

REVIEW

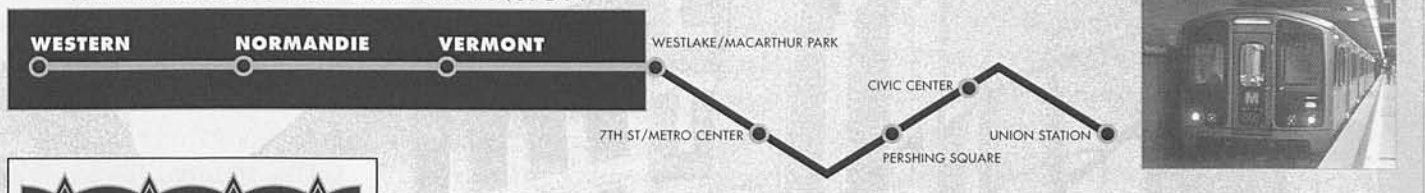
June 1996

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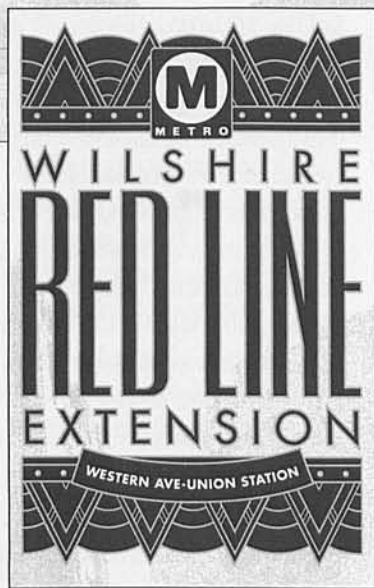
- New Project Manager Hired*
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- MTA Wins Seven Safety Council Awards*

OPENING JULY 13, 1996

WILSHIRE BLVD RED LINE EXTENSION



Travel Smart... Take Metro



Don't miss the grand opening of the Red Line extension set for July 13 and 14 at the three new stations along Wilshire Boulevard at Vermont, Normandie and Western. Grand opening festivities have been planned for each of the new stations beginning at 10 a.m. and concluding at 3 p.m. Enjoy entertainment, displays, giveaways, and much more. Free rides will be offered from 5 a.m. to 10 p.m. on the entire Red Line during this grand opening celebration. The extension will bring the Red Line to a total of six miles. Share in the celebration. Mark your calendars now!

The Wilshire extension of the Metro Red Line connects to the existing five-station, 4.4-mile Red Line subway which opened in 1993 running between Union Station/Gateway Transit Center and Westlake/MacArthur Park. The opening of the Wilshire extension adds two miles and three stations, Wilshire/Vermont, Wilshire/Normandie and Wilshire/Western to the current subway line.

Additional Metro Red Line segments currently under construction are Vermont Avenue north to Hollywood Boulevard and Hollywood Boulevard west to Vine Street, scheduled to open late 1998. A Red Line extension to North Hollywood also is under construction and scheduled to open in 2001.

FUNDING:

In 1980, Los Angeles County voters passed Proposition A, a half-cent sales tax for public transportation. Thirty-five percent of the funds were allotted to the design, construction and operation of a rail transit network.

In 1990, county voters approved another half-cent sales tax increase to speed construction of rail and highway projects. Known as Proposition C, this measure sets aside 40% of its funds for improved bus and rail transit. The MTA administers these transportation funds for the county. Additional funds are provided by the Federal Government and when the Metro Red Line is completed funds will be generated from benefit assessment districts.

The Metro Rail network is expected to transport 500,000 people daily by the

*Facts
About
the
Metro
Red
Line*

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Joseph E. Drew

Chief Executive Officer

"Facts About the Red Line,"

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year 2010. It will provide Los Angeles County with more rail transit than any metropolis in the country other than New York.

CONVENIENCE:

"Kiss-and-ride" drop offs and buses make riding the Red Line easy for those who don't live or work near a rail station. Red Line riders are able to transfer to the Blue Line which runs between Long Beach and Los Angeles. Blue Line passengers can transfer at the Imperial/Wilmington Station to the Green Line, which travels between Norwalk and Redondo Beach. At Union Station/Gateway Transit Center in downtown Los Angeles, the Metro Red Line provides connections to local buses, Metrolink commuter rail lines and Amtrak long distance service.

FREQUENCY:

During commuter rush hours 6 a.m. to 9 a.m. and 3:30 p.m. to 6:30 p.m. trains run every five minutes and during non-peak hours every seven and one half minutes. Service is available from approximately 5 a.m. to 11 p.m.

TRAVEL TIME:

Union Station/Gateway Transit Center to Wilshire/Western is 12 minutes, a trip that can take twice as long on surface streets.

TICKETS/FARES:

The Metro System cash fare is \$1.35; discount tokens, sold in bags of ten for \$9, are also valid as fare. Passes are available for use on the Red Line and the entire Metro System.

SECURITY/SAFETY:

All stations, parking lots, drop-off areas and rail line properties are patrolled by

uniformed police. Stations are monitored by closed-circuit TV linked to a central facility. Passengers can talk to train operators or central control via intercom. Lighting, architecture and landscaping are designed to eliminate dark corners and hiding places in stations and lots. A comprehensive safety system includes fail-safe emergency brakes, shatter-resistant windows, emergency phones in stations and intercoms in rail cars.

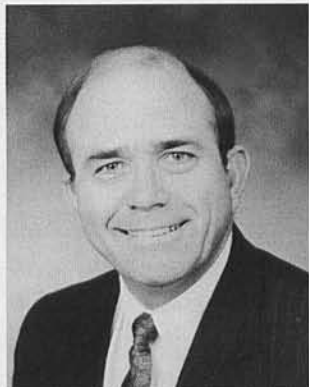
EARTHQUAKE SAFETY:

The Metro Red Line is designed to move with the earth and continue operating during small and moderate earthquakes. In the event of a major earthquake, the Red Line will be closed temporarily and inspected. Subways are among the safest places to be during an earthquake, as demonstrated in the Bay Area during the 1989 quake when BART was able to immediately resume service, and in 1994 in the Northridge quake when the Metro Red Line suffered no damage. In addition, subways in Mexico City, Tokyo and Kobe have survived severe quakes that caused serious damage to aboveground structures.

ACCESSIBILITY:

The Metro Red Line has been designed to accommodate senior and disabled patrons with station platforms at the same level as the entrance to the rail cars. Elevators and escalators combined with barrier-free stations without turnstiles or gates and designated spaces near doorways on rail cars make wheelchair and disabled access convenient. Ticket machines are within easy reach at wheelchair level. Information is provided in Braille for sight-impaired persons. ■





Metro View

*By Joseph E. Drew
 MTA Chief Executive Officer*

We have at times been accused of being slow to respond to requests for assistance. It is one of my goals to whittle away at our own bureaucracy, streamline our service and be more responsive to those we serve. This is exactly the tactic I have taken with the development of the Construction Impact Response Program.

Developed with the approval of the Board, this program has been set up to ensure a quick solution for residents and businesses affected by MTA construction activities.

The first of its kind in the country, the program establishes a Rapid Response Team for all MTA construction projects. The goal is to respond, and to resolve complaints, within 72 hours.

Provisions of the program include good faith payments on claims, low interest loans, cost of structural repairs for limited physical damage, short term rental and mortgage payment support, as well as other limited expenses necessary to deal with the impact of construction activities.

The program involves a pre-construction survey consultant who will determine areas of possible construction impact for

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**Fiber Optics
 Licensing Program**

The Board approved a call for projects in seeking applications to license MTA fiber optics assets. The implementation of the Fiber Optics License Program may assist the MTA in obtaining additional revenue, in obtaining additional fiber optics facilities, and in using MTA's fiber optics system to enhance mobility by improving local access to information services. Such systems are likely to maximize revenue potential, as well as to provide opportunities for the creation of televillages or other telecommunications centers that may reduce congestion by providing telecommunications services close to homes and offices. The MTA owns or manages 314 miles of right-of-way and owns a variety of assets necessary to operate a fiber optics communication system.

**MTA to Provide Bus Service
 to Galaxy Soccer Games**

Approved an agreement with the Los Angeles Galaxy soccer team for the continued provision of dedicated bus

service to the Rose Bowl for Galaxy home games. The Board also adopted a round trip fare of \$2. This special service is operated from the Patsaouras Transit Plaza. The agreement provides for Los Angeles Galaxy to reimburse the MTA for all costs over revenue achieved.

**Metro Freeway
 Service Patrol**

Executed a three year Memorandum of Understanding (MOU) with the California Highway Patrol for operation of the Metro Freeway Service Patrol program in an amount not to exceed \$3.4 million. The Metro Freeway Service Patrol currently operates 149 trucks covering over 340 miles of congested freeways. Private sector contractors provide towing services which are supervised by CHP and Caltrans. Studies show that help arrives 15 minutes faster when Freeway Service Patrol drivers are roaming the freeways. Service is provided during peak weekday rush hours and all day on the loop of freeways surrounding downtown Los Angeles.

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*The Metro Freeway
 Service Patrol
 operates 149
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 over 340 miles of
 congested freeways.*

"Metro View,"
(continued from page 3)

each project. This will identify properties that are tentatively eligible for assistance under the program. In most circumstances, we estimate that the area of potential impact will be within 100 feet of a project alignment.

To identify such areas, a pre-construction survey consultant will consider the proximity of the project to the construction site, the potential for noise, vibration, and dust from construction, the impact from construction on the physical access to properties, and the pre-construction viability of the business environment in the area.

A mitigation program will be developed for any area that is undergoing construction. MTA will work with elected officials, community members, and business organizations to determine the appropriate level of assistance.

The sole goal of the program is to get help within 72 hours to people who complain of damaging effects from our construction program. Anyone who receives help from us does not waive his or her rights to sue the agency. We simply ask that if they are represented by counsel, that their counsel approves of our program, and that they acknowledge that any assistance will be deducted from future court or legal settlements.

This program is effective immediately and will be funded as part of the MTA's annual budget process. Each construction project will incorporate a line item for construction mitigation costs to be locally funded as part of the annual budget request.

This program is one of the ways we are working smarter and being more timely in solving our problems.

New Project Manager for Metro Rail East Side Extension Hired



Alfonso Rodriguez has been named Project Manager/Deputy Executive Officer for the Metro Red Line East Side Extension.

Alfonso Rodriguez, an executive with over 12 years of experience in public works engineering and design projects, has been named the MTA's Red Line Project Manager/Deputy Executive Officer for the East Side Extension.

As an MTA project manager, Rodriguez will oversee the construction of the first segment of the East Side Extension which includes four stations over a 3.75-mile route. Construction cost for this project is estimated to be \$980

million, with an estimated completion date of 2002.

Rodriguez has project management experience in the public and private sector. His background includes service as senior vice president for a national architectural engineering firm and as vice president of construction for a local municipal engineering consulting firm. He also performed civil and site development design work for the Metrolink construction program and served as city engineer for Rosemead where he was actively involved in municipal engineering and transportation issues.

About his appointment, Rodriguez states "It's very exciting. It's a once-in-a-lifetime opportunity to make a positive impact by providing a transit dependent community with a first class subway system."

"Rodriguez is an excellent addition to our construction staff. He has all the necessary project management skills to lead our East Side Team and we are fortunate to have him aboard," said Stanley G. Phernambucq, MTA's executive officer for rail construction.

The Board Report MTA Board Activities for June, continued

(continued from page 3)

Metro Call Box

Approved the annual update of the Los Angeles County Service Authority for Freeway Emergencies (SAFE) Ten-Year Financial Plan. This long range financial plan guides the spending priorities for SAFE and ensures continued quality call box service to the motoring public. SAFE is financed by a dedicated \$1 per year surcharge on each motor vehicle registered in Los Angeles County. Over \$6 million is collected

annually for the installation, operation and maintenance of the SAFE Metro Call Box system.

The Board also approved a three-year agreement, in an amount not to exceed \$8.4 million, between SAFE and the California Highway Patrol for Metro Call Box call answering and dispatch services. In a related action, the board authorized staff to negotiate with GTE for a telecommunications upgrade to the system that will comply with the Americans with Disabilities Act. ■

Five MTA Employees Honored for Their Outstanding Performance

The MTA recently honored five of its top employees, naming the Authority's number one Metro Bus and Metro Rail operators for the year, as well as its best maintenance and telephone information employees.

In ceremonies on the Patsaouras Transit Plaza, MTA Chief Executive Officer Joseph E. Drew congratulated the five who were selected from among more than 6,000 employees.

Sterling Hampton, of View Park, Los Angeles, an operator with the MTA for 35 years, was named the top Metro Bus operator. Hampton drives a bus on Line 212 which operates on La Brea between Inglewood and Hollywood. He has never used any sick time in his more than three decades on the job, and never had what the MTA terms an avoidable accident, one in which the operator could have taken an action to prevent an accident. Hampton has been married 35 years and has four grown children.

Joe Ellis was named the top rail operator for the Authority. Ellis operates a train on the Metro Red Line. He has been a train operator for the past six years, transferring to the rail division after a distinguished career as a bus operator for 20 years. He lives in West Covina with this wife of 27 years and has two sons.

Philip Rodriguez was named Bus Maintenance Employee for the Year and has been an MTA maintenance employee for 26 years. He was recognized for his superior technical knowledge on the job, and credited with initiating new procedures that resulted in a 50%



Sterling Hampton has been named "Metro Bus Operator of the Year."

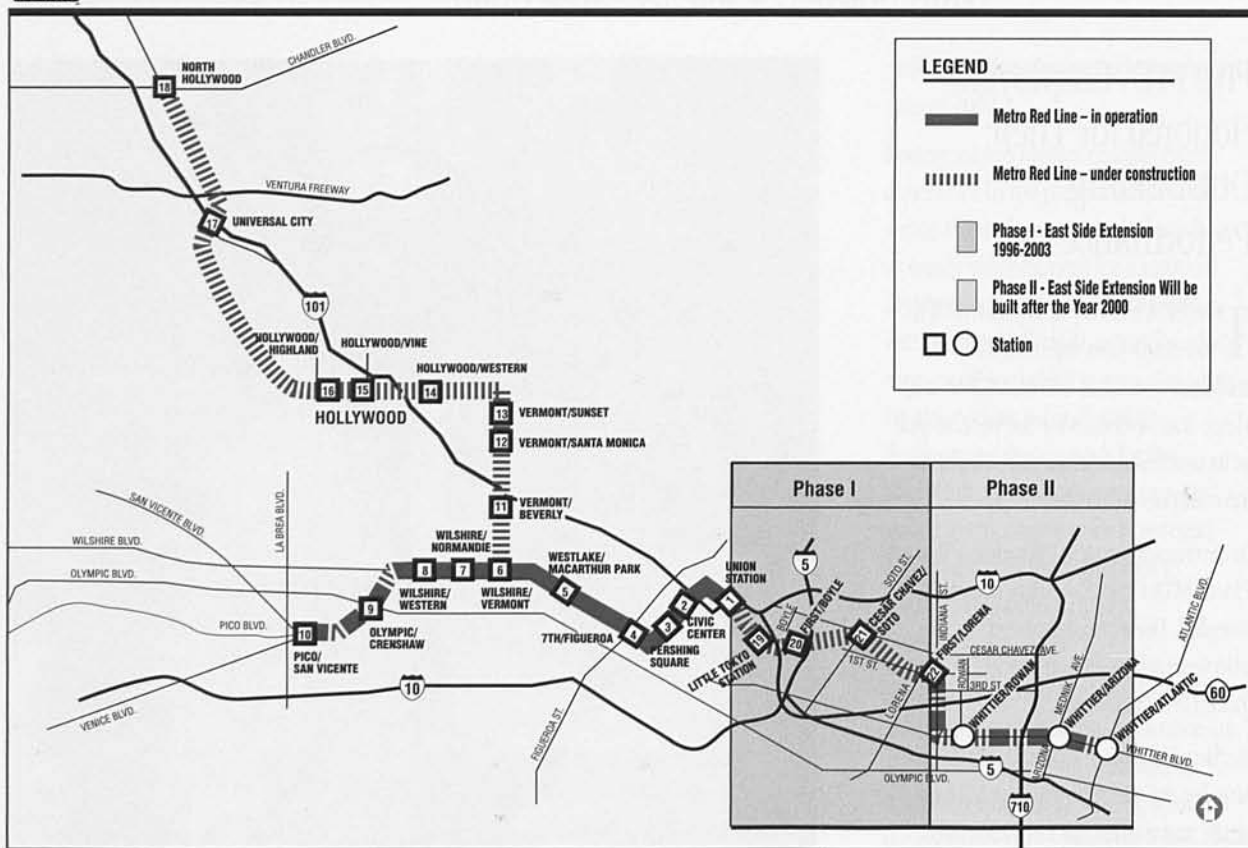
increase in his department's productivity. Rodriguez is assigned to the Electrical Parts Section at the MTA's Regional Rebuild Center near the Authority's headquarters. He is married and the father of three children.

Kevin Doan was named Rail Maintenance Employee of the Year. As a rail maintenance specialist for the past five years, he is credited with simplifying MTA's preventive maintenance inspections procedure. This has enabled the maintenance crew to perform inspections in a more timely and efficient manner, resulting in a 10% decrease in man-hours associated with maintenance inspections. He is married and has two children.

Maria Alamilla was named Customer Information Employee of the Year. She was honored for her courtesy, patience, and bilingual skills in handling calls for information from the public. Alamilla has been honored as Information Operator of the Month on four previous occasions during her six years with the MTA.

"These individuals truly serve as exemplary role models for this organization in providing our customers with high-quality, reliable, and friendly service," said Drew. "They are the backbone of our organization and we depend on their dedication and service in providing transportation to over 1 million boarding passengers every day." ■

M Los Angeles Metro Red Line
 Segment 3



State Allocates
 \$75 Million for Metro
 Red Line Segment 3

The California Transportation Commission has allocated \$75 million which will fund the North Hollywood and East Side extensions of the Metro Red Line.

"This allocation demonstrates the state commitment to the Red Line project and to the economy of Southern California," said Joseph E. Drew, MTA chief executive officer. "By their continued support for the Red Line, the state is both creating jobs and a system that will help thousands travel through the Southland."

With this action the MTA has received \$120.8 million of the \$245.8 million committed by the state for Segment 3 of the Metro Red Line.

Metro Red Line Segment 3, some of

which is now under construction, consists of :

- a 6.3-mile North Hollywood extension going northwest from Hollywood and Vine through the Cahuenga Pass to North Hollywood in the San Fernando Valley. This extension will have three stations at Hollywood/Highland, Universal City and North Hollywood;
- a 2.3-mile Mid-City extension going southwest from Wilshire and Western to Pico and San Vicente boulevards; and
- a 3.7-mile East Side extension going east from Union Station to First and Lorena streets. This extension will include four stations at Little Tokyo/Arts District, 1st/Boyle, Cesar Chavez/Soto, and 1st/Lorena.

Future plans call for extending the Metro Red Line further into East Los Angeles, toward West Los Angeles, and west across the San Fernando Valley.

*Bus/Rail
 Interface Plan
 for The Metro
 Red Line Goes
 Into Service*

Designed to integrate both Metro Bus and Metro Rail operations into a customer-friendly system, the bus/rail interface plan for the Wilshire corridor of the Metro Red Line has been adopted.

The goals of the plan are to reduce duplication of service between bus and rail, maintain adequate local bus service for patrons not able to use Metro Rail, and to provide feeder bus service to enhance access to the rail line from other transit corridors.

"We're giving our passengers the opportunity to choose the mode of travel

that best suits their needs," said Joe Drew, MTA chief executive officer. "Our bus patrons who transfer to rail along the Wilshire corridor will see a significant reduction in their travel times. From the Western Station to Pershing Square, the Red Line beats the bus by 12 minutes. And for those passengers who have destinations between our stations, we're continuing to provide frequent, reliable bus service that will stop at all locations along Wilshire Boulevard."

Wilshire Boulevard limited bus stop service on Lines 320-322 will be shortened to end at the Wilshire/Western Station beginning in September. Passengers from those lines can transfer, free of charge, to the Red Line or to local bus service provided by Lines 20, 21 or 22. Rail passengers traveling west on Wilshire Metro Bus lines can likewise transfer to a bus at no charge by presenting their rail ticket to the bus operator.

Another key part of the interface will be the implementation of a new limited stop Line 316 from Century City via Third Street to the Wilshire Vermont Station during peak periods effective July 15.

"Opening the Wilshire corridor will be a tremendous boost to the mid-Wilshire area," said Drew. "The bus/rail plan we adopted not only will make the rail system more accessible, but it also will make the buses more efficient by reducing duplication and using the cost savings to improve service."

The cash fare of \$1.35 will be extended to the Metro Red Line beginning July 15 to make it consistent with the Metro Bus system and the Metro Blue and Green Lines. The 90¢ discount token, good on all Metro Bus and Metro Rail lines, can

be used on the Red Line, along with all valid passes.

The bus/rail interface plan incorporated public comment received at three community meetings along Wilshire Boulevard and at a public hearing. Comments were also solicited from elected officials and the MTA Citizens Advisory Committee.

The plan envisions the Wilshire/Western Station becoming a prominent transit hub, with an initial 4,000 bus riders per day estimated to transfer to the rail line, with several thousand more transferring to local bus services.

Other service modifications are as follows:

- move the terminus of Line 209 three blocks southeast to the Wilshire/Western Station, and modify Line 310 to detour through Wilshire/Western in June;
- modify Express Line 497 from Montclair to operate through Union Station/ Gateway Transit Center, and terminate at the Westlake/MacArthur Park Station in July;
- extend Lines 21-22 to the Central Business District from Westlake/MacArthur Park Station in September; and
- move the western terminals of Line 51 and 201 one block northeast to the Wilshire/Vermont Station in June.

The bus/rail interface plan will begin in part on June 30, 1996 with some modifications being made in July and September. Total system changes will be completed by the fall of 1996. ■



Earl Clark, who passed away recently, served as the Leader of the United Transportation Union for 25 years.

United Transportation Union Mourns the Passing of Its Leader; James Williams Named Successor

Earl Clark, the longtime leader of the United Transportation Union which represents MTA's more than 3,800 bus and train operators, passed away recently. Clark, a native of Iowa, had just turned 70. Following service in the U.S. Navy during World War II, he joined the old Pacific Electric Railway, a predecessor to the current Los Angeles County Metropolitan Transportation Authority, in July, 1947.

A member of the United Transportation Union and its predecessor union since that time, Clark was elected to the position of Vice Local Chairman in 1962 and Local Chairman in 1966. In 1970, he was elected General Chairman of the Union which represented drivers at the former Southern California Rapid Transit District and took office in 1971. He was re-elected to that position six times.

One of the most respected and admired labor leaders in Southern California, Clark played a major role and made

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Rail Construction

Tunneling Begins From Universal City to Hollywood

“Thelma and Louise” are making their way to Hollywood again, only this time they are in the form of two tunnel boring machines at the Universal City worksite that have begun mining through the Hollywood Hills south to Hollywood. The tunnel boring machines were christened “Thelma and Louise” by Traylor Brothers construction workers.

The twin tunnels, when completed, will pass 12,630 feet through eight distinct geologic formations, ranging in depth from 165 to 900 feet before meeting the Metro Red Line tunnels at La Brea Avenue and Hollywood Boulevard. The \$125.6 million project will link North Hollywood with two subway stations, two miles of tunnel, and the rest of the Red Line system.

The tunnel project, which is being built by the construction firm Traylor Brothers/Frontier Kemper J.V., has a

number of precautionary measures in place to protect the environment and private property along the alignment.

“We’re sensitive to community concerns, and have been very cautious in our construction approach,” said Stan Phernambucq, MTA executive officer for construction. “We’ve limited our use of construction explosives, enhanced our grouting program to reduce the amount of water entering the tunnels, and adopted a special insurance program to allow speedy resolution of any damage claims.”

Unlike previous segments of Red Line tunnel which were built through loose sedimentary ground, the tunnels from Universal City to Hollywood pass through solid rock, including formations of very hard granite.

Over 90% of the tunnels will be built with two machines using a rotating cutting

head rather than the digger arms used in previous tunneling projects.

The tunnel boring machines have been modified to allow them to grout the tunnel as it is built, reducing the amount of water intrusion and lowering the levels of water that will be discharged during construction. The MTA has committed to monitor the effects of tunneling on vegetation and wildlife all along the tunnel route.

Work at the Universal City site began last July when the contractor began excavating an access shaft for the tunnel boring machines. Workers are assembling the second tunnel boring machine at the bottom of the shaft, which is 85 feet deep, 63 feet wide, and 371 feet long.

The second machine will begin tunneling in the next two months. Tunneling is expected to be completed early in 1997.

“Thelma” is on her way to Hollywood. “Thelma” is one of two high-tech tunnel boring machines being used to tunnel through the Hollywood Hills for the extension of the Metro Red Line.



Traylor Brothers was awarded the contract for the Universal City to Hollywood tunnels in December 1994. The company has completed over 40 miles of tunnel worldwide, and their experience includes subway/railway tunnels in San Francisco, Buffalo, Baltimore, Washington, DC, and Singapore. ●

MTA Wins Seven National Safety Council Awards



The MTA's Regional Rebuild Center received kudos from the Greater Los Angeles Chapter of the National Safety Council for its worker safety record.

The MTA swept the top honors in its category for the fewest accidents on the road and fewest injuries to employees at the annual awards of the Greater Los Angeles Chapter of the National Safety Council.

The MTA won seven awards for Fleet Traffic Safety in the Motor Coach Transit category and for worker safety in the Public Transit (non-commercial) category.

The first place for safety on the road, with fewest accidents, went to the Metro Bus lines operated from MTA Division 9, serving the El Monte area. Second place went to MTA Division 12 in Long Beach, and MTA Division 18 in the South Bay area tied for third place with MTA's Division 15 in Sun Valley.

For its worker safety record, MTA's Regional Rebuild Center for maintenance took first place. Metro Bus operators from Division 15 in Sun Valley placed second. Metro Bus operators from Division 3 in Cypress Park won third place honors.

"Safety is our first priority in serving the public," said MTA Chief Executive Officer Joseph Drew. "We are pleased to receive this recognition for the constant, ongoing efforts we are making to provide the greater Los Angeles community with safe public transit." ■

ATTB Awarded Grant

On its way to revolutionizing the manufacturing of buses for the next decade, the MTA received a federal grant for an additional \$5 million to continue work on the lightweight, low-emission Advanced Technology Transit Bus (ATTB).

"This technical assistance grant is a further statement of support by the Federal Transit Administration and its administrator, Gordon Linton, for this first-of-a-kind project, which will significantly reduce pollutants through the use of alternative fuels and hybrid electric technology," said Linda Bohlinger, MTA deputy chief executive officer. "Our goal is for this new bus to produce zero emissions."

The ATTB program was initiated in 1992 with the objective of developing a transit bus using proven advanced technologies developed in the aerospace industries. In December, 1993, the MTA awarded a \$3.8 million contract to Northrop

Corporation, the Los Angeles-based aerospace firm, to design a bus which will be significantly lighter in weight than conventional transit buses, have a low floor for improved accessibility, and provide longer service life at lower operating costs.

Currently, Northrop engineers continue in the prototype design and fabrication stage of the project. Engineers, operating on an accelerated manufacturing timetable, hope to have a prototype completed by October 1996.

"The MTA expects the ATTB to become the new standard transit bus for the 21st century," said Bohlinger. "Elements of the ATTB could also have application to rail vehicle design and construction."

The development of a lightweight, low emissions passenger-friendly bus is expected to promote the use of mass transit and expand the market for additional transit buses.

The MTA leads the nation in research, development and testing of transit vehicles powered by alternative engines.

Officials inspect the test bed for the new Advanced Technology Transit Bus. From left are MTA CEO Joseph Drew; Steve Jackson from Northrop Grumman; Gordon Linton, the Administrator of the Federal Transit Administration; and Adi Arieli from Northrop Grumman.



L.A. Neighborhood Initiative Receives Grant

“
This partnership among the Federal Government, the MTA and the City of Los Angeles assists the City's most transit dependent neighborhoods.
”

U.S. Department of Transportation Secretary Federico Peña presented a \$1.6 million grant for neighborhood transit projects to eight Los Angeles communities as part of the Los Angeles Neighborhood Initiative (LANI).

The grant, administered by the MTA for use by the City of Los Angeles, will fund security enhancements at bus stops and on-line equipment for Transit Community Stores.

“This partnership among the Federal Government, the MTA and the City of Los Angeles assists the City's most transit dependent neighborhoods,” said Rae James, MTA interim chief of staff and executive officer for Communications. “We should all be proud of the impact that LANI projects are having in improving the quality of life in these neighborhoods.” The LANI proposal was a project of James when she was serving as the Deputy Mayor for the City of Los Angeles.

Improvements will include the installation of security cameras at bus shelters and stops, on-line equipment to provide transit information at transit stores, and lights adjacent to transit stops to increase security.

“The presence of the cameras and street lights will increase the public's feeling of security and deter crime at bus stops,” said James.

Transportation Secretary Peña announced the grant at a ceremony in Boyle Heights, one of eight neighborhood demonstration projects earmarked for LANI funds.

In this historic neighborhood, the improvements brought by the grant are considered crucial to improving security and encouraging walking, biking and the use of public transportation along First Street, one of the most heavily used in the city.

Other LANI areas include Highland Park, Jefferson Corridor, Vermont Square, Virgil

Corridor, Sun Valley, NOHO Arts District and Leimert Park Village.

According to James, “LANI has generated a great deal of excitement because the project has so successfully answered the challenge of the Federal Transit Administration's Livable Communities Initiative.”

The Livable Communities Initiative was established in 1994 as a small set-aside of federal dollars for cities to develop projects which improve mobility and transit services for residents in the decisions regarding their transit-related improvements. The LANI proposal captured all of the elements the Federal Transportation Administration wanted to see by developing an ambitious plan to appoint residents as managers to implement streetscape improvements in eight transit-dependent Los Angeles neighborhoods.

The FTA previously awarded LANI \$2.3 million through the livable Communities Initiative for improvements in the eight areas.

In addition, LANI was awarded three grants through the MTA Call for Projects: \$120,000 in Prop C dollars for more bus shelters, \$200,000 in Prop C for transit information counters, and \$1.7 million in federal Transportation Enhancement Activity funds for streetscape improvements (pending state approval in July, 1996).

LANI is managed by a volunteer board of directors and a three-person staff. According to James, “LANI has had to move swiftly to organize itself and begin implementing the neighborhood projects and establish a Recognized Community Organization because of its design as a temporary two-year agency, but the organization has already proven tremendously successful. It shows what a community can do to improve its quality of life.”

\$1.2 Billion Earmarked for Transportation Projects Countywide

The California Transportation Commission (CTC) has approved \$1.2 billion in projects for Los Angeles County as part of the 1996 State Transportation Improvement Program.

“We are very pleased with the actions taken by the California Transportation Commission,” said Joseph E. Drew, MTA chief executive officer. “The CTC approvals strengthen the local-state partnership needed to build highway improvements and urban rail projects.”

The state action includes:

- \$68.8 million to build direct freeway-to-freeway High Occupancy Vehicle lane connectors through the 57/60 Freeway interchange in Diamond Bar.
- \$62.1 million for construction of interim High Occupancy Vehicle lanes on the Santa Ana Freeway from the Orange County Line to Rosecrans Avenue near the City of Norwalk. These HOV lanes are critically needed to provide an efficient transition to traffic between Orange and Los Angeles counties.
- \$50 million for the Pasadena Blue Line.
- \$45.5 million to complete the Los Angeles County portion of Route 30, which will extend the eight lane 210 Freeway east from the Foothill Boulevard/Baseline Road intersection in La Verne to the San Bernardino County line.

New Executive Staff Team

- \$40 million for construction of the Henry Ford Avenue interchange with the Terminal Island Freeway in Wilmington at the southern end of the Alameda Corridor project.
- \$35.1 million to build a southbound High Occupancy Vehicle lane on the 405 Freeway between the I-10 freeway and Route 90 in the Culver City Area. This HOV lane will improve access to the LAX, UCLA and Century City areas which contain some of the highest densities of employment and housing outside downtown Los Angeles.
- \$30 million to widen and improve Route 1 and Route 90 in the Marina del Rey area. Route 1 will be widened from Sepulveda Boulevard to Fiji Way, including upgrade and widening of bridges over Ballona Creek and Culver Boulevard. Intersection improvements will be made along Route 1 at Mindanao Way, Rose Avenue, Sepulveda Boulevard, Venice Boulevard and Washington Boulevard. Route 90 will be widened from Centinela Avenue to Lincoln Boulevard.
- \$15 million for widening Route 138 in the Palmdale area. The two-lane highway will be reconfigured into four lanes from Longview Road to Route 18. Route 138 is the major east-west route through the Antelope Valley. It provides a northern link to traffic traveling to and from Las Vegas, Victorville, San Bernardino and Riverside County.
- \$14.5 million to acquire the right-of-way for a new expressway on Avenue P-8 from Route 14 to 50th Street in Palmdale. The new route will relieve congestion on parallel Palmdale Boulevard.

In an effort to expedite decision-making and to strengthen the MTA's ability to perform the important tasks at hand, Joseph Drew, MTA chief executive officer has taken steps to overhaul its management system to better focus on serving customers.

Some of the structural changes were recommended by an advisory panel of public transit executives who recently conducted a study of the agency. According to Drew, "I embraced the panel's suggestions to better craft the organization's hierarchy by creating two deputy CEOs: one to handle customer service, construction and transit operations, and the other to focus on finance and administration."

Linda Bohlinger has been named deputy CEO for Finance and Administration. Bohlinger will oversee the Finance Department including the budget function and its Administration unit with the exception of Labor Relations. She will also act in an advisory role on state and federal funding to the new Regional Transportation Planning and Development unit and the Government Relations Department. Bohlinger will also serve as the interim deputy CEO for the Construction and Operations units until the second deputy chief executive officer position is filled.

Jim de la Loza has been appointed the Interim Executive Officer for the Regional Transportation Planning and Development unit, and Pat McLaughlin will head the Department of Organizational Development and Management.

Drew also acted on the suggestion to create a chief of staff to "unify" the handling of employees with special tasks, such as those who handle the Board of Directors, labor relations, internal audits and safety. Rae James will take on the job of interim chief of staff and will continue to oversee the Communications unit.

Judy Schwartz, former Board liaison, will oversee the Office of the CEO, and David Kelsey will manage the Administration unit on an interim basis and will also continue his duties as County Counsel.

Jim Reichert, a veteran with 30 years experience in transportation and management has been selected to serve as interim executive officer for operations. Reichert will oversee all bus and rail services and maintenance, as well as operations planning for the Authority's bus and rail fleet. Reichert recently retired as COO/Assistant Executive Officer for the Orange County Transportation Authority (OCTA).

"These changes," stated Drew, "are part of the leadership strengthening effort that I have committed to provide the Authority."

The Peer Review report was performed by the deputy director of the Port Authority of New York and New Jersey, the general manager of Long Beach Transit and the former president of New York City's transit agency. The individuals were provided with extensive background materials and spent two days at the agency being briefed by Drew and members of the MTA staff. ●

"Passing of Leader,"
 (continued from page 7)

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important contributions in the development of public transit in Los Angeles County. In addition to his dedication to the members he represented, he has also been well-known for his concern for all persons who are dependent upon public transportation.

According to Joseph Drew, MTA chief executive officer, "We are saddened at the loss of Earl Clark, a true labor leader of national stature. His leadership among the rank and file of the United Transportation Union, representing our bus and train operators, was outstanding. His dedication and leadership in improving the work environment for his fellow operators

and improving public transportation in this region will be sorely missed."

James A. Williams has been named General Chairman. Williams was chosen by the Union's General Committee of Adjustment to fill out the remaining 31 months of Clark's term. Williams joined the Southern California Rapid Transit District in 1966 and held a variety of union offices, including Local Secretary and Vice President. He was elected Local Vice Chairman in 1970 and Local Chairman that same year. In addition to his lengthy service on the General Committee, Williams was also an Alternate Vice President-Bus Department, for the UTU's International Headquarters. ■

"Transportation Projects,"
 (continued from page 11)

■ \$8 million to build two additional transit stations on the Harbor I-110 Transitway. One station will be built at Pacific Coast Highway and the other at Carson Street. These two stations will allow planned bus service on the transitway to function more efficiently and attract more riders.

■ \$6.1 million for construction of the Santa Monica Boulevard Transit Parkway from the 405 Freeway to Moreno Drive at the Beverly Hills border.

These projects, most of which are scheduled to begin in early 2000, are major elements of Los Angeles County congestion management programs proposed to improve regional mobility and the quality of life. ■

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