



Los Angeles County
Metropolitan
Transportation
Authority

SEPTEMBER 1993

METRO MOVES

Green Line Construction Continues; I-105 Freeway to Open



Elevated interchange — A five-level interchange is under construction where the new I-105 meets the Harbor Freeway (I-110). Connecting ramps to be used exclusively by buses, carpools and vanpools are part of the structure, connecting the I-105's HOV lanes to the Harbor Transitway.

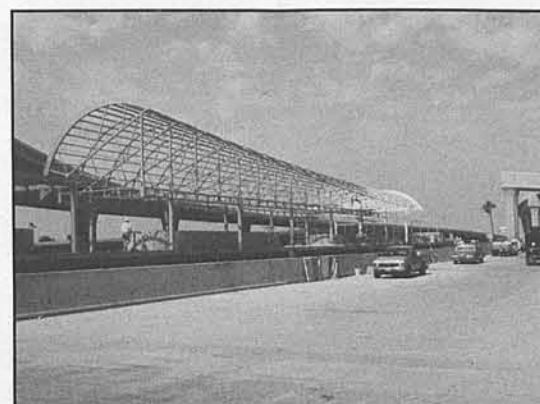
The opening of the Glenn Anderson Freeway (I-105) signals the end of an era and the beginning of a new one. Touted as the state's last freeway, it marks a historic moment in California's transportation story.

With Los Angeles County's burgeoning traffic, the \$2-billion freeway is designed to provide options to the one-car, one-driver mentality so prevalent in Southern California. State engineers have integrated three transportation modes into one project. Featuring three traffic lanes in each direction, the freeway has High Occupancy Vehicle (HOV) lanes and the Metro Green Line light rail system running down its center.

Upon opening, more than 150,000 vehicles are expected to use the unrestricted lanes of the 17.3-mile freeway. The HOV lanes will carry more people, thereby significantly alleviating surface

street traffic. The overall impact of the project will increase in early 1995, when the Metro Green Line opens, offering yet another transportation option to move along the corridor.

The 20-mile rail line continues into El Segundo on its own 3-mile aerial guideway departing the freeway at Aviation/Imperial.



I-105/110 Station — Platforms and canopies are installed at many of the Green Line's 14 stations.

Oct. 7 freeway opening

With an October 7 opening date, the pace of freeway construction activity has quickened as workers toil to complete unfinished areas.

Meanwhile, Metro Green Line construction crews have accelerated their work, too, as the freeway's opening will affect their access to the project. With the freeway's opening, Green Line contractors will have to use high rail vehicles, equipped with tires and rails, to move from station to station.

"For months, the rail construction activities have gone on side-by-side, literally, with the freeway construction," said Dave Sievers, Green Line project manager. "But, to the untrained eye, the rail construction was barely discernible from the freeway construction. All that's changed as the rail project moves into the final stretch," he said. Its projected opening date is 1995.

► Continued on page 7

\$3.3 Billion FY93-94 Budget OKd

On August 25, the MTA Board of Directors unanimously adopted a \$3.3 billion spending plan that maintains bus and rail passenger fares at current levels and provides for the immediate funding needs of rail construction projects now under way.

The MTA's first full budget includes a reduction of \$20 million in annualized personnel costs that will result from the merger of the MTA's predecessor agencies.

The budget provides \$574.4 million for bus and Metro Blue and Red Line rail service, anticipated to serve about 400 million passengers during the fiscal year.

Construction projects include continuing the Metro Green Line, the Metro

Red Line's Segment 2 and 3, and the beginning of work on a bridge for the Los Angeles to Pasadena line, as well as improving rail grade and construction site safety on all projects.

Goals

Among the budget's stated goals:

- Reduce overcrowding by adding 40 buses to 25 of MTA's most crowded bus lines.
- Maintain bus and train fares at current levels.
- Add up to 130 police and security personnel for bus and rail systems.
- Add \$18 million for the purchase of new buses.
- Add \$7 million for graffiti abatement.
- Procure more than 320 additional

buses and paratransit vehicles.

- Prepare for the 1995 start-up of Metro Green Line operations, including a bus-rail interface.
- Close next year's \$140-million operations shortfall by improving operational efficiency and re-examining fare and service structures.

Pasadena Line

A total of \$97 million was recommended for the Los Angeles to Pasadena light rail line, of which \$40 million is for continued design work. The MTA staff was directed to identify an additional \$57 million to complete final design, proceed with utility relocation and work on the Los Angeles River Bridge and complete the acquisition of properties for approved stations. **M**

A Special Kind of Ticket to Ride

With more than 6 million vehicles on the road in Los Angeles County, it's hard to imagine being stuck without a ride. But for hundreds of low-income or elderly people, transportation can be a barrier to even the simple task of grocery shopping.

Through the MTA's Immediate Needs program, subsidized taxi rides are provided to people in need of medical care, housing and food assistance or any emergency situation where a bus or shuttle ride would be difficult.

"It's a tremendous help — you just can't know," says Barbara Smith, coordinator of the Union Rescue Mission's Women's Ministry. Smith represents one of about 400 social service agencies that participate in the taxi voucher program.

Starting point

Originally a short-term program resulting from 1992's civil disturbance, the taxi service provided medical and shopping rides in areas hardest hit by the events.

"Additional funding was approved for the program in the months that followed," said Jim McLaughlin, MTA's director of Transit Systems Planning. "As it progressed, our feedback from many of the groups was that a continued need existed for community-based programs and this was a good starting point."

This summer, the MTA approved \$5 million to continue and refine the program. Staff is developing "mobility

coupons" that would be good toward a bus, taxi, shuttle or rail fare depending on the "immediate need" situation.

Multi-purpose vouchers

At present, user agencies receive vouchers from either the First African Methodist Episcopal Church (AME) or the International Institute of Los Angeles (IILA). Both serve as brokers for the MTA. Primary trip purposes are for either medical treatment or food shopping.

"In the past, we had to turn people down for rides on one of our van shuttles if they were outside the hospital's 7-mile radius," said Sonia Green of the Queen of Angels Hospital. The hospital has used the vouchers to send elderly outpatients or new babies and their mothers home. "Now we rarely have to say 'no' to anyone in need," Green added.

Users are limited to four coupons a month with a maximum two coupons per trip.

John Cager of the AME Church explained that it serves several categories of agencies: hospital and medical facilities, senior citizen centers, general public and social service agencies.

"Transportation is a key for any social service agency dealing with low-income, disabled or elderly people. It's one of our greatest challenges," said Eskinder Negash of IILA.

Prized commodities

"Many agencies treat the vouchers as prized commodities, requiring people to present proof of personal injury or a doctor's note to obtain one," said McLaughlin. "Other agencies know each individual who applies, and in one case, the agency representative took great pride in making sure her clients took the bus to the market, but returned with their heavy bags in a group trip using the taxi vouchers. **M**



Rideshare Week

Moving in the Right Direction Oct. 4-8, 1993

Air pollution, fuel consumption and traffic congestion all can be reduced significantly by ridesharing. Rideshare Week, the largest transportation event in the nation, promotes ridesharing and transportation alternatives such as carpooling, bicycling, walking, vanpooling, telecommuting

and riding buses or rail.

If drive-alone commuters would leave their cars at home just one day a week, freeway congestion could be reduced by 14%. For information on MTA bus and Metro Rail schedules, call 1-(800)-2LA-RIDE; for Metrolink commuter train information, call 1-(800) 371-LINK. **M**

RoboCop's Rolling Ad Hits the Street

The larger-than-life presence of Orion Pictures' "RoboCop," the ultra-sophisticated crime-fighting cyborg, is featured in the first two computer-generated advertisements that cover nearly the entire outside surface of MTA buses.

The jumbo-sized ads, which cover the back and both sides of the buses, are the first of their kind to appear on a public transportation vehicle in Los Angeles County. They represent the first two of 10 similar advertisements to be placed by a variety of advertisers during a one-year experimental test period.

A second client, Steel Jeans, is using this advertising technique to launch a new clothing product. It has also purchased ads for two buses. Future bus ads will feature different clients.

One-year test

"This one-year test will allow us to evaluate the public acceptance of the concept," said Franklin White, MTA's chief executive officer. "It has produced extremely good results in other cities, not only for the advertiser, but for the bus company on whose buses the ads appear."



Bus billboard — A jumbo-sized, self-adhesive vinyl ad is created by computer-enlarged, photorealistic graphics. Three buses are now wrapped in advertisements as part of a pilot program.

White said the all-bus advertising program will be evaluated after the completion of the 10-bus pilot program. If the program is deemed successful, TDI, MTA's advertising agency, could receive authorization to place similar style ads on up to 100 buses which would

bring an additional \$150,000 in revenue to the MTA during the first year.

A 100-bus program for the two ensuing years would bring in an additional \$400,000 in revenue as part of the contract agreement between TDI and MTA. **M**

METROLINK

WEEKEND FAIR SCHEDULE SEPTEMBER 11- OCTOBER 3, 1993

To LOS ANGELES				
STATION	READ DOWN	8:28AM	12:25PM	4:48PM
RIALTO				
UPLAND		8:49AM	12:46PM	5:09PM
MONTCLAIR		8:58AM	12:55PM	5:18PM
CLAREMONT		9:03AM	1:00PM	5:23PM
POMONA		9:07AM	1:04PM	5:27PM
L.A. COUNTY FAIR		9:10AM	1:07PM	5:30PM
COVINA		9:20AM	1:17PM	5:48PM
BALDWIN PARK		9:26AM	1:23PM	5:54PM
EL MONTE		9:35AM	1:32PM	6:03PM
L.A. UNION STATION	▼	10:00AM	1:57PM	6:25PM

To RIALTO				
STATION		10:25AM	2:20PM	8:00PM
L.A. UNION STATION				
EL MONTE		10:45AM	2:40PM	8:20PM
BALDWIN PARK		10:54AM	2:49PM	8:29PM
COVINA		11:00AM	2:55PM	8:36PM
L.A. COUNTY FAIR		11:10AM	3:05PM	8:46PM
POMONA		11:13AM	3:11PM	8:52PM
CLAREMONT		11:16AM	3:14PM	8:55PM
MONTCLAIR		11:21AM	3:19PM	9:00PM
UPLAND		11:30AM	3:28PM	9:09PM
RIALTO	▼	11:52AM	3:50PM	9:31PM

\$4 Fare — Metrolink is running special weekend trains to the Los Angeles County Fair. Round-trip tickets for the promotional train are a flat fare of \$4. Metrolink monthly pass holders and children under six accompanied by an adult may ride free of charge.



Record rider — Dr. Sandra Glass, Metrolink's 1 millionth rider, meets the press. The Claremont resident has been riding on the San Bernardino Line since last October's start-up. A downtown commuter for 11 years, Glass has high praise for the train's efficiency. She received a Metrolink monthly pass, as well as Metrolink memorabilia.

Driving Costs More Than You Think

How much does it really cost to drive?

Here in Los Angeles, the world's largest gasoline market, where private automobiles account for 95% of all ground transportation, the 79% of commuters who persistently drive alone seem oblivious to the price tag.

Those most married to the freedom of four wheels might be surprised to know just how big a chunk of income they are sinking into that hunk of metal — and just how competitively priced are alternatives such as MTA's bus system and L.A. County's Metrolink commuter rail system (see cost comparison chart).

Triple A calculations

Each year, the Automobile Club of Southern California estimates the average annual costs of driving in the Los Angeles area for three 1993 models of automobile. This year, the Auto Club used the Ford Escort LX, the Ford Taurus GL and the Chevrolet Caprice Classic:

Average Cost of Driving in Southern California*

Annual Mileage	Total Annual Cost
10,000 miles	\$ 5,927
15,000 miles	7,127
20,000 miles	8,327

* Summarized from the 1993 edition of the Automobile Club of Southern California's publication, *Your Driving Costs in Southern California*.

These figures include both operating and ownership expenses. Operating expenses consist of gasoline (based on \$1.22/gal. regular unleaded self-serve), oil, maintenance and tires. Ownership costs are made up of insurance, license/registra-

tion/taxes, depreciation and finance charges.

Along with charges for parking, transportation experts call these out-of-pocket expenses the "market" costs of driving — the costs that are directly reflected in economic transactions.

Hidden costs

Increasingly, however, groups such as the Surface Transportation Policy Project, a Washington, D.C., organization which advocates policies that promote alternative transportation use, contend that driving imposes many other hidden costs on all of us — both drivers and non-drivers — that make tooling around in our cars seem cheaper than it really is. And across the nation, there is a small but growing movement in favor of "polluter pays" policies that would make drivers more accountable for these costs.

"The purpose of the 'polluter pays' approach is to make people realize that they create pollution when they drive," says Dr. Jim Ortner, the MTA's former air quality transportation administrator now with the Orange County Transportation Authority. To help people understand this, "polluter pays" advocates have tried to quantify the "hidden" costs of driving in a variety of ways:

Roads — The Surface Transportation Policy Project calculates that, in 1989, governments at all levels spent about \$71 billion in capital and operating expenses to build and maintain U.S. roads and highways. Only 60% of this cost was covered by highway user taxes. The rest came from general tax revenues and property taxes, mostly at the state and local level paid by non-drivers and drivers alike.

Parking — More than 90% of Southern California employers provide free parking to their employees. Nationwide, of the 86% of U.S. workers who commute to work by car, more than 90% get free parking — about 85 million people. Assuming that each parking space is worth about \$1,000 per year, this amounts to an \$85 billion parking subsidy paid indirectly by all consumers through the cost of goods and services.

Congestion — Almost 70% of peak hour travel in the U.S. occurs in near stop-and-go conditions. The federal government's General Accounting Office estimates that congestion costs resulting from reduced productivity, excess fuel use and higher insurance premiums amount to \$100 billion a year; truck delays cost another \$24 to \$40 billion a year.

Local loss — According to Commuter Transportation Services, California drivers waste 1.2 billion hours in traffic each year — an amount equal to \$16 billion in lost productivity statewide. The Texas Transportation Institute found that in 1990, Los Angeles lost \$7.7 billion because of congestion — the highest congestion cost in 50 American urban areas.

Who should pay?

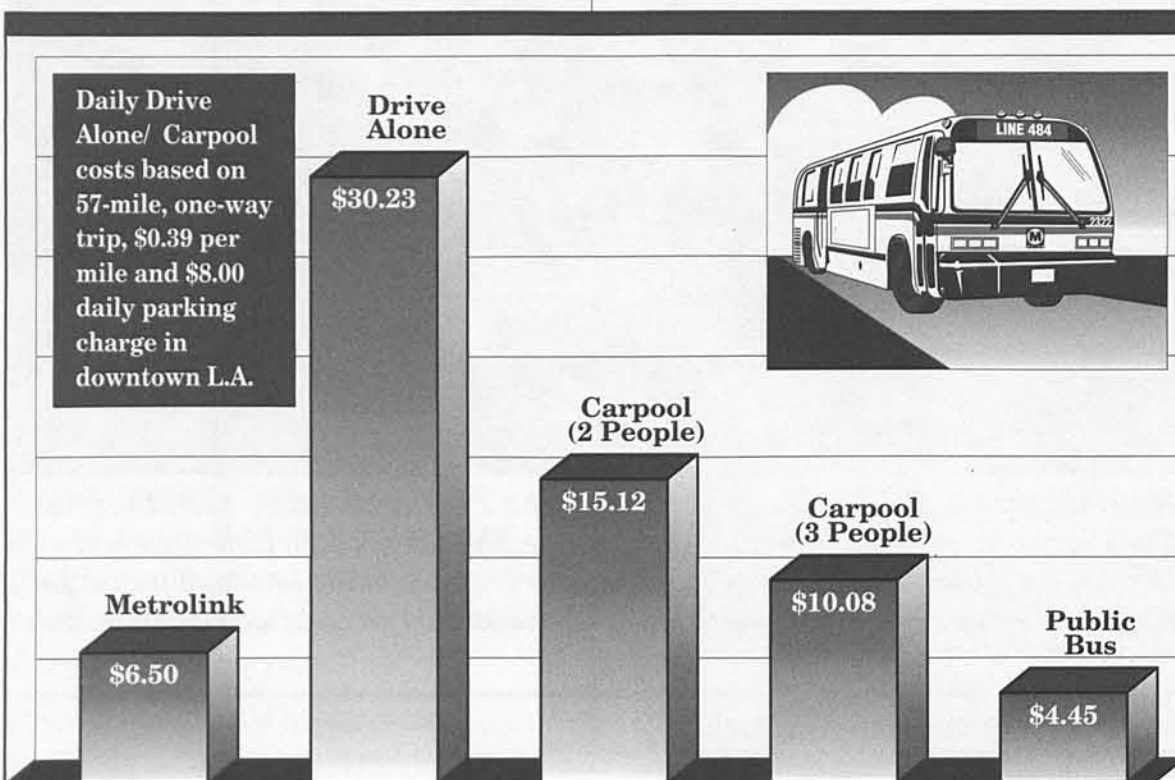
But should drivers alone bear all of these costs?

"There's a big controversy over this," says Dr. Ortner. "The other side you have to look at is to what extent would a community survive without good roads and people driving into that community? You have to look at the positive economic impact of driving, as well. There haven't yet been any good analyses done in that direction."

Cost-shifting strategies

Regardless of the controversy, many cities and states are beginning to experiment with strategies to shift more of the costs of driving to road-users. Ideas being considered or implemented throughout North America include a "pay as you drive" insurance system based on exact annual mileage driven; fuel and emission taxes to close the gap between infrastructure costs and user fees; "feebates," which would charge more sales tax to higher pollution emitters and give rebates to those who buy, lease or rent lower polluting models; programs to encourage the scrapping of gas-guzzling and high-pollution

► Continued on page 8



NO-TAG Lessons Presented in Grade Schools

Belinda Byrd shakes her head when she recalls having to arrest a 9-year-old boy for defacing a public bus. The MTA Transit Police Officer has seen a lot of problem teens in her line of duty, but the boy was the youngest vandalism offender she had yet to confront. "That incident told me that something had to be done to deter young vandals at a very early age," said Byrd. She is the originator of NO-TAG, a specially developed curriculum for elementary school children that debuts this fall in 20 Los Angeles County schools. Byrd believes it's the only anti-graffiti lesson plan of its kind for local gradeschools.

G.H.O.S.T.

Members of the MTA's Transit Police G.H.O.S.T. unit — Graffiti Habitual Offenders Suppression Team — log anywhere from five to 12 juvenile arrests a day. Graffiti and vandalism abatement efforts cost the MTA about \$13 million a year.

The NO-TAG lessons aim to instill community pride and foster respect of one's own and others' property.

In several one-hour lessons conducted by MTA Transit Police Officers, third and fourth graders will talk about peer pressure, be visited by an ex-tagger, and watch a video presentation of an actual arrest of teens vandalizing a bus. "I don't want to sugarcoat anything," commented Byrd. "Today's students are exposed to many things and they're very smart," she said. Byrd has tested many of her ideas on her own young son.

Repercussions

"Graffiti is breaking the law and I want children to understand the repercussions," she continued. "Graffiti may start off as fun and games, but before you know it, the kids can get sucked into the gang culture. Crossing out or writing over someone else's tag can ignite revenge."

The lessons will be boosted by the on-campus presence of a defaced bus. "The

damage speaks louder than words. We'll ask these children how they would feel if they or their families had to ride this ugly bus," said Byrd. Another teaching aid — Mr. NO-TAG, the talking robot — will help to capture and maintain young attention spans.

Positive recognition

Students will be invited to put their thoughts on graffiti into a poster contest, with the winning entries recognized at a school assembly. All NO-TAG participants will be presented with certificates. "Graffiti is often a call for recognition. We're aiming to channel young energy into positive outlets and rewards," continued Byrd.

At the end of the NO-TAG curriculum, parents will be invited to a meeting where they, too, will learn about the details of vandalism laws, as well as how to identify the telltale signs of trouble.

"Graffiti isn't going away overnight. If we reach the younger generations now, we'll see less of it in the future," Byrd said. **M**

Alternatives Can Ease Artesia Route

Part 5: Congested Corridor Series

The opening of the new Glenn Anderson Freeway (I-105) and the continuing construction of the Metro Green Line (see page 1 story) promise some relief for this month's featured congested corridor.

The combination of commuter traffic and goods movement produce the congested corridor spanning Manhattan Beach and Artesia — bounded by Imperial Highway on the north, Artesia Boulevard/Artesia Freeway (Route 91) on the south, the Pacific Ocean on the west, and the Orange County Line on the east.

Residents in Orange, San Bernardino and Riverside counties use the Artesia Freeway as an access into Los Angeles' manufacturing belt and the employment centers in El Segundo and the Los Angeles International Airport area. Trucks make up about 18% of all freeway traffic on the Artesia Freeway due to the freeway's proximity to the region's industrial core and ports area.

HOV lanes

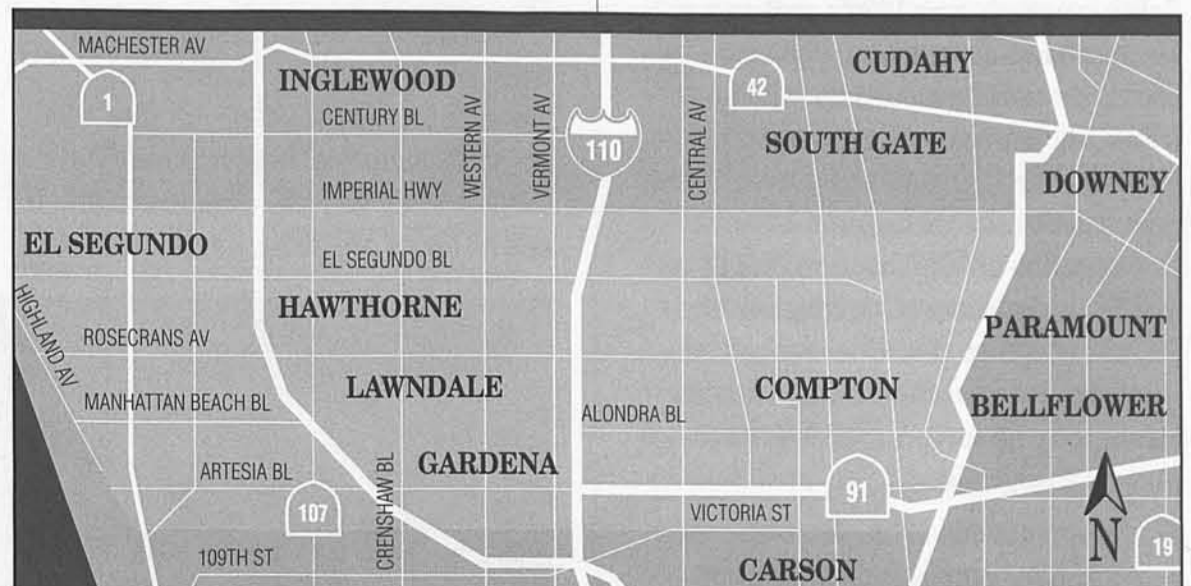
Earlier this year, the freeway's west-bound High Occupancy Vehicle (HOV) lane opened, providing carpool and

transit options for Route 91 commuters. An eastbound lane has been operating for several years. Both lanes carry about 3,000 people in 1,200 vehicles per peak commuting hour.

Commuters will have a route alternative when the I-105 freeway opens in October. MTA bus service is being developed to provide express buses that will travel the freeway's HOV lane. When the Metro Green Line debuts in 1995, commuters can choose to travel by rail.

Signals in sync

Hawthorne Boulevard, Pacific Coast Highway, Sepulveda Boulevard and Western Avenue are part of a South Bay signal system improvement plan to be implemented by 1996. The project includes synchronization, additional intersection turn lanes, and improved monitoring and surveillance. About \$3.2 million of funding was approved in the recent Call for Projects process for the signal system improvements. **M**



Corridor cities — Bellflower, Carson, Compton, Downey, El Segundo, Gardena, Hawthorne, Inglewood, Lakewood, Lynwood, Manhattan Beach, Paramount, South Gate and Los Angeles.

NEWS BRIEFS



■ Metro at the Fair

Everything you wanted to know about transportation is on display this month through Oct. 3 at the Los Angeles County Pomona Fair. The MTA sponsored hands-on display invites people to test call boxes, walk through a bus and rail car model, and inspect railroad grade crossing equipment. Metro Ambassadors are at the information booths to answer questions.

A special Metrolink exhibit is introducing people to the growing commuter rail service. A temporary rail station was built for train service to the fair site. Metrolink trains and MTA buses are running every day to the fair. For train schedules call 1-(800)371-LINK and 1-(800) 2LA-RIDE for bus schedules.

■ TOP Scholarships

A total of \$74,750 was awarded to 70 graduating high school seniors and returning college students who are enrolled in the MTA's Transportation Occupations Program. The students were part of a group of 200 that completed summer internships in transportation-related jobs as part of TOP's curriculum.

Scholarships ranging from \$300 to \$1,500 were presented to assist students with tuition fees and books. The amounts

were determined in part by other financial assistance the students receive. Recipients must have minimal absences from TOP's special classes, receive a recommendation letter and maintain a 2.5 or higher grade point average.

"The money came at a time when I needed it the most," said Jermaine Johnson, who is entering his third year at California Polytechnic University, Pomona. "I needed to pay for books, and my other financial aid grants hadn't come through yet," said the Centennial High graduate from Compton. "The TOP scholarship kept me from having to take out a student emergency loan."

■ CMP Update

The 1993 Congestion Management Program will be presented to the MTA Board in October as an information item and in November for approval. A draft of the updated program and its Draft Environmental Impact Report have been circulated for comment among local jurisdictions, the development community and other interested parties.

The CMP takes a comprehensive approach to addressing regional congestion. It improves coordination of land use, transportation and air quality decisions, and is used to select the best mix of projects and strategies for meeting the county's mobility needs. It focuses on five interrelated areas: highways, transit, transportation demand management, land use analysis and capital improvements.

The State Legislature designed the CMP

to address traffic congestion in California's urbanized counties. It became effective in 1990 with passage of Proposition 111, which authorized a 9-cent per gallon increase in the state gas tax. For more information, call the CMP Hotline at (213) 244-6599.

■ State Approves \$16 Million

In August, the California Transportation Commission approved \$16 million for 15 Los Angeles County projects that were part of the MTA's recent Call for Projects funding process.

The projects to be funded by Federal Transportation Enhancement Activities funds: Union Station Gateway Intermodal Transit Center, \$8 million; Watts Towers Crescent Bike Path, \$422,000; Transit Facility at Southwest Museum Community Center, \$368,000; Mariachi Plaza community park at the future Metro Red Line station at 1st/Boyle, \$427,000; Wilshire Boulevard Metro Rail stations, \$1.4 million; Hollenbeck Lake mitigation, \$546,000; South Pasadena Oaklawn Bridge restoration, \$558,000; Hill Street improvements at Pershing Square Metro Red Line station, \$523,000; South Gate Lario Bike Trail undercrossing, \$141,000; City of Avalon bike trail, \$930,000; Storm drain improvements \$385,000; Culver Boulevard bikeway, \$405,000; Vista Point land acquisition, \$698,000; Native Oak planting along five freeways, \$140,000 and Whittier Boulevard drain grates, \$70,000. **M**

Painted Tiles Tell Tales of Community Life

Mike Nothern of Fire Station #3 in Inglewood had a story to tell.

It was about the time he was overcome by thirst while fighting fires during 1992's civil unrest. He approached a resident who was hosing down his property to ask for water, but the man did not understand English. "Agua, agua," said Doe. The man handed over his garden hose and Doe began to drink. The man caught on and fetched glasses of ice water for the crew. It was then that Doe realized he needed to better communicate with the community he served, and decided to take Spanish classes.

This sample is one of hundreds of personal stories being collected from community members by artist Buzz Spector. He plans to incorporate the tales into hand-painted, tiled walls at the Metro Green Line's Crenshaw station.

Slice of life

Residents of Gardena, Hawthorne and Inglewood were invited to a series of community meetings at libraries, shopping plazas and a fire station to share slices of life with Spector.

"The walls will constitute a portrait of the community," said Spector. "I'm asking people about their families, work, personal histories. I say to them, 'Tell me the last story you told someone today.' It can be about anything, anything at all."

Multilingual stories

The text of Crenshaw Stories will represent the languages of the hundreds of speakers Spector plans to talk with, reflecting the area's neighborhoods.

The art project is part of the MTA's A-R-T program. Community advisory groups contribute profiles of the areas to assist artists and architects working on station designs. The 20-mile, Norwalk-to-El Segundo Metro Green Line will open in 1995. **M**

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Special Transit Service Expands to Northeast, East L.A.

Metro Access, the specialized transportation service initiated in response to the Americans With Disabilities Act, now serves communities in Northeast and East Los Angeles (see map).

Unlike regular local dial-a-ride services that are often restricted to city boundaries, Metro Access vans and taxis are able to go beyond local limits. Curb-to-curb trips are provided to any location that is also served by a regular bus, meaning a disabled person can get to a job, doctor's appointment or any other destination.

The service has been operating in the 29 cities of the San Gabriel Valley since 1991 and is being phased in across the county over the next several years.

Westside service

By the end of the year, Metro Access will expand west to Santa Monica, Beverly Hills, Culver City, West Hollywood, and parts of West Los Angeles, including the Los Angeles International Airport area.

"The expansion opens new doors for members of the disabled community in East Los Angeles and Northeast areas," said MTA Chairman Richard Alatorre.

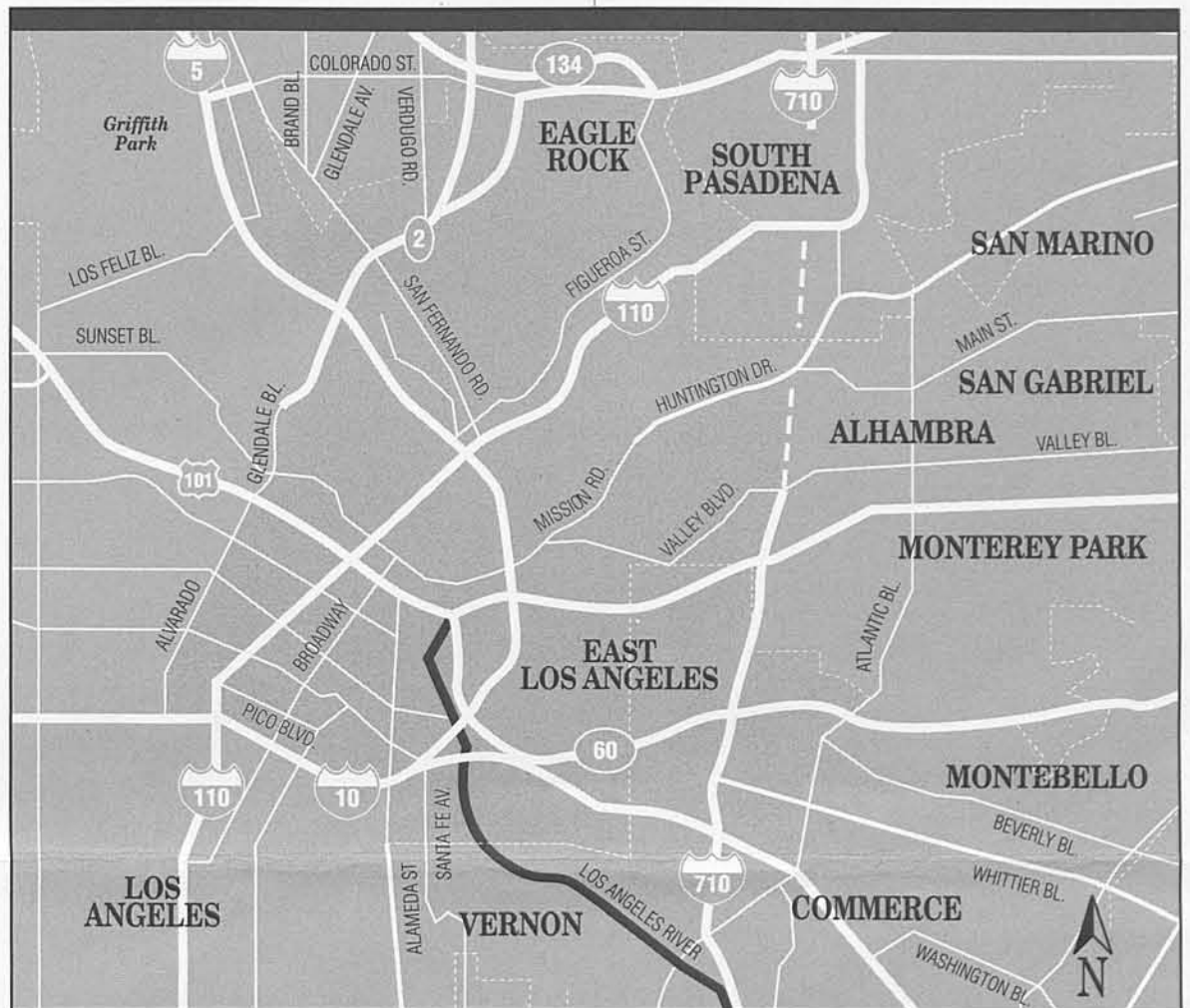
Several major care facilities are located in the expanded service area including Altamed, an outpatient and long-term care agency, Community Rehabilitative

Services and the East Los Angeles Regional Center.

The program is highly specialized in that individuals must be certified for Metro Access service. Candidates are persons with disabilities who can't board, ride or exit from a bus or rail system. For information on the certifi-

cation process and to arrange trips, call 1-(800)-827-0829, or for the hearing impaired, 1-(800)-827-1359.

For information on the expansion of Metro Access, call the MTA's Consolidated Transportation Services Agency at (213) 244-6284. **M**



Access area — High-quality dial-a-ride service for individuals with disabilities is now available in Atwater Village, Boyle Heights, Chinatown, Eagle Rock, Echo Park, El Sereno, Glassell Park, Lincoln Heights, Montecito Heights and Mount Washington.

Trains Run Often, Later

MTA has responded to the steadily growing number of riders using the Metro Blue Line by increasing non-rush hour service frequency from every 15 minutes to every 10 minutes as of last month.

This month, the Metro Red Line subway hours have been extended. Trains now run until 9 p.m.

From 9 a.m. to 3 p.m. on weekdays, Blue Line trains serving 22 stations on a north-south corridor between downtown Los Angeles and downtown Long Beach now arrive every 10 minutes. During peak travel times of 6 to 9 a.m. and 3 to 6 p.m., trains continue to arrive every six minutes. Weekend schedules remain unchanged. **M**

"Green Line..." continued from page 1

Rail laying

Station platforms and canopies have started to pop up, giving a casual observer the impression that there's something different about this freeway.

Rail laying activities, started in the summer of 1992, continue along the alignment. About 13 miles of trackwork have been installed. Rail laying along the southern extension's guideway is underway and the goal is to connect the freeway and guideway rails by the end of this month.

Twelve of the 18 traction power substations, which will supply power to the Metro Green Line vehicles, have been delivered and are being installed. The overhead contact poles and wires that will transmit power to the vehicles are also being installed. "Once the overhead wires are installed, they should be assumed to be electrified or hot, and

appropriate caution taken at all times," said Sievers.

Yard & Shops

Not far from the southern extension guideway, at Aviation near Rosecrans, the Metro Green Line's Vehicle Maintenance Shop is taking shape. More than 50% completed, the building's framework is in place and the roof decking installed. The metal siding is going up and the concrete floor will soon be completed. Called the Hawthorne Yard and Shops, the facility will handle rail vehicle general maintenance. For major repairs or heavy maintenance, the vehicles will be sent to the Blue Line's maintenance shop.

Additional facilities on the yard and shop site include a vehicle car wash, a traction power substation, parking lot and 15 tracks for Green Line vehicle parking. **M**

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"Driving..." continued from page 1


old model vehicles, such as UNOCAL's SCRAP — South Coast Recycled Auto Project — in Los Angeles; ridesharing incentives, such as lower rush hour tolls on toll roads for cars with three or more passengers; tax credits to companies that offer employees the alternative of cash transit allowances in lieu of paid parking; and tiered parking pricing to encourage car pools.

Cash vs. parking

In California, a state law that took effect

in January now requires some companies to offer employees cash in place of a free parking space. The law applies only to businesses with 50 or more employees located in areas that do not meet clean air standards. Eligible employers can deduct cash-for-parking allowances from state income taxes as business expenses.

In their 1993 "State of the Commute" survey report, Commuter Transportation Services finds that more drivers than

ever are willing to try alternatives to solo driving. As new fees and incentives are implemented in the coming years, increasing numbers of Southern California commuters will realize how much driving really costs. Ortnier hopes that when commuters feel the impact of those costs on their pocketbooks, willingness to try transportation alternatives will turn into congestion- and pollution-reducing actions. 



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