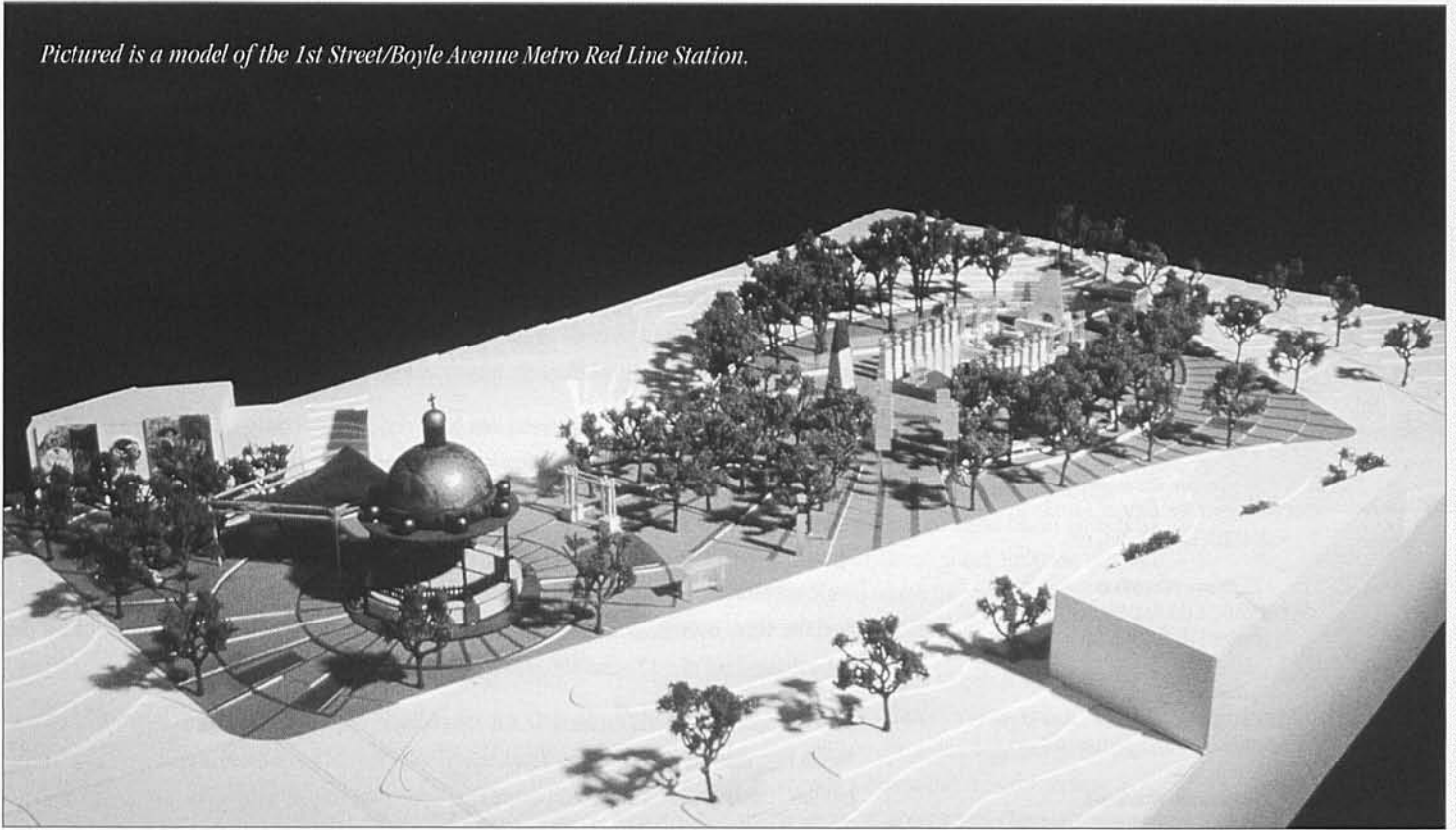


MTA REVIEW

APRIL 1997

Pictured is a model of the 1st Street/Boyle Avenue Metro Red Line Station.



East Los Angeles Residents Look to Dawn of 21st Century and Completion of Metro Red Line Subway as

Rebirth of a Community

Single-parent mother Honorina, 50, cannot recall the last time she spent some quality time with her three children, ages 11, 13 and 17, a critical time in their young lives. Though no fault of her own, the East Los Angeles resident expresses guilt over not being able to help her children with their problems because she's gone most of the time.

The problem is Honorina works in North Hollywood as a maid. In order to get there she must be at the bus stop before dawn. This means rising at 4:30 a.m. and calling it a day by 8:30 p.m., a rush-rush lifestyle that has left her feeling hopeless and exhausted. Owning a car is out of

the question since making insurance payments is beyond her financial means.

Despite a small military pension, Manuel, 65, still must find work as a barber to make ends meet. These days jobs are few and far between for this Korean War veteran. His one-hour, 45-minute bus trek from the Eastside to Long Beach also begins at the crack of dawn. They don't come any tougher than Manuel, who supports a wife on a fixed income, but who admits the long trips are starting to take their toll.

One day Pedro, 22, another East Los Angeles resident, hopes to speak fluent English, but

continued on page 4

I N S I D E

The Board Report

Call For Projects

New Tunnel Boring Machines

Commute by Bike

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Interim Chief Executive Officer

METRO VIEW



By Linda Bohlinger
MTA Interim Chief Executive Officer

It's a critical time at the MTA. On the line is \$723 million we are seeking over the next five years as Congress conducts hearings to reauthorize the Intermodal Surface Transportation and Efficiency Act of 1991 (ISTEA). Along with various Los Angeles officials, I have been busy urging Congress to continue its commitment to assist the Los Angeles region in its efforts to build a comprehensive transportation network.

We are proposing a variety of projects that have regional and national significance and that will greatly improve the transportation system in Los Angeles County, including new buses, rail extensions and carpool lanes.

Specifically, MTA funding requests under ISTEA II include \$250 million to allow MTA and 17 regionally funded operators throughout Los Angeles County to replace 650 buses over the next five years with clean air vehicles. The vehicles slated for replacement have exceeded the federal standard of a 12-year/500,000 mile life cycle.

MTA's proposed projects under ISTEA II also include construction of three extensions of its Metro Red Line subway projects. Funding requests for the three extensions total \$202 million. The three projects would extend the subway to LA's Mid-City area, across the San Fernando Valley and to East Los Angeles.

While buses will remain the backbone of public transportation in Los Angeles County for decades to come, the development of our rail system is indispensable if we are to prevent transportation in the region from grinding to a halt. The continued economic growth and livability of our region depend on a multimodal transportation system.

MTA is also seeking \$154 million to extend the Interstate 10 carpool lane/El Monte Busway by 20-miles through the heavily traveled San Gabriel Valley/Pomona Valley Corridor.

Additional funding requests include \$97 million for rail overpasses between downtown Los Angeles and the Los Angeles/San Bernardino county line to improve the flow of goods and reduce congestion, and \$20 million to reconfigure State Route 2 (Santa Monica Blvd.) in West Los Angeles between Interstate 405 and Century City/Beverly Hills. The 2.5-mile project will improve traffic flow and safety, increase bus speeds and enhance the urban landscape.

Congress and the President must come to an agreement on how to divide as much as \$174 billion among the states over the next six years. This is a critical time for the future of transportation in the Los Angeles region. We are confident Washington will recognize the importance of continued funding as MTA and its regional partners work to relieve congestion, improve air quality and meet the transportation needs of millions of people in the 21st Century.



The Board Report

CALL BOX PLAN

Acting as the Los Angeles County Service Authority for Freeway Emergencies (SAFE), the Board authorized a maximum of 350 call boxes to be installed on unincorporated county roads within the county. As of January 1, 1997 over 4,400 call boxes have been installed throughout the county's freeway and expressway system. The SAFE is funded by an annual \$1 vehicle registration surcharge administered to every vehicle registered in Los Angeles County. This surcharge provides \$6 to \$6.3 million annually for the installation, operation and maintenance of the call box system.

HOLLYWOOD/HIGHLAND METRO RED LINE STATION JOINT DEVELOPMENT

The Board approved the Community Redevelopment Agency of the City of Los Angeles recommendation that the Trizec/Hahn Centers team be selected for an entertainment-destination development encompassing the MTA's Hollywood/Highland Metro Red Line station site and surrounding properties. The Board also approved an

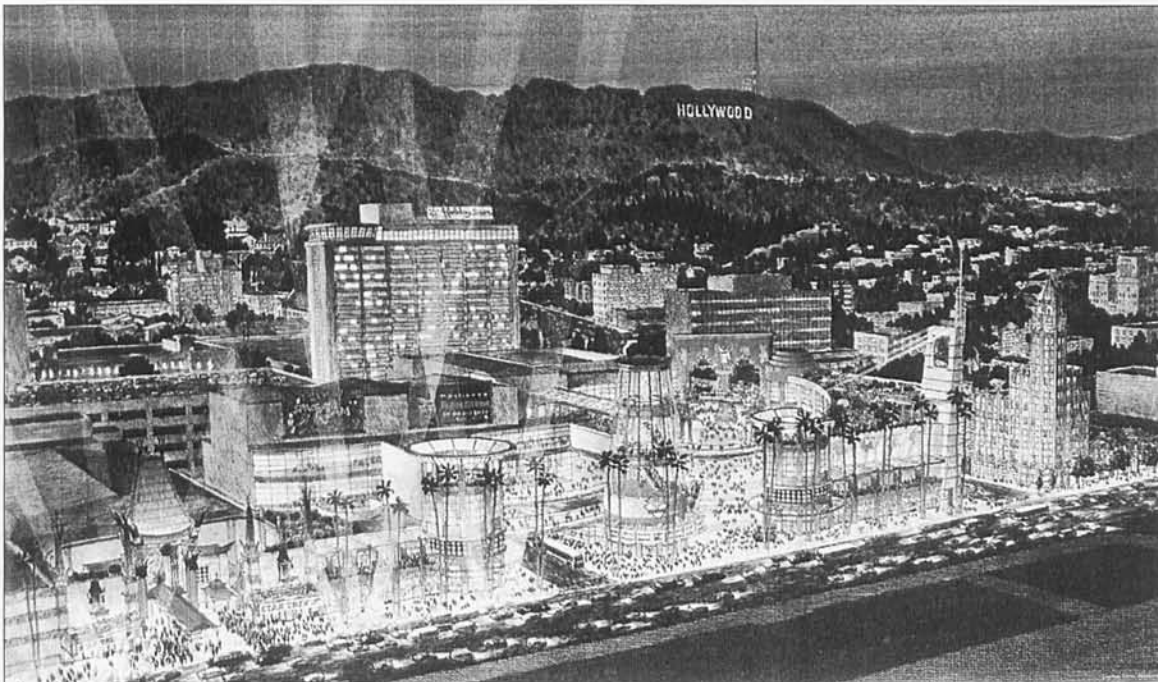
exclusive negotiation agreement for preparation of a Joint Development Agreement and Ground Lease between the MTA and Trizec/Hahn.

Trizec/Hahn Centers proposed to develop a 425,000-square-foot destination entertainment, retail and restaurant complex on a 4.6-acre site encompassing the MTA's 59,000-square foot station site and surrounding properties. The development is designed to serve as a catalyst for a renaissance of Hollywood Boulevard.

The plan calls for renovating the historic Chinese Theatre and building an adjacent 12-screen multiplex plus a 1,000-seat Babylon Premier Theatre, all operated by Mann Theatres. The destination, which is expected to cost about \$145 million, also includes studio stores and specialty retail, entertainment uses, restaurants and food courts, and public spaces including a dramatic grand staircase that will lead to the upper levels and frame the view of the "Hollywood" sign on the hills behind.

The new entertainment destination will sit atop the Metro Red Line station at Hollywood Boulevard and Highland Avenue. The project will provide a dramatic portal for the station as well as provide a Metro Bus transfer station, a tour bus and shuttle drop-off, a drop and ride zone and a new parking structure for 2,200 cars.

MTA
BOARD
ACTIVITIES
FOR
MARCH
1997



Trizec/Hahn Centers have proposed a large destination entertainment, retail and restaurant complex on a 4.6-acre site encompassing the MTA's Hollywood/Highland Metro Red Line station and surrounding properties.

METRO RED LINE SUBWAY *continued from page 1*

unless he can find a faster way of getting to Hollywood, where he works as a cook, and to an adult school at Roosevelt High School in the evening, learning a new language will take a back seat. Conceivably this could mean making a minimum wage for the rest of his life.

In the year 2004 when Phase One of the Metro Red Line East LA subway extension is complete, a route that runs between Union Station/Gateway Transit Center and 1st and Lorena streets with stops at Little Tokyo/Arts District, 1st Street and Boyle Avenue, Cesar Chavez Avenue and Soto Street, will breathe new life into the lives of thousands of transit-dependent East Los Angeles residents. This new lease on life begins in May with the start of pre-construction, followed by groundbreaking in late 1997.

With the time it takes getting to and from work, in many cases, being reduced by more than 50 percent, residents will have more time for their families, for attending school, for a whole host of activities a lack of mobility inhibited.

Though composites, Honorina, Manuel and Pedro are representative of an estimated 27 percent of the people who live within one quarter mile of the four planned stations and depend on public transportation. As a result it is easy to see why a majority of Latinos surveyed in an independent February poll favored the subway.

That sentiment was also evident at over 100 MTA-sponsored community meetings. Despite concerns about potential ground settlement, noise, temporary traffic congestion, closed-off streets and displacements of as many as 175 businesses and households, the residents believe the subway's long-term positive benefits easily exceed short-term nuisances. The positive benefits include speedy commutes, improved air quality, a reduction in crime near stations, new retail businesses, increased foot traffic and retail sales and increased property values.

Also reassuring is that during tunneling, set to start in 1998, the MTA will be utilizing state-of-the-art tunnel boring machines with a proven track record (see page 6 for related story.)

"The people at the community meetings know that during construction there will be inconveniences, but they are willing to live with them. Their attitude seems to be *que se va hacer* [so what are you going to do about it?]," said MTA Public Affairs Representative Luis Hernandez.

"At the same time, however, they know this is something that will benefit all of East Los Angeles and definitely understand the long-term vision," concluded Hernandez.

Three highly-regarded university professors with backgrounds in urban planning agree the 3.7-mile subway extension can serve as a bridge to jobs once thought as being out of the transportation reach for East Los Angeles residents, including those in Downtown, Hollywood, North Hollywood, Long Beach and Redondo Beach - all served or soon to be served by Metro Rail.

Not only will East Los Angeles residents be able to find jobs beyond their present imaginary boundaries, but they will be able to apply for some 2,100 jobs expected to be created annually during construction.

There also will be an indirect economic boost given to all of Los Angeles. Approximately \$1.1 billion is expected to be spent in the area by Metro Red Line tunnelers and other specialists from out of state.

Academicians concur that the economy of East Los Angeles can be revitalized by making the area more attractive and accessible to tourists.

According to University of California, Berkeley Professor Robert Cervero, co-author of "Transit Villages for the 21st Century," the East LA extension can be viewed as a "jump start." He cites the addition of the Boston Subway Station in once declining Arlington, Virginia in the early 1980s as an example of a rail system that brought about positive changes such as new libraries, curbs, sidewalks, street lighting, public plazas and parks.

"The line completely turned the neighborhood around," Cervero added. "There are plenty of examples like this where subways went into older, poor neighborhoods and when combined with an aggressive public and private sector campaign that encouraged development, changed communities into places residents were proud to call home," continued Cervero.

Cervero also points to the light rail Barrio Logan station south of downtown San Diego as an example of rebuilding a community. The area, he said, now boasts 300 new housing units, a Latino theme marketplace, a cultural center and entertainment complex.

UCLA professor Leo Estrada believes the subway to East Los

Angeles will tear down the invisible walls he defines as freeways and streets and will provide a much needed connection to a Los Angeles that many Eastside residents do not know exists.

"The Metro Red Line will pass through many boundaries, which is a very important aspect of there being a tunnel in the first place," Estrada said. "When you're moving underground the streets don't seem too important. It becomes irrelevant and traveling to another area doesn't seem as strange."

Usually something positive happens when subways are extended to minority communities, contends noted UCLA professor Anastasia Loukaitou Sideris.

"Developing a community around a transit station is a good thing especially when there's good access to stations and there are joint ventures from the private and public sectors," she said.

The extension of the subway to East Los Angeles will rectify a situation that was inadvertently caused by building four freeways that intersect the area, maintains Diego Cardoso, the MTA's Eastside Planning Project Manager.

"The subway represents a connection and will restore a sense of community that existed before," said Cardoso. "Not only does it create local linkage that was destroyed or ignored in the process, but also regional accessibility."

The construction project manager for the Eastside Extension, an East Los Angeles native, believes a cornucopia of advantages awaits his former neighbors.

"The subway affords the people of East Los Angeles an array of opportunities and will provide a first-class transportation system," said Alfonso Rodriguez.

"Many residents will find it much easier to seek and commute to jobs, as well as attend school and shop outside the area," Rodriguez said. "Again, it means people will be able to cross a border that has prevented them from moving ahead in life."

ART KIMBALL APPOINTED EXECUTIVE OFFICER



Art Kimball has been appointed executive officer to lead and direct the recently created Office of Procurement and Distribution. Kimball will oversee 240-plus employees who are responsible for procurement of all goods and equipment along with professional, general, and construction services. They are also responsible for the planning, ordering and management of a \$50 million inventory in support of the agency's requirements.

Prior to joining the MTA in 1995, Kimball was chief of all procurement functions at BART for two years. Earlier, he served five years as deputy vice-president and chief procurement officer for New York City Transit. He also was managing director of procurement for Pan Am with 28 years of service. Kimball earned a BA from City University of New York, Queens College and is a US Marine Corps veteran.



East LA Tunnel

6

Machines

Feature

Cost

Savings

and

Safety

Benefits

Sophisticated East LA Tunnel Boring Machines Keep Subway Workplace Clean, Lower Risk of Settlement and Improve Safety

It would be easy to mistake new twin tunnel boring machines to be used on the 3.7-mile extension of the Metro Red Line in East Los Angeles for NASA rocket ships or even amusement park sky tower observation decks.

Measuring 300 feet by 22 feet in diameter and bearing little resemblance to their currently in-use cousins to the west, the slurry shield or earth pressure balance shield, is a technology only recently introduced in the US. The technology, which has been popular for years overseas, can be operated from enclosed, 30-foot-long, airtight forward compartments featuring the latest in computerized "gizmos" and rows of terminals.

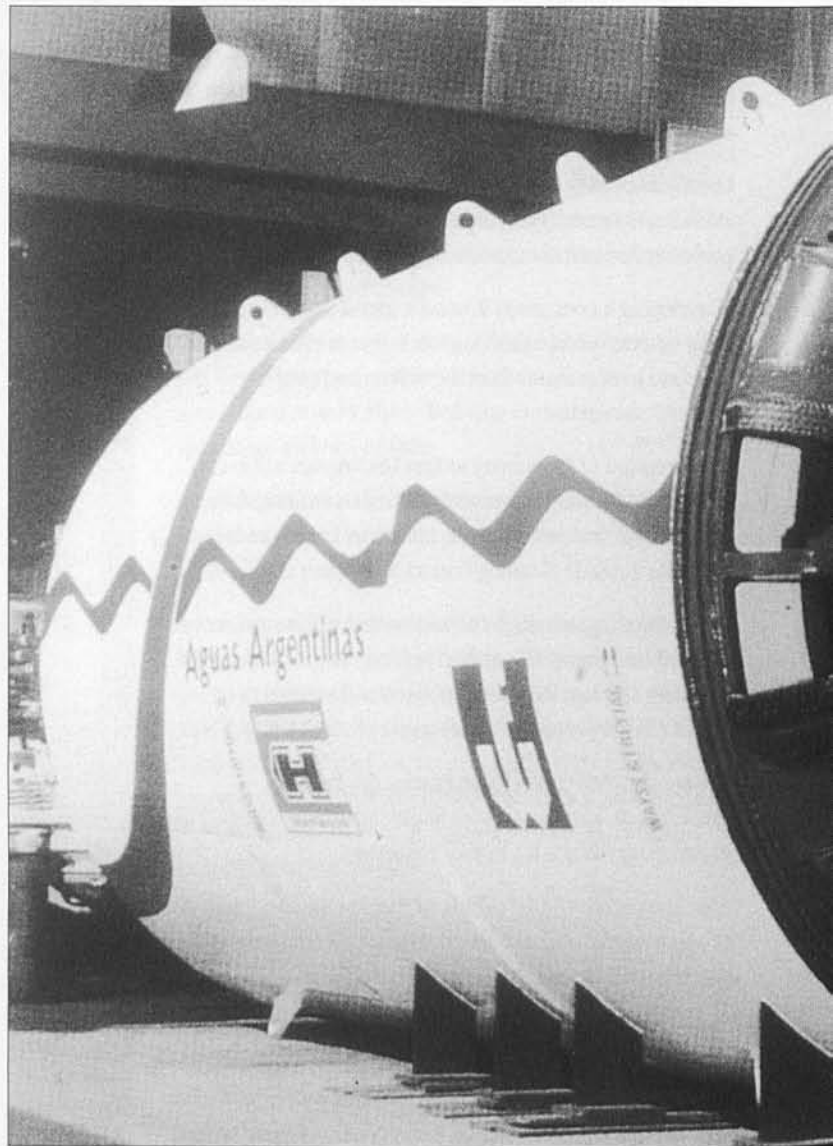
Though each elite machine costs approximately \$5 million to \$7 million more than its Metro Red Line predecessors, the closed-face machines in the long run also should prove more cost-effective, MTA engineers and consultants believe, since fewer work stoppages due to soil grouting, gas leaks and groundwater are expected.

The recommendation to purchase the state-of-the-art machines was made by an MTA Tunnel Advisory Panel headed by Dr. Dan Eisenstein, professor at the University of Alberta, Canada, Department of Civil Engineering. He believes the machines better adapt to changing soil conditions. The internationally-respected Eisenstein is the past president of the International Tunneling Association and has been a consultant or adviser to over 100 major worldwide projects.

Surface settlement arising from the use of closed-face machines is expected to be much less than with the older machines and would not be significant enough to cause

serious damage. This proved to be a major consideration of the Tunnel Advisory Panel since tunneling in East Los Angeles will take place directly under 250 residential and commercial buildings.

"The ground conditions are not that much different from, say Downtown, Hollywood or North Hollywood, but since we'll be digging under many more buildings, we'll be paying



When tunneling begins on the 3.7-mile extension of the Metro Red Line, the contractor will be required by the MTA to use either the slurry shield or earth pressure balance shield machine. The state-of-the-art machines feature a technology only recently introduced overseas.

special attention to settlement, and that's why these machines were selected," said MTA Construction Project Manager Alfonso Rodriguez, who traveled to Spain and Germany last year to observe the machines in action.

Cleaner working conditions are also a benefit of closed-face tunneling machines, something Rodriguez witnessed firsthand.

"So refined, in fact, are these machines that wherever they're used it's not unusual to see engineers walking the tunnel in dress shoes because the machines limit water seepage," Rodriguez said.

"Not only is mud in short supply but you won't even see the excavated dirt since it goes directly from the machine's bulkhead into the cars of an underground train," he continued.

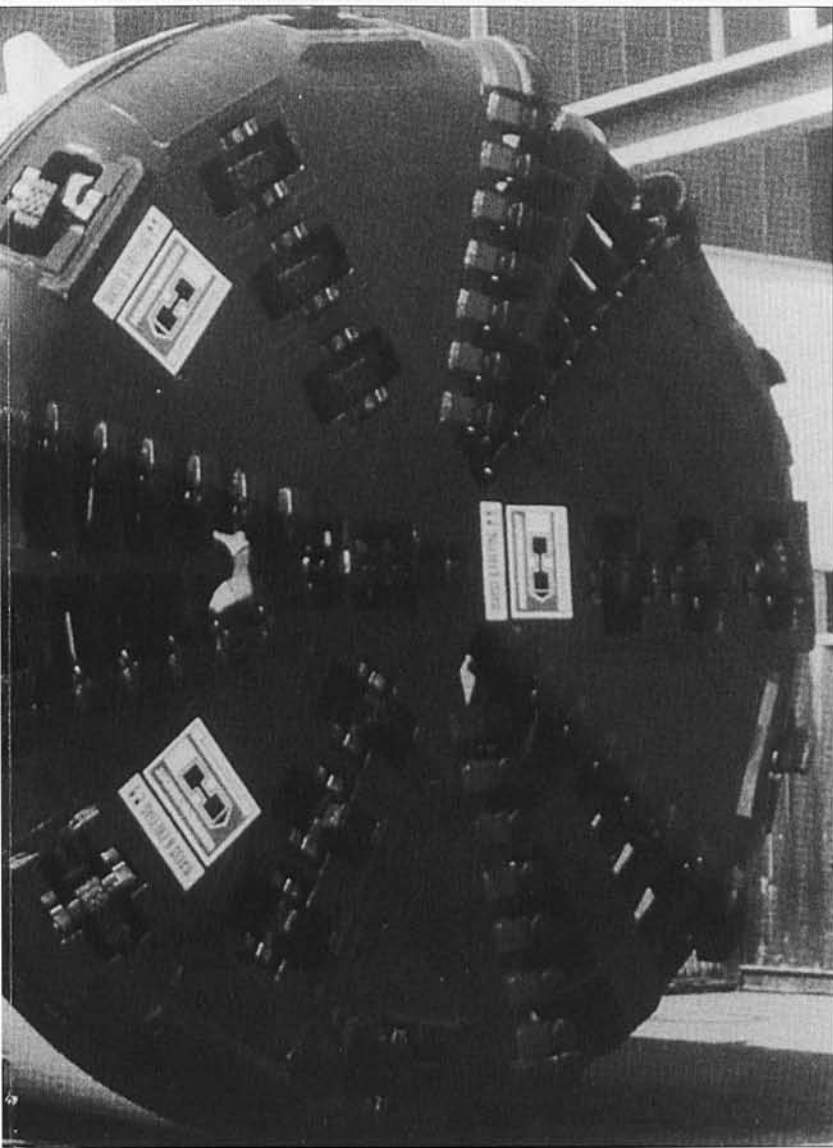
Closed-face tunnel boring machines work best, concluded the panel, after reviewing 74 subway projects underway in 18 countries - out of which 45 subway projects, or 60 percent, were using the new technology. The results are contained in "Report on Tunneling Feasibility and Performance," a study of the current state of urban tunneling, written by Eisenstein and two other panel members, Geoff Martin and Harvey Parker, engineers also with doctoral degrees.

"The fact a vast majority of countries are using this type of modern technology says a lot," Eisenstein said. "Los Angeles' economy is to a large degree based on high technology and East Los Angeles deserves high technology as well. This method is the best for shallow tunnels in urban environments sensitive to surface settlement."

The closed-face slurry shield stabilizes the soil by continually injecting a wet clay-like substance (toothpaste in appearance) into it, while the earth pressure balance shield creates stable soil conditions by keeping the forward section of the machine under constant earth pressure.

Both machines also feature cost savings and safety benefits. By installing reinforced concrete tunnel lining immediately

following more digging, the need for miners to return later and line the subway, and possibly risk injury, is eliminated.



Line subway in East Los Angeles, in 1998, the construction of (pictured) earth pressure balance shield tunnel boring machine recently introduced in the United States but have been popular for

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Big Month for Bikes

MTA ENCOURAGES COMMUTING BY BICYCLE DURING MAY

May is the month to commute by bicycle, and the MTA is sponsoring various programs to promote the benefits of riding your bike to work, school, errands or play.

The MTA is a co-sponsor of a statewide campaign to support bicycle transportation called California Bike Commute 1997. Scheduled for May 19 - 23, this is a project of the California Bicycle Coalition, a non-profit organization that advocates increased bicycle use, access, safety and education by promoting the bicycle as an everyday means of transportation and recreation. Events are being held throughout California, including bike tune-up clinics, morning "buddy rides," pit stops and noon-time rallies.

The MTA is also sponsoring the Long Beach Bikestation's Bike Day '97 on May 4. This event features fully supported tours at three distance choices: 40K (about 25 miles), 100K (about 62 miles) and 150K (about 93 miles). Taking place at 1st Street and the Promenade in downtown Long Beach, Bike Day '97 also features expos, entertainment, music and food. For Bike Day the MTA is waiving the requirement for mandatory cycle permits on Metro Rail.

In addition, Bike Day '97 marks the kickoff celebration for the Bikestation's "Commute Another Way in May" promotion. Prizes, company challenges and bike safety and training courses will highlight this pilot project to encourage travel by bicycle and public transportation. For information, call the Bikestation at 562-595-0704.

Funded by the MTA and the City of Long Beach, the Bikestation is a full service bicycle storage and rental facility

that provides bicycle repairs, restrooms and an outdoor changing facility. It is located adjacent to the Metro Blue Line and the Long Beach Transit Mall, and enables bikers to continue their trips on the Metro Blue Line, Long Beach Transit and Orange County Transit easily.

To encourage commuting by bicycle, the MTA now offers free permits for bikes on Metro Rail. They can be obtained by calling 213-922-3777.



Bike Day '97, hosted by the Long Beach Bikestation and sponsored by the MTA, has been set for Sunday May 4 with the Urban Beach Tours.

Flexible Shuttle Service

SERVICE ADDED AND CHANGES ON SHUTTLES SERVING METRO GREEN LINE

The MTA has added a new flexible shuttle line that operates daily between Carson and San Pedro during the hours of midnight to 4:30 a.m.

Line 646, the City Nightline, starts at Carson Plaza Drive and Avalon Boulevard, near the Carson Mall, and runs to Pacific Avenue and 21st Street. The shuttle picks up or discharges passengers at all corners where it is safe as long as the unscheduled stops are within one-quarter mile of the designated route. Patrons can also call 1-800-241-4177 during the hours of operation to schedule a pick-up to destinations within the service area.

An existing shuttle line, serving the Lakewood Station of the Metro Green Line is now offering more frequent service. Line 631 serving the Downey/South Gate area now operates every 15 minutes during rush hours and every 30 minutes during non-peak hours and on the weekends.

Line 631 maintains fixed-route service during rush hours, but during the midday and weekends, the line is flexible and will make unscheduled stops within one-quarter mile of the route. Passengers can call 310-549-9254 to schedule a pick-up during the flexible time periods.

The routing of Line 631 has been modified to include new service on Gardendale Street and Industrial Avenue between Main Street and Paramount Boulevard.

Other shuttle lines serving the Metro Green Line have also been modified. Line 626, serving the Mariposa/Nash Station, offers more frequent service; every 12 minutes during weekday rush hours. The routing of Line 627 has been modified to serve the El Segundo/Nash Station. Service operates every 15 minutes during weekday rush hours. Line 628, serving the Douglas/Rosecrans Station, now operates every 12 minutes during weekday rush hours and serves the Manhattan Village area.

In addition, Line 215 no longer offers weekend service between the Marine/Redondo Station and the Redondo Beach Pier, but the City of Redondo Beach provides its Wave Dial-A-Ride service at the station between 6 a.m. and 9 p.m. on the weekends.

The MTA has also expanded serve on the "Crenshaw Connection" to include service on Saturdays. The Crenshaw Connection was implemented in October of 1996 in an attempt to answer a need for more affordable, community-based transit service. The line is a flexible destination shuttle service within the Crenshaw District of Los Angeles.

For information on shuttle schedules, call 1-800-COMMUTE.

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BIKESTATION

Call for Projects

10
Planners

at

MTA

View

Call

for

Projects

as the

NBA

Finals

MTA PLANNERS EVALUATING INVENTIVE TRANSPORTATION IMPROVEMENT PROPOSALS; \$600 MILLION ON LINE

Never ones to *sit on the bench*, the transportation planners at the MTA view the Call for Projects as the NBA finals. For them to merely watch our streets and highways deteriorate even further as traffic congestion in Los Angeles County increases 2 percent each year would be like fouling out.

Since the program's inception in 1991, the MTA has allocated nearly \$1.4 billion for such projects as freeway carpool lanes, major street widenings, freeway ramps, traffic signal synchronization, bus system improvements such as bus lanes, ridesharing incentives, transit centers, televillages, park-n-ride lots and regional bikeways. There is a Call for Projects every two years.

MTA planning staff is reviewing mountains of Call for Project applications received from city, county and state agencies vying for more than \$600 million in transportation funds. The enormous heap of proposals, all good ones according to MTA planners, will eventually produce improvements that directly or indirectly affect the entire regional transportation system. In 1995, the MTA received 426 applications with a value of \$1.9 billion. About one-fourth of the projects, valued at \$500 million, received funding.

Some of the projects that MTA has helped provide funding for include a Los Angeles River bike path/bridge, shuttle services in South Central Los Angeles, widening of Magic Mountain Parkway in Valencia, extending the Route 30 Freeway in La Verne by 6.2 miles, synchronization of traffic signals on the Westside and in the South Bay, rail freight improvements along the Alameda Corridor and placing bike racks on buses in the San Gabriel Valley.

A little more than 50 percent of the funding comes from monies raised from Proposition C (a Los Angeles County one-half cent sales tax), the balance mainly from the state and some from the federal government.

To be eligible, a public entity generally must provide transportation services such as building streets and highways or operating a public transit system.

"Increased congestion will result in a serious decline in travel speed," said Linda Bohlinger, MTA's Interim Chief Executive Officer. "Against a backdrop of limited resources, investing in ways to make better use of our streets and highways through such programs as Call for Projects has never been more important.

"Everyone usually thinks of the MTA as the agency that funds the buses and trains, yet we are responsible for so much more," she added.

"The objective criteria the MTA uses in evaluating applications include determining regional significance and project benefit, cost-effectiveness and local funding match, land use and environmental compatibility, project need, project readiness and benefits to the overall transit system," said Executive Officer James de la Loza, Regional Transportation and Development. "In most categories, public agencies may ask for funds for up to four years in advance of the construction date."

What some would find to be a daunting task – reading hundreds of applications in less than a month – is not a problem for MTA staff members, who form teams representing different geographic areas. Their main task is to score each project using previously agreed-upon criteria and recommend to the MTA Board which projects should be funded.

In June, final recommendations will be made to the MTA Board. Preliminary recommendations are made in April.

"The Call for Projects is really exciting," de la Loza said. "It enables MTA to help provide wide-ranging solutions to moving people and goods faster and more cost-efficiently."

MTA EMPLOYEES AND METRO BUS FEATURED IN MOCA FESTIVAL OF PLAYS

"You see movies all the time where they show people doing the kind of jobs they do every day. But you rarely see anything about bus drivers. I can't remember anything on bus drivers since Jackie Gleason starred in the *Honeymooners*," says Rashad Ali who drives a Metro Bus.

Now Ali is one of ten MTA staff who have a chance to turn the spotlight back on their profession. They were selected out of 30 MTA employees who auditioned to take part in a drama that features bus drivers and bus riders. Actors and audience together sit on a bus, a real bus donated by the MTA to serve as stage, theater and art exhibit.

It is all part of a program titled "Uncommon Sense" at the Museum of Contemporary Art (MOCA) in downtown Los Angeles. The exhibit features artists' projects and performances that explore social interaction.

Nine separate dramas, all situated on a bus, are presented through July. "Token, Alien," the first play in the series, deals with a fantasy bus ride that takes a wry poke at some tough issues like exclusion, immigration and assimilation. It is presented by the Cornerstone Theater Company, a theatrical group that incorporates actors and members of the community in plays that focus on community issues.

"The bus is a metaphor for the City as a whole. It gets to the heart of a lot of issues," says Cornerstone's Artistic Director Bill Rauch.

"Token, Alien" will run on Sundays through July 6 at 2 p.m., 3 p.m. and 4 p.m. Other plays, presented by community theater groups, will run on Thursday evenings and Saturday afternoons over the next three months. Each play runs 20 minutes. Plays in the series include: "Traveling in Time - Stories of LA," "Ride #14," and "One Downtown."

According to Rauch, including actual bus drivers and riders in the plays adds a degree of "spiritual honesty."

For Ali, the acting part is an easy assignment. "They had to take the drama from actual experience. Most people don't come with that. I do," Ali says. "It's a chance to show some positive elements of the job. Have fun with it."

The Metro Bus will be parked at the Geffen Contemporary, part of the MOCA complex at 1st Street and Central Avenue, for the duration of the project.

"The MTA is happy to cooperate with the MOCA exhibit," says Maya Emsden, Director of Metro Art. "This play can help us connect with one another in new ways. We are honored that Cornerstone Theater has recognized the Metro System as a meeting place for the diverse communities that make up our city."

For further information call MOCA at 213-621-2766.

Metro Bus drivers and a Metro Bus get starring roles in a program titled "Uncommon Sense" at the Museum of Contemporary Art.



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