when scheduled. Tentatively, these workshops will cover the subjects of management development, effective dispatcher practices, and computer dispatching. For additional information, call Jim Parker of LACTC's Southeast Area Team, (213) 244-6167.

Update on the Metro Green Line's Easterly Extension RSS/EIR

On Sept. 25, the Commission approved the selection of a consultant team headed by Gannett Fleming, Inc. to conduct the Route Refinement Study (RRS)/Environmental ▶

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Impact Report (EIR) for the Metro Green Line Easterly Extension.

The approximately 2.5-mile extension is envisioned as a gap-closure project between the Los Angeles County Metro Rail System and commuter rail service operating in the LOSSAN corridor. The extension will enhance rail transit accessibility in the region, particularly between Orange and Los Angeles counties, and is included in LACTC's recent version of its draft 30-year Plan.

The RSS/EIR will evaluate three alternative alignments, select the most beneficial one, and prepare preliminary engineering drawings, cost estimates, and an environmental impact report for the selected alignment. The study will take about one year to complete.

The \$350,000 project cost will be shared equally by the LACTC and the City of Norwalk.

For additional information, contact Ram Kumar of LACTC's Southeast Area Team, (213) 244-6191.

San Fernando Valley/ North County

Advanced Rail Technology Draft Study Released

The Commission has released the Draft Subsequent Environmental Impact Report for the Ventura Freeway Advanced Aerial Technology Alternative. The proposed aerial transit system would run from Universal City to Warner Center above the center median of the 101 Freeway.

The Commission will be hosting two Community Open Houses to explain the Draft Subsequent Environmen-

tal Impact Report and its findings. Maps and copies of the document will be available and staff will be on hand to answer any questions. This will be an informal setting and no official presentation or comment period is scheduled. You may come any time during the scheduled hours.

Open House — West

Thursday, Oct. 17
Canoga Park High School
6850 Topanga Canyon Blvd.
Canoga Park
4:30 p.m. to 9 p.m.

Open House — East

Tuesday, Oct. 22
Walter Reed Jr. High School
4525 Irvine Street
North Hollywood
4:30 p.m. to 9 p.m.

Oral testimony can be given at the Official Public Hearings, which will be scheduled in November. There is a 90-day comment period, concluding at the end of December. In addition to the open houses, copies of the document are available at your local library, or by calling the LACTC, (213) 244-6890.

A public telephone comment hotline has been established for those wishing to phone in their comments. The number is (213) 244-6905.

Written testimony should be addressed to: Judy Schwartze, Manager, Government and Public Affairs, LACTC, 818 W. 7th Street, Los Angeles, CA 90017.

South Bay

A SAFE Call

A dedication ceremony for the upgraded freeway call-box system will be held on Oct. 17. Over the next 2 years, the existing call-boxes will be replaced with new, cellular, computerized call-boxes. Features will in-

clude automatic location identification when a call is placed; improved, safer call-box locations; and call-box devices to screen freeway noise thereby improving communications with the CHP operators. Call-boxes will also be accessible to the disabled.

For more information, contact Susan Youngs of LACTC's South Bay Area Team, (213) 244-6897.

Updates on Programs

October is a month filled with updates for South Bay jurisdictions. Workshops are scheduled as follows:

American with Disabilities Act (ADA) — Accessible transit workshops (near the South Bay area):

- See ADA article on Page 11 of this newsletter for meeting dates and locations in Lakewood and Culver City.

Proposition C Draft Guidelines for Local Return Program and Draft Administrative Guidelines:

- October 18
10 a.m. to 12 noon
location to be determined.

Congestion Management Program — Update on Status and Contents of the Draft Program:

- October 24
3:30 p.m. to 5:30 p.m.
Location to be determined.

For more information on these workshops, call Brynn Kernaghan of LACTC's South Bay Area Team, (213) 244-6533, or Christina Marquez, (213) 244-6568.



Legislative Update

FEDERAL NEWS

Iowa Senator Harkin Spends a Day Working on the Metro Red Line

On Sept. 20, Senator Tom Harkin expanded the horizons of his "Iowa work days" to include the Metro Red Line yards and shops.

After arriving at 7 a.m. for a brief tour of Metro Rail construction at Union Station, Senator Harkin went to the yards on Santa Fe Avenue to begin the electric cable work for a backup power system. He spent the day stringing electrical wire at what will become the Metro Rail System's main repair depot, located alongside existing railroad tracks east of downtown Los Angeles.

Since 1974, the then-Congressman, now Senator, has conducted over 100 workdays in which he spends a day working in another job. According to Harkin, this practice has helped him to stay in touch with the concerns and priorities of working Americans.

Harkin has a long-standing interest in transportation. He currently serves as a member of the Senate Appropriations Subcommittee on Transportation, which recommends annual funding levels for the Metro Red Line.

He is also known as the chief author of the American With Disabilities Act, the landmark civil rights legislation for disabled individuals. This law, requiring transportation accessibility, is expected to dramatically shape paratransit and similar services nationwide.

During his day on the front lines of rail construction, Sen. Harkin worked with a crew from Robnett Company, a Disadvantage Business Enterprise (DBE) firm that was the first firm to be approved for participation in the City of Los Angeles'

Bond Guarantees Program for Minority Contractors.

At the end of the day, Sen. Harkin was given his own tool belt as a gift from the crew.

LACTC Helps Implement Americans With Disabilities Act

On July 26, 1990, President Bush signed into law a sweeping civil rights bill for the disabled. The Americans With Disabilities Act (ADA) provides clear and comprehensive protection for the disabled against discrimination in employment, housing and transportation. The law's intent is to ensure persons with disabilities equal access to public accommodations, public services, telecommunications and transportation.

The ADA's provisions pertaining to transportation require bus and rail facilities and vehicles to be fully accessible to persons with disabilities. In addition, substantive changes are also required in the delivery of transit service and information about that service to accommodate the needs of the disabled.

One of the ADA's most significant provisions requires that each public entity operating a fixed-route system provide complementary paratransit service for people who cannot use the fixed-route system. The final regulations, which were released on Sept. 6, define "complementary" paratransit service as having the same hours and days of operation and comparable response times as fixed routes. Also, the paratransit service must cover the same geographic area and be provided to all origins and destinations within 3/4 of a mile on either side of the fixed route.

The LACTC is fully committed to meeting the ADA requirements and has developed a number of transit and user advisory groups to provide input and comment on the development of a Complementary Paratransit Service Plan. In addition, the Commission, in conjunction with the Association of Local Transit Administrative (ALTA), will be holding a series of workshops to discuss the ADA regulations and LACTC's coordinated plan. These workshops are open to all interested persons and will be held at the following locations:

Oct. 16 — 10 to 11:30 a.m.

Lakewood City Council
Chambers at Sycamore Plaza
(at ALTA's general meeting)

Oct. 17 — 9:30 to 11:30 a.m.

Culver City Memorial Building
Rotunda Room
4117 Overland Avenue

Oct. 17 — 2 p.m. to 4 p.m.

West Covina City Council
Chambers

Oct. 18 — 10 a.m. to 12 p.m.

Burbank City Council
Chambers

Oct. 18 — 2 p.m. to 4 p.m.

Downey City Council
Chambers

For more information, please call Deidre Heitman, CTSA Program Manager, at (213) 244-6744.





Air Time

1991 Air Plan Revision — Alert to City Managers and Planning Directors!

In July the AQMD Board adopted the 1991 Air Quality Management Plan (AQMP) that further revised the 1989 AQMP to meet the mandates of the California Clean Air Act.

Next year, Measure 17 (the Growth Management Measure) of the 1991 AQMP will be further revised to address concerns raised by the Air Resources Board (ARB) and the Environmental Protection Agency (EPA). ARB and EPA have indicated that Measure 17, as written, lacks specific definition of local government actions needed to achieve emission reduction targets.

A Transportation Control Measure (TCM) Working Group is to be formed and led by the SCAQMD to better define local government actions under this measure. The TCM Working Group is specifically charged with the development amendments to Measure 17, which will ensure coordination of all VMT-related transportation control measures, future District Indirect Source Rules (IRSRs), and, the County Transportation Commission's Congestion Management Plans (CMPs).

The membership list includes governmental agencies, including cities and counties, business and environmental groups.

You should become aware and involved in the TCM Working Group because its recommendations will be critical to the ability of the air basin to meet federal Clean Air Act requirements, which will allow us to move forward with our integrated Metro System Plan for aggressive mobility planning and clean air improvements.

For further information, contact LACTC's Air Quality Management Staff, Rebecca Barrantes or Jim Ortner at (213) 244-6739, 244-6865, respectively.



METRO MOVES

A monthly publication produced by the LACTC.

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