



# METRO MOVES

## Next Stop - Pasadena!



At an April 8 press conference, MTA Board members and elected officials display the signal flag that officially started work on the Pasadena Blue Line. From left: South Pasadena Mayor Pro Tem James S. Woollacott; Los Angeles Mayor and MTA Board Member Richard Riordan; Los Angeles City Councilman and MTA Board Chairman Richard Alatorre; and Rail Construction Corporation President and CEO Ed McSpedon. Behind Mr. McSpedon is MTA Board Member and Glendale Mayor Larry Zarian.

### Ground Broken for the Next Leg of the Metro Blue Line

From his perch on a hydraulic platform high above the Los Angeles River, Jeff Blix kept an eye on the four dignitaries addressing the crowd below. Although unrecognizable from that distance, the dignitaries were holding an enormous white banner emblazoned with a bright blue Metro "M" — and Blix never lost sight of that flag.

Suddenly, the flag went up, the audience cheered, and Blix went to work. As the crowd of elected officials, newspaper reporters, invited guests and other onlook-

ers watched, Blix used a cutting torch to symbolically sever the first girder from the old railroad bridge over the river. Soon, the entire bridge would be demolished to make way for a new bridge to complete the next segment of the Metro Blue Line.

Another Metro Rail groundbreaking ceremony was under way. This time it was for the future line from Los Angeles to Pasadena.

"This is a great day for public transportation in Los Angeles County," said MTA Chairman and Los Angeles City Councilman Richard Alatorre at the April 8 press conference. "We're moving ahead with a vital link in our regional rail network and relieving aging and congested freeways. It's an economic boost to the whole region."

An employee of Kiewit-Pacific Co. — the company that built the award-winning segmental bridges in El Segundo for the Metro Green Line — Blix was thrilled to be an important part of Los Angeles' history. Kiewit-Pacific is the contractor for the 16-month bridge rebuilding project.

The old single track bridge structure will be replaced by a segmental bridge, 1,415 feet long and 27 feet wide to allow trains

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## MTA Informs Public About Fare, Service Scenarios at Hearing

The MTA held a public hearing on April 23 at the Kenneth Hahn Hall of Administration Building in downtown Los Angeles to inform Los Angeles County residents about MTA's fare and service restructuring proposals in an effort to help offset a projected deficit of \$126 million for FY 1994-95.

"Our decision to even consider fare and service changes has not been made without first taking a close look at ourselves and taking some painful actions including staff layoffs and other internal cost reduction measures," said Franklin White, MTA's chief executive officer. "We wanted the public to be fully informed about our current financial situation and what some of our options are for solving it."

Those who attended the hearing learned that the MTA has taken major steps toward trimming its budget. Among them:

In January, 1994, a hiring freeze was ordered. By the end of FY 1994, a total of 515 positions — about 20 percent of the agency's administrative, planning and construction staff — will have been eliminated, without affecting the ranks of bus and train operators. These actions are expected to save \$55.5 million.

MTA eliminated a number of outside contractors used for services by its predecessor agencies. When FY 1994 ends on June 30, the MTA is expected to have cut in half the number of outside services contracts awarded when compared with two years ago, saving millions of dollars.

With labor negotiations with MTA's major unions now underway, the

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# People Movers

News About the MTA's Rail and Bus Operations

## MTA-Funded Debit Card Project Debuts on Local Transit Lines

Patrons who ride Foothill Transit, Culver City, and Montebello Municipal Bus Lines are now able to pay for their trips across town with an electronic fare debit card, known as Metrocard, which makes riding the bus faster and more convenient.

The system was first demonstrated at a press conference held April 7 at Union Station. "For the first time, passengers don't have to dig into their pockets to come up with the correct change for the bus," said MTA Chief Executive Officer Franklin White. He added that bus operators like Metrocard because of the time saved waiting for passengers to insert dollar bills into the farebox. "With Metrocard, bus agencies can calculate revenue per ride, which enables them to generate a tremendous amount of ridership data at a savings to taxpayers," White said.

Patrons of the three bus agencies can purchase a card in any dollar amount of their choosing and insert it into a validator mounted alongside the bus farebox. The card is returned to the passenger minus the appropriate fare and a display indicates to the passenger how much value remains on the card. When the value becomes less than \$10, the remaining amount will be printed on the back of the card. The passenger can either add to the value of the card, or purchase a new one.

The system will help patrons who don't have the money to buy a monthly pass. Metrocard can be purchased in any



*Metrocard is designed to help bus passengers avoid having to dig into their pockets for change. The pre-purchased card electronically records the amount of the fare.*

denomination, so it will give the less affluent an opportunity to purchase the number of rides they can afford.

Metrocard also will deter counterfeiters by encoding information on the card's magnetic stripe. If a passenger reports his/her card stolen, the system inputs the number into the bus validator. The central computer will be able to spot a serial number being used by multiple cards. Each bus validator will then be programmed not to accept that number again.

Foothill, Montebello, and Culver City bus patrons using the Metrocard can purchase a transfer whether they pay their fare with the card or with cash. They will be issued either a standard interagency transfer if they wish to transfer to an MTA

bus, or an electronically-encoded paper interagency transfer if they want to transfer to another Metrocard-equipped bus.

This is the final phase of the MTA-funded \$4.6 million demonstration project. An evaluation report will be prepared, and, if the results are successful, the electronic fare system could be expanded to other transit systems in Los Angeles.

A similar system has been used for decades by rail transit systems, including BART in San Francisco and Washington, D.C. Metro. Within the year, New York City Transit Authority buses will also be fully-equipped with a debit card system.

The farebox used in the demonstration project is manufactured by GFI Genfare of Chicago.

Customers can purchase the Metrocard at the following selected locations:

**CULVER CITY BUS** (310) 202-5731  
City Hall, 4095 Overland Ave., Trailer #2,  
(City Treasurer's Office), Culver City, CA  
90232. City Yard, 9815 Jefferson Blvd.,  
Culver City, CA 90232.

**FOOTHILL TRANSIT** (1-800-RIDE-INFO)  
Foothill Transit Store, 2753 Eastland  
Center St., West Covina, CA 91791.  
Pomona Transit Store, 1460 East Holt  
Ave., Pomona, CA. Claremont Transit  
Depot, 200 West First Street, Claremont,  
CA 91711. Monrovia Community Center,  
119 West Palm Ave., Monrovia, CA 91016.

**MONTEBELLO BUS LINES** (213) 887-4545  
Montebello Corporate Yard,  
311 Greenwood Street, Montebello, CA  
90640. ☺

## MTA Bus Fleet 65 Percent Clean of Graffiti

The fight against graffiti on MTA's bus fleet came to the grass roots level on April 16 in South Central Los Angeles, which is exactly where transportation officials have long believed it would be most effective.

Dozens of MTA employees and their families invited the community surrounding the MTA's Division 5 to join them in cleaning graffiti off MTA buses and buildings in the area to help underscore the importance of the MTA's intensive five-month Zero Tolerance Program against graffiti and vandalism.

Franklin White, MTA's chief executive officer, declared all Division 5 buses graffiti-free, adding that "MTA employees

and elected officials want to reach out to the local community to reaffirm that a graffiti-free neighborhood is possible if we continue building upon the MTA's success.

"Buses operating out of Division 5 had the most serious graffiti problem in the system," White noted. "We attribute our success to the dedication and enthusiasm of MTA employees and managers who decided to set higher standards and were committed to succeed."

There are now 1,467 MTA buses operating clean of graffiti from Divisions 1, 2, 5, 6, 8, 9, 10, 12 and 16. Graffiti-free buses comprise 65 percent of the MTA fleet. By next fiscal year the entire MTA bus fleet is expected to be graffiti-free.

Graffiti removal is achieved through a Zero Tolerance Program that encourages immediate and consistent graffiti removal. MTA service attendants removed graffiti from buses every night until graffiti was progressively eradicated. Cleaned buses have remained graffiti-free for longer periods of time as the program advances.

Other graffiti prevention programs implemented by the MTA include elementary school education programs to teach the negative effects of tagging; school and community lectures to mobilize citizens into action against vandalism; supervision of MTA buses during peak vandalism hours; and art competitions and exhibits

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# MTA Expects Blockbuster Vendor Fair June 14

The MTA's second annual Vendor Fair will be held at the Los Angeles Convention Center on June 14. Last year's Vendor Fair exceeded all exhibitor and vendor attendance projections, drawing 3,000 attendees, including a sold-out luncheon reception for 700 people, and 175 exhibit booths. This year's event promises to be even bigger and better.

Exhibition space will be enlarged to accommodate a projected 225 exhibit booths. Floor exhibits will include a Red Line subway car, an actual transit bus demonstrating clean air fuels, the MTA Transit Police displaying their security systems, the Cal State solar-powered car which MTA co-sponsored, and a special Metrolink booth.

The MTA booth, located in the center of the exhibit floor, will feature representatives from all departments at MTA, including programming and planning, construction, and bus and rail operations. Contracting officers will be available for

one-on-one discussion about MTA contracting and purchasing opportunities, and assistance will be provided to DBE/WBE/MBE firms that would like to become MTA certified.

MTA's Purchasing Department will be seeking new business sources for the many parts and systems ordered each year, including bus parts, light rail parts, heavy rail parts, tire leases, bus facility construction, and general procurement accounts for tens of millions of dollars in orders each year.

The 1994 Vendor Fair also will feature many workshops, a special luncheon program and a VIP sponsor and exhibitor reception. In response to the positive feedback received from last year's event, new educational workshops have been added. Workshops to be offered this year include the STEPS (Success Through Excellence in Professional Services) workshop on "Marketing and Project Management", presented by the staff of the Engineering Management Consultant (EMC);

"Bonding for Construction Contracts", presented by the Transit Bond Guarantee Program (TGBP); "DBE/MBE/WBE Goal Setting & Certification", presented by the MTA's Equal Opportunity department; "Accessing Capital", to be moderated by the Vendor Relations department; and "How to Develop a Winning Proposal", presented by the MTA's contracts department.

Other programs have been scheduled in the Convention Center Theater. At 8:30 a.m., the Transportation Business Advisory Committee (TBAC) will hold a public meeting. At 10:30, a special Los Angeles City-Harbor-Airport Business Opportunities workshop will be conducted. The Transportation Foundation will present a careers in engineering workshop with L.A. area engineering schools from 1:30 p.m. to 3 p.m. The County of Los Angeles will offer a business opportunities workshop from 3 p.m. to 4 p.m. A few sponsorship opportunities are still available. ▶ Continued on back page

*"Pasadena" continued from page 1*

to operate in both directions. This process will eliminate the need for any support work beneath the bridge. The scrap metal of the old bridge has a market value of \$90,000, and was factored into the contract price of \$12.6 million.

Usually referred to as the Pasadena Blue Line, the new 13.6-mile, 14-station segment will link Pasadena with downtown Los Angeles and beyond, via Union Station where it will connect with the Metro Red Line. Linking the communities of Pasadena, South Pasadena, Highland Park and Chinatown with Los Angeles, it will be the third light rail system in the Metro network.

Scheduled to open in 1998, the Pasadena Blue Line will carry a projected 55,000 passengers per day by the year 2000. From Sierra Madre Villa in East Pasadena, the alignment runs down the center of the Foothill Freeway to the west for three stations, then turns south and follows the Santa Fe Railroad right of way for 11 stations, terminating at Union Station. There, via the Metro Red Line, it will connect with the existing Metro Blue Line and downtown Long Beach.

"For the first time since the heyday of the Red Cars, people will be able to ride the rails from Long Beach to Pasadena," said MTA Chief Executive Officer Franklin White.

The track will run at street level except for an elevated segment and station in Chinatown, and a below grade configura-



*Officials prepare to signal a construction worker in the crane on the bridge to begin work on the Pasadena Blue Line.*

tion in Old Pasadena. The train cars will be powered by overhead wires and will use the same light rail technology as the Metro Blue Line, which opened in 1990, and the Metro Green Line, which is scheduled to open in mid 1995.

The next Pasadena line contract to be awarded will be in July, which involves reconstruction of the Arroyo Seco Bridge. That historic bridge will not be demolished, but dismantled and reworked to accommodate light rail traffic while

retaining its original architectural style. The third Pasadena line construction project is the Chinatown aerial, which is scheduled to be awarded in August. At 2,800 feet, it will be the longest elevated segment in the three MTA light rail systems. Its seismic design will include lessons learned from the Northridge earthquake.

Local Proposition A and C funds will pay for the \$865-million project. Ⓜ



Orange was in abundance March 28 for the grand opening of Metrolink's Orange County line. Raising a toast of orange juice, amid the orange balloons, were, from left: Julianne Nygaard, councilwoman from the City of Carlsbad and a member of the North San Diego County Transit Development Board; Judy Wright, city councilwoman from Claremont; Richard Alatorre, Los Angeles city councilman and MTA's board president, and Sarah Catz, a member of the Orange County Transportation Authority board of directors, at the podium.

## Color the Newest Metrolink Line Orange



One of Orange County's most famous citizens shows off Metrolink's new schedule.

**W**ith the opening of the new Metrolink Orange County line on March 28, Orange County residents now have a new way to avoid the notoriously congested Santa Ana Freeway on their commutes to Los Angeles.

Three round trips a day are now available for those traveling from Oceanside to downtown Los Angeles and points in between. Metrolink's double-decked trains now stop at San Juan Capistrano, Irvine, Santa Ana, Orange, Anaheim and Fullerton, and one train also stops at the City of Commerce.

Mickey Mouse, one of Orange County's most prominent citizens, joined Metrolink officials, the Orange County Transportation Authority (OCTA) and the Southern California Regional Rail Authority to welcome the new service.

Orange County Metrolink service was free during the last four days of March to give potential train commuters a chance to try out Metrolink.

"There is no better way of starting a new service than by offering free rides," said

Metrolink Vice Chairman Irv Pickler, an OCTA director. "While some people will only show up for the free ride, many others will see how convenient and reliable the trains are and become regular riders."

Passengers also are able to take advantage of OCTA's shuttle buses that link every Orange County train station to major employment areas. Shuttle service is free to those holding Metrolink tickets or passes.

More than 4,000 passengers took advantage of the free rides. About half that number continued riding the line after that, said Metrolink spokesman Peter Hidalgo.

Round-trip fares on the new Metrolink line vary from \$6 to \$18, depending on the distance traveled. Sample round-trip fares are as follows: Los Angeles to Santa Ana, \$10; Los Angeles to San Juan Capistrano, \$14; Los Angeles to Oceanside, \$18.

Monthly passes or 10-trip tickets can lower the fares, and senior citizens 65 and over and disabled persons can ride for half price.

► Continued next page

"Orange" continued from page 4

"Orange County should prove to be Metrolink's most successful corridor," said Sarah L. Catz, an OCTA and Metrolink director. "OCTA has already proven that train commuting works in Orange County. Now that Metrolink is offering three trains a day, we should see the beginning of a new era where trains become a much bigger part of Orange County's transportation system." ☐

*Mickey Mouse greets commuters on Metrolink's Orange County line maiden run.*



## Cal State-L.A. Students Get New Kind of Training This Fall

Officials of the MTA, California State University-Los Angeles, and surrounding cities gathered March 30 for the ceremonial groundbreaking of a Metrolink station, which will serve Cal State students, faculty and employees this fall.

Construction crews are working at record speeds to get the station ready. When it's completed, Cal State-L.A. will be the first major educational institution with a Metrolink stop on campus.

"The University looks forward to the new Metrolink station, which will offer significant commuter service for Cal State-L.A. students, faculty, staff and employees of neighboring facilities," said Cal State-L.A. President James M. Rosser at the ceremony. "We are delighted to be part of one of the newest and most exciting rail projects in the nation that will provide another gateway for the community to participate in the life of our university."

With a campus population of more than 22,000, the station is expected to add hundreds of daily riders to Metrolink's San Bernardino Line. Through an agreement between Metrolink and the university, students using Metrolink's monthly pass will benefit from a special discount fare, which is 25% less than the regular monthly pass.

The \$1.5-million station is a coordinated effort of the MTA and a five-agency regional consortium created to fund and operate the station. The consortium is comprised of the County of Los Angeles, the City of Los Angeles, the City of Alhambra, the City of Monterey Park and Cal State-L.A.

Funding came from a \$750,000 grant from AQMD's Mobile Source Review Committee; \$380,000 from the MTA; \$200,000 from the County of Los Angeles; \$100,000 from the City of Los Angeles; \$50,000 from the City of Alhambra;



*Wielding shovels at the groundbreaking for the Cal State - Los Angeles Metrolink station were, from left: Dr. James Rosser, president of Cal State - L.A.; Phyllis Papen, MTA Board alternate; Michael Antonovich, Los Angeles County Supervisor; John Fasana, MTA Board member; Assemblywoman Diane Martinez; Barbara Messina, mayor of Alhambra; and SCRRA Board Members Raul Perez and Judy Wright.*

\$30,000 from Cal State-L.A., and \$20,000 from the City of Monterey Park. Cal State University also participated with in-kind contributions for bike lockers and for the creation of a mural adjacent to the platform.

Shuttles to and from the station will transport passengers to employment centers in the cities of Alhambra, Monterey Park and Los Angeles City and County areas near Cal State-L.A.

The station site is adjacent to the MTA's busway station on the San Bernardino Freeway, near the 710 Freeway interchange.

Construction plans include a train platform that can accommodate three Metrolink cars, an elevator, lighting and security systems, benches, canopies, landscaping and a mural.

The mural is part of the MTA Art Program and will be created by an artist working as

the leader of a team of students. The mural will depict the students' ideas about freedom of expression.

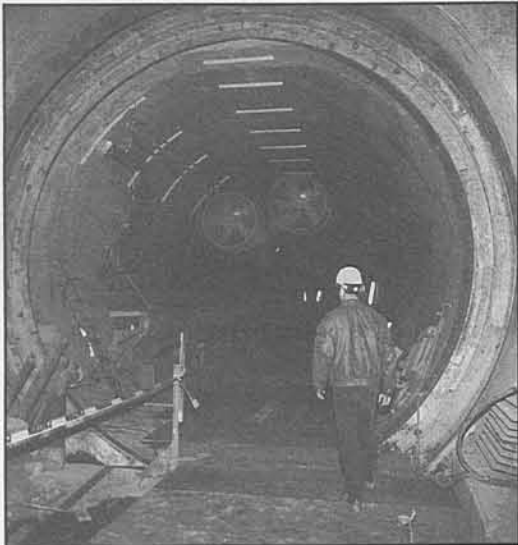
The Cal State-L.A. station will be one of 15 stations of the San Bernardino Line that travels between the City of San Bernardino and Burbank. Other stops are Rialto, Fontana, Rancho Cucamonga (not open yet), Upland, Montclair, Claremont, Pomona, Covina, Baldwin Park, El Monte, Los Angeles Union Station and Glendale.

The Southern California Regional Rail Authority (SCRRA), the agency that oversees Metrolink, is responsible for the design and construction of the station. The five-agency Cal State-L.A. Station Consortium will reimburse the SCRRA for all costs associated with the design, construction and construction management of the project. Once construction is completed the consortium will become the agency responsible for operation and administration of the station. ☐

# Working on the Railroad

## Rail Construction News

### East L.A. Group Goes Underground For Preview of Red Line



MTA's community affairs personnel and RCC President and CEO Ed McSpedon recently escorted members of the East Los Angeles Review Advisory Committee through Red Line station construction sites at Wilshire/Vermont and Wilshire/Western to give them a flavor of what will be going on underground when Segment 3 Red Line construction begins in the East Los Angeles area. Clockwise, from above left: The group prepares to enter a subway tunnel; MTA's Lupe Valdez leads the group through a geometric maze of steel reinforcement; multilayered support beams stretch across a station opening; the group streams across a narrow catwalk to get a bird's eye view of the station excavation below them.



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### First Rail Car Test Run Successful on Green Line

**O**n Wednesday, April 6, the Blue Line car rolled down the tracks, humming along without incident as it does every day of service. But this was no ordinary run. What made this trip special was that the Blue Line car was running along Green Line tracks — the first rail car to do so since the Green Line project began. The test run took place between the Lakewood Boulevard station and the Long Beach Boulevard station along the eastern end of the Green Line. The train reached a top speed of 55 mph. Preparations for a mid-1995 opening of the Green Line continue to go smoothly.

Among some recent accomplishments:

- Escalators have been installed at four of the five stations that will have escalators.
- The steel frames of all station canopies have been erected at every station.
- The Green Line Automatic Train Control, which electronically regulates the speed and spacing of Green Line trains out on the line, is 36% complete.
- The Wayside Intrusion Detection System, which signals Green Line operations control when there is a person or object on the train tracks, is 80% complete.
- The Green Line maintenance shop is in the final stages of construction.
- Work is being finished on the rail car washer, fire safety equipment, telephones and landscaping and irrigation. 

*"Fares" continued from page 1*

MTA is proposing to the unions several ways to achieve greater efficiency, thus further stretching taxpayer dollars.

"There was no easy way to present this situation to the people of Los Angeles County," White acknowledged. "But it is our duty to hold this hearing so that everyone who may be affected can learn what our options are, and tell us what they think is the fairest way to go."

A combination of factors led to the \$126-million budget deficit projected for Fiscal Year 1995, White said. For most of the decade of the 1980s, fare levels were dictated by the amount of government subsidies available in any given year.

White also noted that Proposition A, a half cent Los Angeles County sales tax earmarked specifically for transportation, was approved by voters in Nov. of 1980. Following is a recent history of fare levels:

**July, 1981:** Base fare established at 85 cents.

**July, 1982:** Following a protracted court challenge that Proposition A survives, base fare is lowered to 50 cents, where it stays for three years.

**July, 1985:** Citing rising costs, the former RTD Board of Directors raises base fare back to 85 cents.

**July, 1988:** The base fare is raised to \$1.10, where it has remained for six years.

"Traditionally, fares pay for about 40% or more of a large transit system's operating costs, with subsidies covering the rest," White said. "For example, in 1989, fares paid for 43.3% of our operating costs. Four years later in 1993, fares paid for only 30% of our operating costs, which continued to rise each year."

MTA's costs also have significantly increased in order to meet local, state and federal clean air regulations. Add to this the fact that government subsidies have been drastically cut in recent years, and a major reason for the deficit becomes clear, White said.

White also noted that if MTA's fares had kept pace with rising inflation, operating costs and lowered subsidies over the six years, the base fare would be \$1.40 today. "The same fare that bought \$1.10 worth of goods and services in 1988 now buys only 86 cents worth," he said.

Among fare options being considered are charging higher fares during peak travel hours; increasing fares across the board; providing reduced-cost tokens and passes for the economically disadvantaged; a 25-cent co-payment for senior and disabled pass holders during peak travel periods, and making student passes valid only between the hours of 6 a.m. and 6 p.m. The following service change options will be separately considered:

1. Cancellation of Saturday and/or Sunday and/or special event bus service.
2. Cancellation of all late-night service between 1 a.m. and 5 a.m., or late-night service just on the following 13 MTA bus lines: 10, 18, 28/83/84, 38, 76, 92, 105, 111, 180, 424 and 446.
3. Reduction or cancellation of service on lines 114 and 130.
4. Cancellation of lines 56, 410, 457 and 497, which largely parallel Metro Blue Line and Metrolink rail service.
5. Cancellation of holiday service.
6. Cancellation, modification or transfer of portions of 60 lines to municipal transit operators.

7. Cancellation of all school-related service, affecting 55 lines.

8. Cancellation, or reassignment to another operator, of 18 peak-hour only express bus lines: 402, 406, 407, 410, 412, 418, 426, 427, 429, 426, 442, 443, 445, 457, 466, 489, 497, 576.

9. Also being considered is the cancellation, or reassignment to another operator, of the following lightly-used lines: Daily service on lines 56, 119, 127, 208, 250/253; weekend service on lines 56, 168, 202, 250; Saturday service on lines 209, 225/226, 254; Sunday service on lines 107, 124, 161, 167, 236, 245.

10. Re-routing of 24 downtown Los Angeles lines and restructuring of service on the El Monte Busway and the future Harbor Freeway Transitway.

11. Reduction of service frequency on selected bus lines by 25%, and reductions in train service frequency.

The MTA also held 16 community meetings in the weeks prior to April 23 throughout Los Angeles County to help prepare the public for the hearing. ☐

*"Graffiti" continued from page 2*

for youngsters to build a sense of partnership between them and the agency.

MTA graffiti cleaning performed by volunteers traditionally concentrates on buses and transportation properties. Since the 206 buses operating out of Division 5 are graffiti-free, the volunteers also cleaned graffiti, rubbish and debris off the streets along the corridors served by MTA buses.

Residents of Los Angeles County may report tagging and vandalism involving MTA properties and buses by calling 1-800-STOP-TAG. ☐

## Briefly Speaking

### **CTC Grants \$87.2 Million Locally**

The California Transportation Commission (CTC) has committed \$87.2 million to Los Angeles County for transportation improvements in fiscal year 1995, which begins this July 1.

The funds include the allocation of \$52.1 million for Segment 2 of the Metro Red Line, and the programming of funds for two series of projects: \$22.4 million for Transportation Enhancement Activities projects and \$12.7 million for Transportation Capital Improvement (TCI) projects.

"We commend the action taken by the CTC," said MTA chief executive officer Franklin White. "This is an important vote of confidence in our programs, and a sound investment in our transit future."

The Union Station Gateway project received \$11.6 million from the

Enhancement Program, and \$8.9 million in TCI funds. The Gateway project includes a major intermodal passenger center for light rail, subway, bus, Metrolink and Amtrak. Facilities will include a bus plaza and 2,500-space park-and-ride lot. By the year 2010, 115,000 daily transit riders are expected to utilize the facility.

Other TCI projects included \$2.3 million for track improvements at the Norwalk Metrolink Station, and \$725,000, also for track improvements, at the Montebello Metrolink Station. Last October, the CTC allocated \$2 million for construction of the Norwalk station, which is due to open this December.

Other rail projects included \$1.4 million for renovation and restoration of the historic Pomona train depot. Built in 1940, the depot will serve bus, Metrolink, and Amtrak passengers.

A total of \$4.6 million was committed to

the Exposition Boulevard right-of-way bicycle path. An estimated quarter of a million persons per year are expected to use the bikeway, which will provide an east/west link to seven north/south bikeways, and will link Santa Monica with the University of Southern California/Exposition Park area.

### **Red Line Gets More Gas Sensors**

MTA is adding more gas detection sensors in the Red Line tunnels between Union Station and Wilshire/Alvarado to enhance the gas alarm system in the subway.

The MTA also has begun repair work to fill core holes drilled by engineers who conducted a major review of the first segment of the tunnel. Repair crews also will grout leaks previously occurring in the tunnel.

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# METRO MOVES

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MTA Chief Executive Officer

### "Gas Sensors" continued from page 7


The additional gas detection sensors are expected to be placed near the bottom of the tunnel, adding an extra level of protection for MTA patrons. Although a slight odor can be detected in some areas of the tunnels and stations, the level of hydrogen sulfide has remained below that which would trigger an alarm except on two occasions, the day of the Northridge earthquake, and earlier in January when an apparent false alarm was reported.

An air-flow analysis conducted in February determined exactly where the added sensors should be placed, as well as a time frame for their installation.

### Vermont Avenue Traffic Realigned

Traffic in a two-block area of Vermont Avenue has been reduced to four lanes to accommodate construction of the Metro Red Line Vermont/Beverly station.

The lane reduction is between Council Street and Oakwood Avenue, and will last for about nine months. At least two lanes of traffic will be maintained in each direction at all times.

No parking will be permitted at any time in the affected area, but the MTA is working to identify auxiliary parking lots for employees and customers of area businesses. 

### "Vendor" continued from page 3

This year's pre-registration fee for the Vendor Fair is \$10, which includes parking, breakfast, and admission to all seminars and the exhibit area. Vendors registering the day of the fair will pay \$10 in addition to parking fees.

A Vendor Fair hotline has been established for pre-registration and reservation of exhibit and advertising space. Companies that want to exhibit at the Vendor Fair and/or place an advertisement in the Vendor Fair program are should act quickly for the best possible placement. The Vendor Fair hotline number is (213) 244-6871. 



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