

NEWS



LOS ANGELES COUNTY TRANSPORTATION COMMISSION 403 West 8th St., Suite 500, Los Angeles, CA 90014 (213) 626-0370

JANUARY 4, 1990

CONTACT: ERICA GOEBEL/ROBERTA TINAJERO
COMMUNICATIONS

FOR IMMEDIATE RELEASE

EXCLUSIVE TO: PRESS TELEGRAM

CONSTRUCTION UPDATES FOR METRO BLUE LINE

8th Street

- * Completion of rail, pavements and sidewalks from Long Beach Blvd. through Pine Street.

Pacific

- * In process of track-laying in center of street from 9th through 4th.
- * Some night closures at 3rd, Broadway and 1st Streets after 8:00 p.m.
- * Completing east side sidewalk curb and gutter from 5th Street to Broadway.
- * Station platform being poured which will be followed by steel erection.

1st Street

- * Installation of bus shelters continues.
- * Continuing construction of upper structure for station between Pine and Pacific.

(MORE)

CONSTRUCTION UPDATES FOR METRO BLUE LINE

Long Beach Blvd.

- * Track work completed to 3rd Street.
- * 6th Street and Long Beach Blvd. intersection will be fully closed Friday, January 5th through Monday, January 8th, 6 a.m. for intersection reconstruction.
- * Track installation will continue from 6th Street to 1st Street.
- * Two stations under construction in center of street, one between 5th and 6th streets, and one between 1st and Broadway streets.
- * Sidewalks being completed on east side between 3rd and 1st streets including brick pavers.

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NEWS



LOS ANGELES COUNTY TRANSPORTATION COMMISSION 403 West 8th St., Suite 500, Los Angeles, CA 90014 (213) 626-0370

JANUARY 10, 1990

CONTACT: ERICA GOEBEL/ROBERTA TINAJERO
COMMUNICATIONS

FOR IMMEDIATE RELEASE

EXCLUSIVE TO: PRESS TELEGRAM

CONSTRUCTION UPDATES FOR METRO BLUE LINE (January 11 - January 18, 1990)

Pacific

In process of track-laying in center of street from 9th through 4th.

Demolition of westside sidewalk between 4th and 1st streets.

Completing sidewalk, curb and gutter to 5th Street.

1st Street

Installation of trackbed is beginning between Long Beach Blvd. and Pine Ave.

Installation of bus shelters continues.

Continuing construction of upper structure for station between Pine and Pacific avenues.

Long Beach Blvd.

This weekend (Friday, January 12, 8:00 p.m., through Sunday, January 14, 6:00 p.m.)

Long Beach Blvd. will be closed between 4th and 6th streets so that new crosswalks can be installed at 5th and 4th street crossings.

(MORE)

CONSTRUCTION UPDATES FOR METRO BLUE LINE
January 10, 1990/Page 2

Long Beach Blvd.

Continuing

Track work completed to 6th Street.

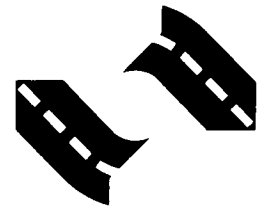
Track installation will continue from 6th Street to 1st Street.

Two stations under construction in center of street, one between 5th and 6th streets, and one between 1st and Broadway streets.

Sidewalks being completed on east side between 3rd and 1st streets.

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NEWS



LACTC

LOS ANGELES COUNTY TRANSPORTATION COMMISSION 403 West 8th St., Suite 500, Los Angeles, CA 90014 (213) 626-0370

JANUARY 17, 1990

CONTACT: ERICA GOEBEL/CLARA POTES
COMMUNICATIONS

FOR IMMEDIATE RELEASE

EXCLUSIVE TO: PRESS TELEGRAM

CONSTRUCTION UPDATES FOR METRO BLUE LINE (January 18 - January 25, 1990)

8th Street

Pavements are finished from Pacific through Long Beach Boulevard.

Long Beach Boulevard

Track work is completed to Broadway.

Track installation will continue from Broadway to 1st Street.

Two stations are under construction in center of street, between 5th and 6th streets, and one between 1st and Broadway streets.

Sidewalks are being completed on east side between 3rd and 1st streets.

Broadway and Long Beach Boulevard intersection will be closed Friday, January 19, 9:00 p.m. through Sunday, January 21, 6:00 p.m., for new crosswalk and track crossing.

(MORE)

PRESS TELEGRAM -- CONSTRUCTION UPDATE
January 17, 1990/Page 2

1st Street

Track work will be installed between Pine and Pacific avenues.

Installation of trackbed continues between Long Beach Boulevard and Pine Avenue.

Installation of bus shelters continues.

Construction continues on upper structure for station between Pine and Pacific avenues.

Pacific

Track-laying continues in center of street from 9th through 4th streets.

Demolition of westside sidewalk occurs between 4th and 1st streets.

Eastside sidewalk is near completion between 4th and 1st streets.

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NEWS



LOS ANGELES COUNTY TRANSPORTATION COMMISSION 403 West 8th St., Suite 500, Los Angeles, CA 90014 (213) 626-0370

JANUARY 24, 1990

CONTACT: ERICA GOEBEL/ROBERTA TINAJERO
COMMUNICATIONS

FOR IMMEDIATE RELEASE

EDELMAN BECOMES NEW LACTC CHAIR

Los Angeles County Supervisor Edmund D. Edelman is the 1990 chair of the Los Angeles County Transportation Commission, replacing Santa Monica Councilmember Christine Reed, who will remain active as a Commission member. Edelman served as vice-chair during 1989, and automatically assumed the role of chair at the January 24 meeting.

In a Commission election, Long Beach City Councilman Ray Grabinski became vice-chair.

All five county supervisors serve on the 11-member commission. Edelman has represented the county's third district since 1974, henceforth holding a seat on the Transportation Commission since its inception in 1976. He served as LACTC chairman in 1982. Looking to the year ahead, Edelman sees several major accomplishments happening during his term.

"As chairman, my principle concerns will include searching for ways to reduce the friction between LACTC and RTD; minimizing traffic congestion and delay; and increasing community involvement in transportation projects," said Edelman.

(MORE)

LACTC NEW CHAIR

January 24, 1990/Page 2

Chairman Edelman also is planning to make LACTC a leader in support of the State Constitutional Amendment-1 (SCA-1) funding package on the June statewide ballot. "This is easily the most important transportation measure in a decade, and we must make sure the people of L.A. County know the facts regarding this vital legislation.

"The impact of the failure of SCA-1 and its accompanying legislation will be profound. Major projects throughout the region would come to an abrupt end. The Century Freeway project would face a \$500 million funding shortfall; the Harbor Freeway Transitway project would lose a similar amount; and the San Diego Freeway high-occupancy lane would lose \$12 million. The State's contribution to Metro Rail would be cut, and all told, Los Angeles County would lose over \$120 million for Metro Rail funding over the next three years," said Edelman.

The SCA-1 package will provide \$18.5 billion over the next 10 years for roads, rail, soundwalls and environmental enhancements. "We cannot stress strongly enough how vital this measure is to our region's transportation future," he stated.

Edelman is serving his fourth term as a county supervisor and will be up for re-election this year. LACTC is governed by the five L.A. county supervisors, the mayor of Los Angeles, two members appointed by the mayor--a member of the L.A. City Council, and traditionally, a private citizen, a member of the Long Beach City Council, two city council members appointed by the L.A. County City Selection Committee to represent the other 84 cities in the county (in addition to Long Beach and Los Angeles).

NEWS



LOS ANGELES COUNTY TRANSPORTATION COMMISSION 403 West 8th St., Suite 500, Los Angeles, CA 90014 (213) 626-0370

JANUARY 24, 1990

CONTACT: ERICA GOEBEL/ROBERTA TINAJERO
COMMUNICATIONS

FOR IMMEDIATE RELEASE

LONG BEACH COUNCILMAN GRABINSKI BECOMES NEW LACTC VICE-CHAIR

Long Beach City Councilman Ray Grabinski has been named as the 1990 vice-chair of the Los Angeles County Transportation Commission (LACTC). Los Angeles County Supervisor Edmund D. Edelman, who served as vice-chair during 1989 is the 1990 chair of the LACTC. Traditionally, the vice-chair automatically assumes the role of chair in the following year.

The 11-member commission unanimously voted for Grabinski to fill the vice-chair seat.

Grabinski was elected to the Long Beach City Council in June, 1986 and was appointed to serve on the Transportation Commission in August 1988 by the city council.

Grabinski also serves on the interim board of the Rail Construction Corporation, a subsidiary of the LACTC that directs the design and construction of all rail transit projects in Los Angeles County.

(MORE)

LONG BEACH COUNCILMAN GRABINSKI

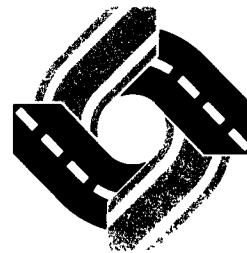
January 24, 1990/Page 2

LACTC is governed by the five L.A. county supervisors, the mayor of Los Angeles, two members appointed by the mayor--a member of the L.A. City Council, and traditionally, a private citizen, a member of the Long Beach City Council, and two city council members appointed by the L.A. County City Selection Committee to represent the other 84 cities in the county (in addition to Long Beach and Los Angeles).

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NEWS

Loop



LACTC

LOS ANGELES COUNTY TRANSPORTATION COMMISSION 403 West 8th St., Suite 500, Los Angeles, CA 90014 (213) 626-0370

JANUARY 24, 1990

CONTACT: ERICA GOEBEL/CLARA POTES
COMMUNICATIONS

FOR IMMEDIATE RELEASE

RAIL CONSTRUCTION AHEAD OF SCHEDULE IN DOWNTOWN LONG BEACH

Track laying, street repaving and sidewalk reconstruction will be finished earlier than expected in the rail-transit "loop" of Downtown Long Beach.

The Los Angeles County Transportation Commission --the agency in charge of designing and constructing the Metro Blue Line-- has put the construction of the Long Beach "loop" under a new accelerated schedule.

The decision allows the completion of the "loop" of the 22-mile rail transit line three months ahead of schedule. Originally the "loop" was scheduled to be finished by December 1990. The delay was due to the City of Long Beach requesting the loop configuration after the design of the rest of the line had been finalized.

The change approved today at LACTC's regular board meeting provides \$269,000 for acceleration costs and allows train service to open on the "loop" by early September 1990.

(MORE)

RAIL CONSTRUCTION IN DOWNTOWN LONG BEACH

January 24, 1990/Page 2

"The early completion of the loop will be significantly beneficial for the Long Beach business community. It will improve downtown traffic conditions for vehicles and pedestrians," said LACTC's Commissioner Ray Grabinski.

The one-way rail transit "loop" encircles downtown Long Beach beginning at the intersection of Long Beach Boulevard and Eighth Street, where the double track line becomes a single set of tracks. It runs south on Long Beach Boulevard to First Street, west on First Street to Pacific Avenue, north on Pacific Avenue to Eighth Street, and east on Eighth to Long Beach Boulevard, where it turns north.

Four stations will serve the "loop" a district populated by offices, shopping, businesses, hotels, the Civic Center and the new World Trade Center.

After the "loop" is finished, streets will have the same number of traffic lanes as they had before. The southbound bus lane on Long Beach Boulevard below Seventh Street will be eliminated.

In addition to placing tracks, the rail "loop" includes the construction of stations, removal and replacement of bus shelters, installation of utility lines underground, reconstruction of sidewalks and driveways, repaving of streets, new mercury lights, parking meters, and mail boxes. Landscaping will be installed under a follow-up contract.

The Blue Line connecting Long Beach to Los Angeles will open in July. This is the first leg of the 150-mile rail-transit system to be known as "The Los Angeles Metro."

The project costs \$752 million, paid entirely from Los Angeles County's local Proposition A sales tax.

NEWS



LOS ANGELES COUNTY TRANSPORTATION COMMISSION 403 West 8th St., Suite 500, Los Angeles, CA 90014 (213) 626-0370

JANUARY 25, 1990

CONTACT: ERICA GOEBEL/ROBERTA TINAJERO
COMMUNICATIONS

FOR IMMEDIATE RELEASE

EARLY STUDY ON METRO RAIL EXTENSION APPROVED BY LACTC

The Los Angeles County Transportation Commission (LACTC) today approved a preliminary report on a future extension of the Metro Red Line subway project along a central east-west corridor. The extension would head west from the Red Line's Wilshire/Western station through mid-Wilshire to the westside, and east from Union Station to East L.A., and southeast areas. The study, called a system planning report, is the first step in meeting federal guidelines for approval of a project of this magnitude.

The goal of the study is to demonstrate to the Urban Mass Transportation Administration (UMTA) that there are at least 15,000 current riders along a central east-west rail corridor. The estimate of current patronage ranges between 85,000 to 102,000 based on two ridership models.

"The report concludes that the subway extension supports the goals of the county's Air Quality Management Plan and Regional Mobility Plan to encourage transit use, link centers of growth, and reduce the emission of air pollutants by motor vehicles," said Mike Lewis, LACTC's Transit Committee chairman.

(MORE)

METRO RAIL EXTENSION STUDY

January 25, 1990/Page 2

UMTA will need to approve the system planning report, as well as a study-in-progress on the extension's cost effectiveness and future ridership, before consenting to the next steps--an alternative analysis that involves public participation in selecting routes to be studied, and a draft environmental impact study. Final design and construction on the Metro Red Line extensions could begin in late 1995. Rail service along the extensions could open by the year 2003.

"The Commission's action reflects the desire to move Metro Rail both east and west. I represent communities which are extremely transit-dependent and thus very pleased with this action. It demonstrates that we want to meet the travel needs of all the neighborhoods along the proposed extension," said Richard Alatorre, LACTC commissioner.

The Southern California Association of Governments compiled the report at the request of the LACTC. A system planning study is typically performed by the metropolitan planning organization for a region. The \$72,500 cost of the study came from SCAG's budget.

The first 4.4 miles of the Metro Red Line in downtown Los Angeles will open in 1994. The second phase of the subway, from Wilshire/Alvarado to Wilshire/Western and Hollywood/Vine is set to open in 1998.

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LOS ANGELES COUNTY TRANSPORTATION COMMISSION 403 West 8th St., Suite 500, Los Angeles, CA 90014 (213) 626-0370

JANUARY 26, 1990

CONTACT: ERICA GOEBEL/CLARA POTES
COMMUNICATIONS

FOR IMMEDIATE RELEASE

EXCLUSIVE TO: PRESS TELEGRAM

CONSTRUCTION UPDATES FOR METRO BLUE LINE (January 29 - February 5, 1990)

Long Beach Boulevard

Track work is completed to 1st Street.

Two stations are under construction in center of street, between 5th and 6th streets, and one between 1st and Broadway streets.

Sidewalks are being completed on east side between 3rd and 1st streets.

1st Street and Long Beach Boulevard intersection will be closed Friday, February 2, 9:00 p.m. through Sunday, February 4, 6:00 p.m., for new crosswalk and track crossing.

Handicapped curb ramps at all corners are being installed between 7th and 1st streets.

1st Street

Tracks are being installed between Pine and Pacific avenues.

(MORE)

PRESS TELEGRAM -- CONSTRUCTION UPDATE
January 26, 1990/Page 2

1st Street (Cont.)

Curb and gutter will be poured at corner of 1st Street and Pacific Avenue.

Installation of bus shelters continues.

Construction continues on upper structure for station between Pine Street and Pacific Avenue.

The intersection of Pine and 1st streets will be closed Monday, January 29, 8:00 p.m. until Tuesday, January 30, 6:00 a.m., and Tuesday, January 30, 8:00 p.m. until Wednesday, January 31, 6:00 a.m. for track installation.

Pacific

Track-laying continues in center of street from 9th through 4th streets.

Demolition of westside sidewalk has occurred between 4th and 1st streets. Curbs and gutters will be poured followed by catenary pole foundations.

Eastside sidewalk is near completion between 4th and 1st streets.

Station canopy construction begins between 4th and 5th streets will begin construction.

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JANUARY 26, 1990

CONTACT: ERICA GOEBEL/CLARA POTES
COMMUNICATIONS

FOR IMMEDIATE RELEASE

LACTC APPROVES START-UP BUDGET FOR METRO BLUE LINE

The Los Angeles County Transportation Commission (LACTC) approved today a \$10-million budget for start-up activities of the nearly completed Metro Blue Line.

The budget corresponding to fiscal year 1990 (July '89 through June '90) provides for the hiring of operators and supervisors, training, security, vehicle maintenance, and facilities maintenance.

The Southern California Rapid Transit District (RTD), operator of the Metro Blue Line, has been hiring staff during the last six months. Since then, a training and emergency preparedness program has been in operation. These activities are intended to familiarize the staff with the system and be ready to serve the public.

"In six months we will be ready to start Blue Line rail service," said Art Leahy, RTD's assistant general manager for operations. "We will provide safe, reliable and comfortable service. We will work closely with the LACTC before and after

(MORE)

LACTC APPROVES START-UP BUDGET FOR METRO BLUE LINE
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the service starts to make any service adjustment that may be required."

LACTC also approved a report of estimated cost of Blue Line operations and maintenance for the next two years. The study estimates \$17.3 million for fiscal year 1991 and \$19.4 million for 1992.

"There was a lot of negotiations that went into this budget which laid the groundwork for future budgets. Our next step is to reach an agreement, between the two agencies, for the fiscal year 1991 operations and maintenance budget," said LACTC's commissioner Jacki Bacharach. The 1991 budget will be approved before July 1990.

The report, prepared by Maurice Carter and Associates, Martin L. Padron and Associates and Transcal, will be utilized by LACTC as a guide to negotiate funding agreements for each year.

The Metro Blue Line will begin operations mid-July this year, with train service between Long Beach and Los Angeles.

LACTC, through its Rail Construction Corporation, is responsible for designing and constructing the 150-mile Los Angeles County rail transit system. RTD is responsible for operating the system.

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LOS ANGELES COUNTY TRANSPORTATION COMMISSION 403 West 8th St., Suite 500, Los Angeles, CA 90014 (213) 626-0370

JANUARY 30, 1990

CONTACT: ERICA GOEBEL/ROBERTA TINAJERO
COMMUNICATIONS

FOR IMMEDIATE RELEASE

LACTC'S A-R-T PROGRAM RECEIVES \$40,000 GRANT

The Art for Rail Transit (A-R-T) program of the Los Angeles County Transportation Commission will receive a \$40,000 grant from Pacific Enterprises to help fund a major art work for the Metro Blue Line. The proposed work, which would take the form of a light sculpture for the Flower Street Tunnel, will be commissioned through a national competition to be announced in March. The grant will be presented by Pacific Enterprises Chairman of the Board and Chief Executive Officer James R. Ukropina at the regular LACTC commission meeting Wednesday, February 28, 1990 at 1:30 p.m., at Hall of Administration Board Hearing Room, 200 W. Temple St., Los Angeles.

"Pacific Enterprises is to be commended for its generosity and leadership in supporting the creation of innovative public art in the downtown area," said LACTC chair Ed Edelman in announcing the award. "The transit system is a significant element in the urban landscape. By helping with its enhancement, Pacific Enterprises is making a significant contribution to the quality of life in Los Angeles."

(MORE)

LACTC'S A-R-T PROGRAM RECEIVES \$40,000 GRANT
January 30, 1990/Page 2

The Metro Blue Line, which will connect downtown Long Beach to downtown Los Angeles with service beginning in mid July of this year, runs above ground except for a short stretch of tunnel under Flower Street, from Twelfth Street to the station at Seventh Street, which connects with the Metro Red Line (subway). The tunnel is a significant feature of the Blue Line, a portal marking the entrance to the heart of Los Angeles.

Pacific Enterprises is pleased to make this contribution to enhance a project so vital to our city's future," said Ukropina. "We think it is important that businesses in Los Angeles try to give back a little something to the community that supports them."

The LACTC A-R-T program will sponsor a national competition to select an artist to create a permanent installation for the tunnel. Artists will be asked to submit proposals for the site which incorporate light and/or reflective materials. The competition represents a special opportunity for artists, who will be designing work for a site which presents unusual challenges, not least of which is creating an installation designed for a moving audience.

Pacific Enterprises is the first corporation to participate in LACTC's A-R-T program, which is funded by a set-aside of one half of one percent of construction costs for the project.

Pacific Enterprises is a Los Angeles-based holding company that owns Southern California Gas Co., the nation's largest natural gas distribution utility. It also owns Thrifty Corp., a leading drug store and sporting goods chain retailer, and Pacific Enterprises Oil Co., an oil and gas exploration and production company headquartered in Dallas, Texas.

(MORE)

LACTC'S A-R-T PROGRAM RECEIVES \$40,000 GRANT
January 30, 1990/Page 3

Along with other responsibilities, LACTC was granted authority for rail transit development in L.A. County when it was created by the state legislature in 1976. LACTC began building the Long Beach to Los Angeles Metro Blue Line in October 1985; it is scheduled to begin operating in July 1990. The project passed the 90 percent completion point in December; its \$752 million cost is being paid for entirely by L.A. County's half-cent sales tax dedicated to public transit.

Two other lines of the planned countywide rail system are also being built now: the twenty-mile Metro Green Line from Norwalk to El Segundo and the first four miles of the Metro Red Line subway. LACTC plans to build another 104 miles of the system over the next twenty-five years.

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LOS ANGELES COUNTY TRANSPORTATION COMMISSION 403 West 8th St., Suite 500, Los Angeles, CA 90014 (213) 626-0370

FEBRUARY 5, 1990

CONTACT: ERICA GOEBEL/ROBERTA TINAJERO
COMMUNICATIONS

FOR IMMEDIATE RELEASE

EXCLUSIVE TO: PASSENGER TRANSPORT

LACTC APPOINTS DIRECTOR OF RAIL ACTIVATION

Recognizing the importance for a successful July start-up of the Long Beach to Los Angeles Metro Blue Line, the Los Angeles County Transportation Commission (LACTC) recently appointed Norm Jester as Director of Rail Activation.

Between now and the July 1990 opening of the Blue Line, Jester, previously Manager of Rail Systems Engineering with the LACTC, will be responsible for all elements of rail completion and start-up. Jester will also oversee the transition of the Metro Blue Line to the Southern California Rapid Transit District for operations.

"My job now," says Jester, "is to focus on all actions necessary to ensure a successful, safe and on-schedule start-up of the 22-mile line.

For 20 years, Jester has been involved in day-to-day operations, management and engineering of rail systems, including work as a

(MORE)

LACTC APPOINTS DIRECTOR OF RAIL ACTIVATION
February 5, 1990/Page 2

consultant in design of several rail transit systems. Jester was previously with PATCO, which operates a highly successful rail line from Philadelphia. Working for NFTA he was involved in the planning and design of Buffalo's light rail system. As a consultant for seven years, Jester was also involved in planning, design, construction, testing and start-up of Miami's rapid transit system.

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NEWS



LACTC

LOS ANGELES COUNTY TRANSPORTATION COMMISSION 403 West 8th St., Suite 500, Los Angeles, CA 90014 (213) 626-0370

FEBRUARY 5, 1990

CONTACT: ERICA GOEBEL/ROBERTA TINAJERO
COMMUNICATIONS

FOR IMMEDIATE RELEASE

EXCLUSIVE TO: PASSENGER TRANSPORT

LACTC'S RAIL CONSTRUCTION CORPORATION APPOINTS 2 V.P.S, MANAGER

The Los Angeles County Transportation Commission (LACTC) has appointed Jeff Christiansen as vice president of program management and control and Joel J. Sandberg as vice president of systems engineering for its new subsidiary, the Rail Construction Corporation. Don Stiner has been named manager of program control.

In his new role, Christiansen is responsible for management, cost control, schedule control, and estimating on the Metro Blue Line (Long Beach to Los Angeles), the two phases of the Metro Red Line (the downtown subway that will eventually extend to North Hollywood), the Metro Green Line (Norwalk to El Segundo) and all other rail transit projects in L.A. County.

For the past 9 years, Christiansen served as the director of program control with the Southern California Rapid Transit District (RTD). Prior to that, he was manager of planning for WED Enterprises of Glendale, CA. and a programs and planning officer in the United States Air Force. He holds a B.S. in business administration and

(MORE)

LACTC RAIL CONSTRUCTION CORPORATION
February 5, 1990/Page 2

economics and a M.S. in systems management from the University of Southern California. He recently retired from the United States Air Force after 22 years of service as a reserve Lt. Colonel.

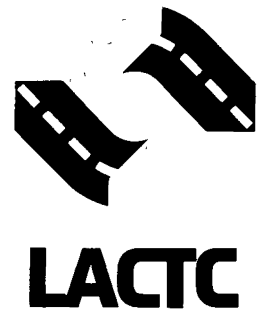
Sandberg will assume a senior management role in the design and deployment of the systemwide elements of the entire Los Angeles County regional rail transit network. Sanberg has assumed the position of project manager with full project responsibility for the entire \$1.4 billion second phase of the Metro Red Line. Sandberg has 20 years of transportation planning and engineering experience, preceded by five years as a mechanical engineer in the aerospace and computer industries. He was the director of systems design and analysis with the RTD prior to his appointment to LACTC's rail corporation.

He holds a B.S. in mechanical engineering from the University of Texas at Austin and an M.S. in transportation engineering from the University of California, Berkeley.

Stiner has been with the LACTC since 1985. In his new role as manager of program control, his duties include cost estimating and control, cash flow analysis, critical path scheduling, and cost forecasting for all rail lines planned for L.A. County. His previous title was engineering cost administrator.

He has more than 20 years experience in the construction and manufacturing industries, in both the public and private sectors. He has worked with Aminoil, Inc., Flour Engineers and Constructors, Inc., and Beckman Instruments. Stiner is the president of the local branch of the American Association of Cost Engineers. He holds a B.S. in construction engineering and is a certified cost engineer.

NEWS



LOS ANGELES COUNTY TRANSPORTATION COMMISSION 403 West 8th St., Suite 500, Los Angeles, CA 90014 (213) 626-0370

FEBRUARY 6, 1990

CONTACT: ERICA GOEBEL/CLARA POTES
COMMUNICATIONS

FOR IMMEDIATE RELEASE

LONG BEACH-LOS ANGELES RAIL TRANSIT PROJECT RECEIVES AWARD

The head of rail design and construction at the Los Angeles County Transportation Commission (LACTC), has won the **"ENGINEERING PROJECT ACHIEVEMENT AWARD - 1990,"** for the Long Beach-Los Angeles Rail Transit Project, scheduled to open in July.

The award--one of the highest that the engineering community can bestow on an individual--was granted to Edward McSpedon, acting president and CEO of the Rail Construction Corporation (RCC), a subsidiary of LACTC, responsible for rail design and construction in Los Angeles County.

McSpedon was unanimously nominated by the Board of Directors of the Institute for the Advancement of Engineering (IAE), the organization presenting the award.

IAE is a 22-year-old Southern California organization representing more than 160,000 engineers and scientists.

(MORE)

BLUE LINE RECEIVES AWARD
February 6, 1990/Page 2

The Long Beach-Los Angeles rail project, known as the Metro Blue Line, will be the first operating segment of the 150-mile system to be built in Los Angeles County.

The 22-mile Metro Blue Line introduces a number of modern technical features used for the first time in a rail-transit system, and combines them with technology already in use in other rail systems.

"The Metro Blue Line starts solving the transportation problems in Los Angeles and marks the beginning of a new rail transportation era, after 29 years of not having any rail service in the area," said Chuck Rendall, IAE president elect. "This is an example of an outstanding project, completed on time and on budget."

"The IAE award is a recognition for years of hard work by LACTC staff and consultants," LACTC's McSpedon said. "We all worked together to design and build a system that we expect to be a model of efficiency, safety and comfort."

The IAE Honors and Award banquet will be held on February 23. The event marks the culmination of the National Engineering Week, with the theme "Engineers-Turning ideas Into Reality."

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NEWS



LOS ANGELES COUNTY TRANSPORTATION COMMISSION 403 West 8th St., Suite 500, Los Angeles, CA 90014 (213) 626-0370

FEBRUARY 7, 1990

CONTACT: CLARA POTES/ERICA GOEBEL
COMMUNICATIONS

FOR IMMEDIATE RELEASE

METRO BLUE LINE RECEIVES AWARD

The head of rail design and construction at the Los Angeles County Transportation Commission (LACTC) has won the **"ENGINEERING PROJECT ACHIEVEMENT AWARD - 1990,"** for the Long Beach-Los Angeles Rail Transit Project, scheduled to open in July of this year.

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The Long Beach-Los Angeles rail transit project, known as the Metro Blue Line, will be the first operating segment of the 150-mile system under construction in Los Angeles County.

(MORE)

METRO BLUE LINE RECEIVES AWARD

February 7, 1990/Page 2

The 22-mile Metro Blue Line introduces a number of modern technical features used for the first time in a rail-transit system, and combines them with technology already in use in other rail systems.

Some of the technologies used on this light rail line include:

- * High-Level Platforms: The Metro Blue line is the first and only light rail system in the country which enables passengers to board the rail cars at the same level as the station platforms. High-level platforms speed the boarding process thereby reducing run times, increasing average system speed and improving schedule reliability. Level boarding also reduces the potential for injuries related to climbing up and down steps. Passengers can board and depart from the train faster, and wheelchair users will not need lift mechanisms.

- * Chopper Propulsion System: Each rail car has a solid-state propulsion control system known as "chopper." It allows smooth acceleration and braking. The "chopper" propulsion system also permits the return of energy back to the power system during deceleration, thereby reducing energy consumption.

- * SCADA (Supervisory Control and Data Acquisition) System: A computerized control and monitoring system, known as SCADA, allows the control room operator to oversee all aspects of train operations, safety and security from one single location.

The Blue Line is the country's first rail-transit system to use software driven rear-projection video to provide operations and security information to the system's supervisors. From a Central Control Facility, the operator can identify and diagnose problems and take appropriate actions to compensate for mechanical or electrical malfunctions without any perceptible disruption in service to the rider.

(MORE)

METRO BLUE LINE RECEIVES AWARD

February 7, 1990/Page 3

* **Fiber Optic Communications System:** The Metro Blue Line will employ a fiber optic transmission system to carry all rail system communications information. The glass fibers used in these cables can carry many times more information and do so more economically than similar sized copper wires.

* **Fare Vending Machines:** The Metro Blue Line has self service ticket vending machines similar to those in operation in other new light rail systems. However, instead of using printed instructions, the Blue Line machines will prompt the user via a video (CRT) screen. The system, similar to the automated teller machines used by banks, has the capability of communicating with passengers in multiple languages.

"The Metro Blue Line starts solving the transportation problems in Los Angeles and marks the beginning of a new rail transportation era, after 29 years without rail transit service in the area," said Chuck Rendall, IAE president elect. "This is an outstanding project, completed on time and on budget."

LACTC's McSpedon said, "The IAE award is a recognition for years of hard work by LACTC staff and consultants. We all worked together to design and build a system that we expect to be a model of efficiency, safety and comfort."

The IAE Honors and Award banquet, on February 23, marks the culmination of National Engineering Week, with the theme "Engineers Turning Ideas Into Reality."

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NEWS



LOS ANGELES COUNTY TRANSPORTATION COMMISSION 403 West 8th St., Suite 500, Los Angeles, CA 90014 (213) 626-0370

FEBRUARY 8, 1990

CONTACT: CLARA POTES/ERICA GOEBEL
COMMUNICATIONS

FOR IMMEDIATE RELEASE

NEW BOARD MEMBERS JOIN RAIL CORPORATION

The first two board members of the newly created Rail Construction Corporation (RCC), a subsidiary of the Los Angeles County Transportation Commission (LACTC), have been appointed by the RTD.

Robert E. Kruse, a Glendale resident, president of Kruse Construction, located in Sun Valley, and James T. Pott, a Long Beach resident, proprietor of James Pott & Co., a development consultant, were chosen unanimously by the 11-member RTD board Thursday.

Kruse Construction Corporation has built heavy construction projects valued more than \$100 million, including the Oakland Wye for the Bay Area Rapid Transit District (BART). The firm has also built two stations with connecting tunnels for the Metropolitan Transit Authority in Washington, D.C.

Pott was director of Santa Clara County Transportation Agency and director of public works and city engineer for the City of Long Beach. In the private sector, he has worked in business

(MORE)

NEW BOARD MEMBERS JOIN RAIL CORPORATION

February 8, 1990/Page 2

development and managed transportation consultation projects.

"I welcome the opportunity to work with Mr. Kruse and Mr. Pott in their new roles as board members of the Rail Construction Corporation," said County Supervisor and LACTC Chairman Ed Edelman said. "It is clear from their business, engineering, and government contracting and consulting backgrounds that they have much to contribute, and rail transportation in Los Angeles County has much to benefit by their participation."

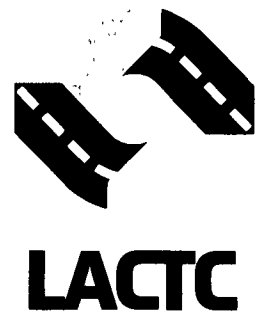
LACTC's Rail Construction Corporation (RCC) is responsible for designing and constructing all rail projects in Los Angeles County. The directors of the non-profit corporation are private citizens--three appointed by the RTD and three by LACTC. A seventh member will be selected by these six representatives. RCC directors will report to LACTC.

The RCC is completing the construction of the 22-mile Metro Blue Line (Long Beach-Los Angeles), which is scheduled to open in July of this year.

Other projects in progress include: (a) the first segment of the Metro Red Line--4.4 miles from Union Station to the corner of Wilshire and Alvarado; (b) the second segment of the Metro Red Line--6.8 miles from Wilshire/Alvarado to Wilshire/Western and to Hollywood/Vine; and (c) the Metro Green Line--22 miles from Norwalk to El Segundo.

Also under study are future rail lines in the San Fernando Valley, Pasadena to Los Angeles, and an extension of the Green Line to Marina Del Rey. In total, the LACTC is building 150 miles of rail transit, using funds approved by Proposition A, a measure approved by L.A. County voters in 1980 to levy a half-cent sales tax.

NEWS



LOS ANGELES COUNTY TRANSPORTATION COMMISSION 403 West 8th St., Suite 500, Los Angeles, CA 90014 (213) 626-0370

FEBRUARY 9, 1990

CONTACT: ERICA GOEBEL/ROBERTA TINAJERO
COMMUNICATIONS

FOR IMMEDIATE RELEASE

LACTC ANNOUNCES SELECTION OF ARTISTS

The Los Angeles County Transportation Commission (LACTC), recently appointed the first five artists to participate in its Art for Rail Transit (A-R-T) program. The artists--Carl Cheng, Charles Dickson, Daniel Martinez, Renee Petropoulos, and Richard Turner--are working with architects from the firm of Escudero/Fribourg on the final design of the five stations at the western-most end of the Metro Green Line, which runs east along the right of way of the new I-105 freeway, and which is scheduled for completion in 1994.

"LACTC is committed to including art in the construction of the new rail transit system," said Commission Chair Ed Edelman. "We believe it will build neighborhood pride in the rail lines, add to the passengers' enjoyment of the system, and give each station a specific identity. By bringing in these artists at the design stage for these stations, we give them maximum opportunity and flexibility in their work."

The artists were chosen in a competition open to artists from throughout California. They and the architects will work together as a team to integrate art into the over-all design of the stations.

Though the artists are diverse in background and experience, they are excited about the outcome of their first few weeks of work with

(MORE)

LACTC ANNOUNCES SELECTION OF ARTISTS

February 9, 1990/Page 2

architects Art Fribourg and Gary Hartnett. "This approach has already yielded very positive results in terms of the level of cooperation between all the members of the design team," said program administrator Jessica Cusick. "The cross-pollination of ideas and methods will result in more innovative solutions than any one of these very creative people might have come up with on their own."

An important feature of LACTC's A-R-T program is its provision for community involvement. For each group of stations on the rail system, community Advisory Groups have been or are being formed to develop information which the members feel is important for the artists to consider in creating their works. Such factors as local history and cultural resources, and the ethnic composition of the area, will be included on a community profile generated by each Advisory Group.

"Community involvement is an important feature of the A-R-T program," said LACTC Executive Director Neil Peterson. "The Advisory Groups provide a mechanism for local residents and members of the business community to let the artists know about their interests and concerns. The artists and architects, in turn, can use this information in their efforts to provide each station with a unique character."

The five artists were selected by an Art Panel comprised of James V. Burks, Director of the William Grant Still Cultural Arts Center in Los Angeles; Maria Louisa de Herrera, Coordinator, Art in Public Places, Santa Barbara Arts Commission; Elizabeth Kennedy, public art consultant and El Segundo resident; Marc Palley, artist; and Stephen Woolley, architect and representative of the community Advisory Group.

The artists and architects will work together over the next three months to complete their designs in offices near the station sites, donated to the A-R-T program by the Continental Development Corporation of El Segundo.

(MORE)

LACTC ANNOUNCES SELECTION OF ARTISTS
February 9, 1990/Page 3

LACTC was given responsibility for rail transit in Los Angeles County when it was created by the State Legislature in 1976. In addition to the Metro Green Line, currently under construction are the Metro Blue Line, running from downtown Los Angeles to downtown Long Beach and scheduled for completion in mid July of this year, and the Metro Rail Red Line subway, running from Union Station to Wilshire and Alvarado St. and scheduled for completion in 1994. All stations on the new rail system will have art works included in their final design.

The Artists

Selected as the first recipients of commissions in LACTC's A-R-T program were the following five artists.

Carl Cheng's sculpture, installations, and public art works are respected throughout this country and abroad. He is the recipient of two NEA Visual Art Sculpture Grants and numerous other awards. His work was included in the recent traveling group exhibition Forty Years of California Assemblage, organized by the Wright Galleries at UCLA, and he was recently artist-in-residence at Capp Street in San Francisco. Cheng is known to many visitors to Santa Monica beaches for his Santa Monica Art Tool, funded by the Santa Monica Percent-for-Art program and the NEA, which prints Walk on L.A. in the sand. Cheng is a resident of Santa Monica.

Charles Dickson has received numerous awards and commissions for sculpture in various media. He has been a guest instructor at the California Museum of Afro-American History and Culture and the City of Los Angeles Adult Art Center at Barnsdall Park. His work has been included in numerous public and private art collections, and he participated most recently in Myth and Mystery, a three-person exhibition at L.A. Art Core, and 1960s Second Generation at the

(MORE)

LACTC ANNOUNCES SELECTION OF ARTISTS

February 9, 1990/Page 4

California State University, Northridge Art Gallery/South Gallery.
Dickson is a resident of Compton.

Daniel Martinez specializes in site specific works and public art. Recent works include Don't Bite the Hand That Feeds You, commissioned by Patrick Media Group and L.A.C.E (Los Angeles Contemporary Exhibitions), a 20-by-48-foot painting that toured Los Angeles for four months, and Eagles Don't Catch Flies, a site-specific installation at the Security Pacific Corporation's Gallery at the Plaza in Los Angeles. Martinez is the recipient of a 1989 NEA Individual Artist Fellowship and many other awards, and has taught art at many colleges and universities throughout Southern California. Martinez lives in Los Angeles.

Renee Petropoulos is a painter whose installations and murals have been seen throughout Southern California. Recent public art works and commissions include a ceiling painting and adjacent walls for the circulation desk area at the Los Angeles Public Library; Unholy Alliance, a painted installation included in the Excavations exhibition at the Otis Art Institute; and Bridge, a mural for L.A.C.E. Her most recent solo exhibition was Set Free to Roam the World at the Rosamund Felson Gallery, Los Angeles. Petropoulos lives in Los Angeles.

Richard Turner has been involved in numerous public art projects throughout the West. Current works in progress include a floodwall and gates, in collaboration with Marilyn Zwak and the Army Corps of Engineers in Clifton, Arizona; Market Square Park, a collaboration with several other artists in Houston, Texas; and Deck Park, in collaboration with Jonathan Davis of Howard, Needles, Tammen and Bergendoff, in Phoenix, Arizona. His Memory's Vault was recently completed in Townsend, Washington, and his A Garden of Voices, a collaboration with Doug Hollis, was installed in MacArthur Park in 1986. Turner's most recent solo exhibition was Saigon, California, at the USC Atelier Gallery in Santa Monica.

NEWS



LOS ANGELES COUNTY TRANSPORTATION COMMISSION 403 West 8th St., Suite 500, Los Angeles, CA 90014 (213) 626-0370

FEBRUARY 9, 1990

CONTACT: CLARA POTES/ERICA GOEBEL
COMMUNICATIONS

FOR IMMEDIATE RELEASE

EXCLUSIVE TO: PASSENGER TRANSPORT

RAIL CONSTRUCTION CORPORATION

The first two board members of the newly created Rail Construction Corporation (RCC), a subsidiary of the Los Angeles County Transportation Commission (LACTC), have been appointed by the Southern California Rapid Transit District.

Robert E. Kruse, a Glendale resident, president of Kruse Construction, located in Sun Valley, and James T. Pott, a Long Beach resident, proprietor of James Pott & Co., a development consultant, were chosen unanimously by the 11-member RTD board.

LACTC expects to appoint its RCC representatives by the end of February.

The directors of the non-profit corporation are private citizens--three appointed by the RTD and three by LACTC. A seventh member will be selected by these six representatives. RCC directors will report to LACTC.

(MORE)

RAIL CONSTRUCTION CORPORATION

February 9, 1990/Page 2

"Once the RCC board is completely established it will be responsible for making day-to-day management and contractual decisions for all rail construction projects within Los Angeles County," said Neil Peterson, LACTC's executive director.

Through an agreement between LACTC and RTD, the Rail Construction Corporation (RCC) has become responsible for designing and constructing all rail projects in Los Angeles County. And the RTD is responsible for operating the system.

The RCC was activated by LACTC during the summer of 1989 and has been acting under an interim board, whose members are the LACTC's rail construction committee. Ed McSpedon is acting president and chief executive officer of the RCC.

The RTD, builders of the first leg of the Metro Red Line, agreed to join the RCC at its Dec. 23 meeting. The contract between the two transit agencies became effective Feb. 1, 1990.

LACTC will contract with RTD to utilize existing rail staff for the completion of MOS-1 and intends to consolidate LACTC, RCC and SCRTD rail staff into a single organization within a 12-month period.

"I am very pleased that we finally consolidated our responsibilities on the design and construction of the rail projects in the county," LACTC Commissioner Christine Reed said, when the agencies reached the agreement.

"Over the past three years, it became apparent that the division of rail responsibilities between the LACTC and the RTD was duplicative," said RCC Acting Chair Jacki Bacharach.

(MORE)

RAIL CONSTRUCTION CORPORATION

February 9, 1990/Page 3

RCC's projects include (a) the completion of construction of the 22-mile Metro Blue Line (Long Beach-Los Angeles), which is scheduled to open in July of this year; (b) completion of the first segment of the Metro Red Line--4.4 miles from Union Station to the corner of Wilshire and Alvarado; (c) construction of the second segment of the Metro Red Line--6.8 miles from Wilshire/Alvarado to Wilshire/Western and to Hollywood/Vine; and (d) the Metro Green Line--22 miles from Norwalk to El Segundo.

Also under study are future rail lines in the San Fernando Valley, Pasadena to Los Angeles, and an extension of the Green Line to Marina Del Rey. In total, the LACTC is building 150 miles of rail transit, using funds approved by Proposition A, a measure approved by L.A. County voters in 1980 to levy a half-cent sales tax.

The Commission is responsible to the voters to construct a 150-mile rail system in Los Angeles County. This includes managing the construction, funding the principal share of the system and being the grantee of federal dollars.

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NEWS



LOS ANGELES COUNTY TRANSPORTATION COMMISSION 403 West 8th St., Suite 500, Los Angeles, CA 90014 (213) 626-0370

Dist: General
File: arco

FEBRUARY 15, 1990

CONTACT: ERICA GOEBEL/CLARA POTES
COMMUNICATIONS

FOR IMMEDIATE RELEASE

EXCLUSIVE TO: PRESS TELEGRAM

CONSTRUCTION UPDATES FOR METRO BLUE LINE (February 19-26, 1990)

1st Street

Tracks are being installed between Pine and Pacific avenues, including Pacific Avenue intersection. This will involve some lane closures on Pacific for about three weeks.

Installation of bus shelters continues.

Construction continues on upper structure for station between Pine Street and Pacific Avenue.

Pacific Avenue

Westside curbs and gutters between 4th and 1st streets are being poured and will be followed by catenary pole foundations and minor pavings.

Station canopy construction continues between 4th and 5th streets.

(MORE)

CONSTRUCTION UPDATES FOR METRO BLUE LINE
February 15, 1990/Page 2

Long Beach Boulevard

Two stations are under construction in center of street, between 1st and Broadway streets.

Sidewalks are being completed on east side between 3rd and 1st streets.

Handicapped curb ramps at all corners are being installed between 7th and 1st streets.

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NEWS



LOS ANGELES COUNTY TRANSPORTATION COMMISSION 403 West 8th St., Suite 500, Los Angeles, CA 90014 (213) 626-0370

FEBRUARY 15, 1990

CONTACT: ERICA GOEBEL/CLARA POTES
COMMUNICATIONS

FOR IMMEDIATE RELEASE

LACTC'S TRANSIT COMMITTEE MAKES RECOMMENDATIONS ON PASADENA RAIL

The Transit Committee of the Los Angeles County Transportation Commission approved Wednesday the Environmental Impact Report (EIR) for a proposed Pasadena-Los Angeles Rail Transit Project and selected the Highland Park Alternative as the preferred route.

The preferred route for the Pasadena-Los Angeles light rail project could run along the existing Santa Fe Railroad right-of-way between Sierra Madre Villa Avenue in Pasadena and Union Station in Los Angeles.

The Committee also recommended additional analysis of two options of a light rail subway within the downtown Los Angeles portion of the project. Both options (Chinatown alignment and Second Street alignment) would extend the Long Beach-Los Angeles Metro Blue Line from the 7th and Flower station in downtown Los Angeles.

The Transit Committee decisions will be discussed by the Commission on February 28.

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NEWS



LOS ANGELES COUNTY TRANSPORTATION COMMISSION 403 West 8th St., Suite 500, Los Angeles, CA 90014 (213) 626-0370

FEBRUARY 15, 1990

CONTACT: ERICA GOEBEL/ROBERTA TINAJERO
COMMUNICATIONS

FOR IMMEDIATE RELEASE

LACTC'S TRANSIT COMMITTEE MAKES RECOMMENDATIONS ON VALLEY RAIL

The Transit Committee of the Los Angeles County Transportation Commission (LACTC) recommended a preferred rail route alternative for the San Fernando Valley. The Committee suggested that the Commission environmentally certify the final environmental impact report and authorize further study on a subway extension of the Metro Rail Red Line along the Southern Pacific Burbank branch right-of-way from North Hollywood to Sepulveda Boulevard. The issue comes before the entire Commission at its regular meeting set for February 28.

The Committee members deferred discussion to the full Commission on the balance of staff recommended actions which includes a subsequent EIR on a revised aerial alignment on the south side of the Ventura Freeway, possible other subway and light rail routes, and right-of-way protection.

The preferred Burbank Branch alternative is one of 10 that was reviewed in a draft environmental impact report completed late last year. It has the highest predicted daily ridership among the

(MORE)

RECOMMENDATIONS ON VALLEY RAIL
February 15, 1990/Page 2

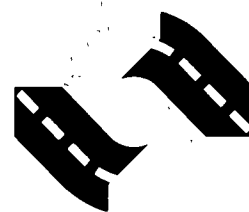
other alternatives of 57,800 passengers and includes subway segments through residential areas and aerial segments in commercial/industrial districts.

The next project development step is to prepare a report that describes in full detail the environmental impacts, the mitigation to be adopted by the LACTC to reduce the impacts, and the agencies responsible for taking the mitigation steps. The report would also identify the unavoidable impacts caused by a rail project, and present a Statement of Overriding Consideration that declares that a rail line can be built despite the impacts and necessary mitigations.

The LACTC is expected to make a final decision on where to build L.A. County's next rail project at its March 28 meeting. Two other routes being considered are an L.A. to Pasadena light rail line and an extension of the Metro Green Line toward Marina del Rey.

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NEWS



LACTC

LOS ANGELES COUNTY TRANSPORTATION COMMISSION 403 West 8th St., Suite 500, Los Angeles, CA 90014 (213) 626-0370

FEBRUARY 20, 1990

CONTACT: CLARA POTES
COMMUNICATIONS

FOR IMMEDIATE RELEASE

LACTC GRANTS CONSTRUCTION SAFETY AWARDS

The Los Angeles County Transportation Commission (LACTC) has granted its 1989 Safety Awards to contractors, consultants and a LACTC staff member for outstanding safety performance on the construction of the Metro Blue Line last year.

Contractors receiving awards were Herzog Construction Corporation, Morrison-Knudsen and Continental-Heller.

Consultants receiving awards were TransCal's resident engineers Henry Fuks and Helmut Schweitzer.

LACTC's Rail Construction Corporation's staff member Kathy Sweet also was honored with an award for developing safety procedures and promoting safety.

The awards were determined by a panel of Senior Transit Insurance Administrators, TransCal and Rail Construction Corporation managers and were based upon commitment, effort, performance and results.

(MORE)

LACTC GRANTS CONSTRUCTION SAFETY AWARDS
February 20, 1990/Page 2

Ed McSpedon, acting president and CEO of the LACTC's Rail Construction Corporation (RCC), said that the criteria for contractor award was a "lost time" and a "days lost" incidence rate of at least 25 percent below the national average for heavy construction.

Also the contractor must have completed or installed at least 30 percent of the work on contracts valued more than \$10 million, or at least 50% on contracts under \$10 million, during 1989.

The criteria used for individual recognition was based on the individual's efforts to go above and beyond their normal responsibilities to promote safety during 1989.

The safety standards of the above contractors and individuals helped LACTC to save more than \$2 million in insurance premiums during 1989.

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NEWS



LOS ANGELES COUNTY TRANSPORTATION COMMISSION 403 West 8th St., Suite 500, Los Angeles, CA 90014 (213) 626-0370

FEBRUARY 22, 1990

CONTACT: ERICA GOEBEL/CLARA POTES
COMMUNICATIONS

FOR IMMEDIATE RELEASE

EXCLUSIVE TO: PRESS TELEGRAM

CONSTRUCTION UPDATES FOR METRO BLUE LINE (February 26 - March 2, 1990)

1st Street

Tracks are ~~being~~ installed between Long Beach Boulevard and Pine.

Installation of bus shelters continues.

Construction continues on upper structure for station between Pine Street and Pacific Avenue.

Pacific Avenue

Tracks are being installed on Pacific Avenue between 4th and 1st streets. This involves some lane closures on Pacific for the next three weeks. *THE CURVE FROM PACIFIC AVE TO 1ST STREET WILL BEGIN INSTALLATION THIS WEEKEND AND CONTINUE FOR 2 WEEKS.* Station canopy construction continues between 4th and 5th streets. *PLATFORM TILES ARE IN PLACE*

(MORE)

CONSTRUCTION UPDATES FOR METRO BLUE LINE
February 22, 1990/Page 2

Long Beach Boulevard

Two stations are under construction in center of street, between 1st and Broadway streets and between 5th and 6th streets.

The Streets are being ~~prepared for patching and asphalt~~^{ED} paving from 10th to 1st streets. There will be some lane closures.

Traffic signal detector loops are being installed from 10th to 1st streets.

#



FEBRUARY 22, 1990

CONTACT: ERICA GOEBEL
COMMUNICATIONS

FOR IMMEDIATE RELEASE

NEW METRO RAIL TRANSIT SYSTEM LOGO UNVEILED

The Los Angeles County Transportation Commission and the Southern California Rapid Transit District today unveiled the new "Metro M" logo, the emblem that will appear on signs at rail stations, rail vehicles and public information materials for the 150-mile rail transit system.

At a Metro Blue Line station on the Long Beach to Los Angeles line, Los Angeles County Supervisor and LACTC member Kenneth Hahn, LACTC Vice Chairman and Long Beach Councilman Ray Grabinski, L.A. City Councilwoman Joan Milke Flores and RTD President Gordana Swanson uncovered the blue and black symbol, explaining the "M" for Metro will be color-coded to identify each line in the countywide 150-mile system.

For example, the logo for the Red Line line from Union Station to North Hollywood will have "M" in a red circle; the Green Line from Norwalk to El Segundo will be distinguished by a "M" in a green circle. The words "Metro" appear under the "M", except in cases where for design purposes the "M" stands alone with its color coding.

After uncovering the logo, and introducing its designer, LACTC Art Director Anne Roubideaux, Hahn, Grabinski, and Swanson affixed it to the side of the rail vehicle, parked at the 103rd Street Metro Blue Line station.

(MORE)

NEW METRO RAIL TRANSIT SYSTEM LOGO UNVEILED
February 22, 1990/Page 2

The 22-mile Metro Blue line opens July 16 for revenue operations. The LACTC and its subsidiary the Rail Construction Corporation is designing and building all rail transit in Los Angeles County. The RTD is the operator of the system.

LACTC's Roubideaux, designed the logo with input from LACTC graphic designer Larry Gallagher, and a joint committee composed of LACTC and RTD staff. LACTC consultants, Sanchez Kamps Associates Design, the designer of Metro Blue Line signage, also participated in the process. Top management of the LACTC and RTD both approved the final design.

Roubideaux, a graduate of University of Texas at Austin, has 16 years of experience as an art director, formerly with Charles Schawab and Co., Inc., and Ogilvy & Mather, San Francisco.

The "M" and "Metro" logo is a service mark belonging to the LACTC.

#



News

RTD-027

Contact: Greg Davy/Jim Smart

(213) 972-4400

February 27, 1990

FOR IMMEDIATE RELEASE

RTD FORMALLY INTRODUCES THREE RAIL CONSTRUCTION CORPORATION APPOINTEES

RTD's three appointees to the newly-formed Rail Construction Corporation (RCC) were formally introduced Tuesday by RTD Board President Gordana Swanson with the nearly completed shell of the future Westlake/MacArthur Park subway station as a backdrop.

"The Board conducted a thorough search, and I am convinced that we found the best possible people we could for this important assignment," Swanson said. "All three of these men have demonstrated their concern with the local transportation situation and their willingness to pursue what they believe to be the most prudent course for its future."

The appointees are Glendale resident Robert E. Kruse, president of Kruse Construction, Sun Valley; James T. Pott, a project consultant from Long Beach, proprietor of James Pott & Co.; and Herbert L. Carter, a Los Angeles resident who is Executive Vice Chancellor of the California State University system.

more ...

Add 1

"Mr. Kruse and Mr. Pott have decades of experience in the planning and building of transit systems as well as other major public works projects," Swanson said. "Dr. Carter brings his public administration skills and human relations background to the RCC."

Kruse is a University of Southern California graduate who was an officer in the U.S. Navy in the Korean war. From 1953 to 1968 he was general superintendent and part owner of MacDonald Kruse Construction Co.

In 1968 he became president of Kruse Construction Co., headquartered in Sun Valley in the San Fernando Valley. The firm has built \$147 million in heavy construction work with a specialty in flood control, highways, soil stabilization and tunneling, including the Oakland Wye for the Bay Area Rapid Transit District. The firm also built two stations with connecting tunnels for the Metropolitan Transit Authority in Washington, D.C.

Kruse has served as co-chairman of the Construction Laborers Pension Fund and the Construction Laborers Health and Welfare Fund.

Kruse was president of the Associated General Contractors of California in 1985 and has chaired several of that organization's units including the heavy construction and utility division, and the long-range planning committee.

more ...

Add 2

Kruse also was chairman of the national public relations committee of Associated General Contractors of America and served as a member of its national executive committee.

Pott is a civil engineer whose experience spans numerous public works projects. In 18 years of service in Santa Clara County, he served as director of the Santa Clara County Transportation Agency where he was responsible for all transit, airports and highways. He was Director of Public Works and City Engineer for the City of Long Beach for six years, followed by a four-year stint as vice president of O'Brien-Kreitzberg & Assoc., Inc., in Encino, where he oversaw business development and managed major projects such as transportation consultation.

As owner of James Pott & Co., he serves as a development consultant.

A Stanford University graduate, Pott has earned six civil engineering awards.

Carter has served as Executive Vice Chancellor of CSU since 1987. He is deputy to the chancellor, who governs the 19-campus CSU system. Carter serves as the focal point for guiding, coordinating and integrating policy formulation and program planning for the CSU system.

Carter's administrative experience spans 27 years, including stints as executive director of the Los Angeles County Commission on Human Rights and the Department of Human Relations for Los

more ...

Add 3

Angeles County.

After earning an undergraduate sociology degree from the University of Arkansas, Carter went on to obtain his doctorate in public administration from the University of Southern California. He has earned the City of Los Angeles' Distinguished Service Award and citations from the California State Legislature for community service.

The RCC is governed by a seven-member board represented by three appointees from the RTD, three from the Los Angeles County Transportation Commission (LACTC) and a seventh to be elected by a majority of the other six. As a committee of the LACTC, the RCC is responsible for planning and administering all rail projects in Los Angeles County.

NEWS



LOS ANGELES COUNTY TRANSPORTATION COMMISSION 403 West 8th St., Suite 500, Los Angeles, CA 90014 (213) 626-0370

FEBRUARY 28, 1990

CONTACT: ERICA GOEBEL/CLARA POTES
COMMUNICATIONS

FOR IMMEDIATE RELEASE

ANTONOVICH APPOINTS NEW ALTERNATE AT LACTC

Los Angeles County Supervisor Mike Antonovich has appointed William Korek a real estate land broker from Van Nuys as his alternate on the Los Angeles County Transportation Commission replacing John T. La Follette.

Korek 48, is president and owner of Korek Land Company, Inc., Los Angeles real estate raw-land brokerage company. He is also the principal of Jesbet Corp., and Bettica Corp., two separate firms established to buy, hold and develop land in Southern California.

Since 1989 Korek has served as trustee of the Southern California Caucus, a non-partisan political group that raises money for Republican and Democratic candidates running for office.

As Antonovich's alternate Korek has the power to vote and will assume officially the role of Commission alternate at the February 28 meeting.

(MORE)

ANTONOVICH APPOINTS NEW ALTERNATE AT LACTC
February 28, 1990/Page 2

"I have a strong desire to provide the residents of Los Angeles County the safest, most up-to-date and efficient transportation system at the most reasonable cost," said Korek.

In 1969 Korek received a Bachelor's Degree in Economics/Business at the University of Wisconsin. He was born in Milwaukee, Wisconsin and has resided in the Los Angeles area since 1980. He is married and has one daughter.

La Follette left the LACTC to serve as a governor-appointee on the California Horse Racing Association.

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NEWS



LOS ANGELES COUNTY TRANSPORTATION COMMISSION 403 West 8th St., Suite 500, Los Angeles, CA 90014 (213) 626-0370

FEBRUARY 28, 1990

CONTACT: ERICA GOEBEL/CLARA POTES
COMMUNICATIONS

FOR IMMEDIATE RELEASE

LACTC BOARD APPOINTS RAIL CONSTRUCTION CORPORATION DIRECTORS

The Los Angeles County Transportation Commission (LACTC) appointed Wednesday three directors to the newly-created Rail Construction Corporation (RCC), a subsidiary of the LACTC.

David E. Anderson, former CEO (1978-1988) of GTE, Ernest M. Camacho, president and CEO of Pacifica Services Inc. and Donald F. McIntyre, city manager for the City of Pasadena, were selected to sit on the RCC board.

"After conducting a confidential review of more than 80 nominees, we chose three candidates with extensive experience in corporate projects, engineering and public administration," said Jacki Bacharach, chair of the ad hoc committee on RCC appointments.

David E. Anderson, 63, a veteran of 40 years in the telephone industry, was president and chief executive officer of GTE California and GTE Illinois. He was responsible for the reorganization and modernization of GTE's telephone operations in California.

Anderson, who is retired serves on the board of directors of the Los Angeles Partnership for the Homeless, the California Economic Development Corporation, the 2000 Partnership, and KCET.

(MORE)

LACTC APPOINTS RCC DIRECTORS

February 28, 1990/Page 2

Ernest M. Camacho, started a civil engineering firm in Pasadena in 1979. Today his company--Pacifica Services Inc.--has about 700 employees and holds major contracts with the U.S. Air Force, Navy, Coast Guard, and other Department of Defense agencies. He was a presidential appointee to the White House Conference on Small Business in the late 1970s. Born and raised in East Los Angeles, Camacho was the 1990 recipient of the "Established Company of the Year Award" from the Latin Business Association.

Donald F. McIntyre, 59, has worked for 30 years in city manager positions in Michigan and California. He plans to retire in June as Pasadena's city manager, where he has served since 1973. He received a "Public Technology Leadership Award" from Public Technology Inc. in 1988. McIntyre holds a master's degree in political science from Michigan State University.

The Rail Construction Corporation (RCC), is a subsidiary of LACTC responsible for designing and constructing the rail projects in Los Angeles County. The RCC will be governed by private citizens, three named by the LACTC, three by the RTD and the seventh chosen by a majority of the six members.

RCC directors get a per diem of \$100 each time they participate in a meeting.

RTD's APPOINTEES

The RTD's three appointees to the RCC are Robert E. Kruse, an engineer, president of Kruse Construction, located in Sun Valley, James T. Pott, a development consultant, proprietor of James Pott & Co., and Herbert L. Carter, Ph.D., executive vice chancellor of the California State University system.

(MORE)

LACTC BOARD APPOINTS RCC DIRECTORS
February 28, 1990/Page 3

Kruse Construction Corporation has built heavy construction projects valued at more than \$100 million, including the Oakland Wye for the Bay Area Rapid Transit District (BART). The firm also has built two stations with connecting tunnels for the Metropolitan Transit Authority in Washington, D.C.

Pott was director of Santa Clara County Transportation Agency and director of public works and city engineer for the City of Long Beach. In the private sector, he has worked in business development and managed transportation consultation projects.

Carter guides policy formulation and program planning for the 19-campus CSU system. He has 27 years of administrative experience, including stints as executive director of the L.A. County Commission on Human Rights and the Department of Human Relations for Los Angeles County. He holds a doctorate in public administration from the University of Southern California.

RCC's RESPONSIBILITIES

The RCC board will be responsible for making day-to-day management and contractual decisions for all rail construction projects within Los Angeles County. At the present time the corporation is completing the construction of the 22-mile Metro Blue Line (Long Beach-Los Angeles), which is scheduled to open July 16.

Other projects in progress include: (a) the first segment of the Metro Red Line--4.4 miles from Union Station to the corner of Wilshire and Alvarado; (b) the second segment of the Metro Red Line--6.8 miles from Wilshire/Alvarado to Wilshire/Western and to Hollywood/Vine; and (c) the Metro Green Line--22 miles from Norwalk to El Segundo.

(MORE)

LACTC BOARD APPOINTS RCC DIRECTORS
February 28, 1990/Page 4

Also under study are future rail lines in the San Fernando Valley, Pasadena to Los Angeles, and an extension of the Green Line to Marina Del Rey. In total, the LACTC is building 150 miles of rail transit, using funds approved by Proposition A, a measure generated by L.A. County voters in 1980 to levy a half-cent sales tax.

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NEWS



LOS ANGELES COUNTY TRANSPORTATION COMMISSION 403 West 8th St., Suite 500, Los Angeles, CA 90014 (213) 626-0370

MARCH 2, 1990

CONTACT: CLARA POTES/ROBERTA TINAJERO
COMMUNICATIONS

FOR IMMEDIATE RELEASE

EXCLUSIVE TO: PRESS TELEGRAM

CONSTRUCTION UPDATES FOR METRO BLUE LINE (March 5 - 11, 1990)

1st Street

Tracks are installed between Long Beach Boulevard and Pine.

Installation of bus shelters continues.

Construction continues on upper structure for station between Pine Street and Pacific Avenue.

Pacific Avenue

Tracks are being installed on Pacific Avenue between 4th and 1st streets. This involves some lane closures on Pacific for the next three weeks. The curve from Pacific Avenue to 1st Street will begin installation this weekend and continue for two weeks.

Station canopy construction continues between 4th and 5th streets. Platform tiles are in place.

(MORE)

CONSTRUCTION UPDATES FOR METRO BLUE LINE
March 2 1990/Page 2

Long Beach Boulevard

Two stations are under construction in center of street, between 1st and Broadway streets and between 5th and 6th streets.

Streets are being paved from 10th to 1st streets. There are some lane closures.

Traffic signal detector loops are being installed from 10th to 1st streets.

#

CONSTRUCTION UPDATES FOR METRO BLUE LINE
March 2 1990/Page 2

Long Beach Boulevard

Two stations are under construction in center of street, between First and Broadway streets and between Fifth and Sixth Streets.

Streets are being paved from 10th to First streets. There are some lane closures.

Traffic signal detector loops are being installed from First to 10th streets.

#



MARCH 2, 1990

CONTACT: CLARA POTES/ERICA GOEBEL
COMMUNICATIONS/L.A. COUNTY
TRANSPORTATION COMMISSION
(213) 236-9566

FOR IMMEDIATE RELEASE

EXCLUSIVE TO: PASSENGER TRANSPORT

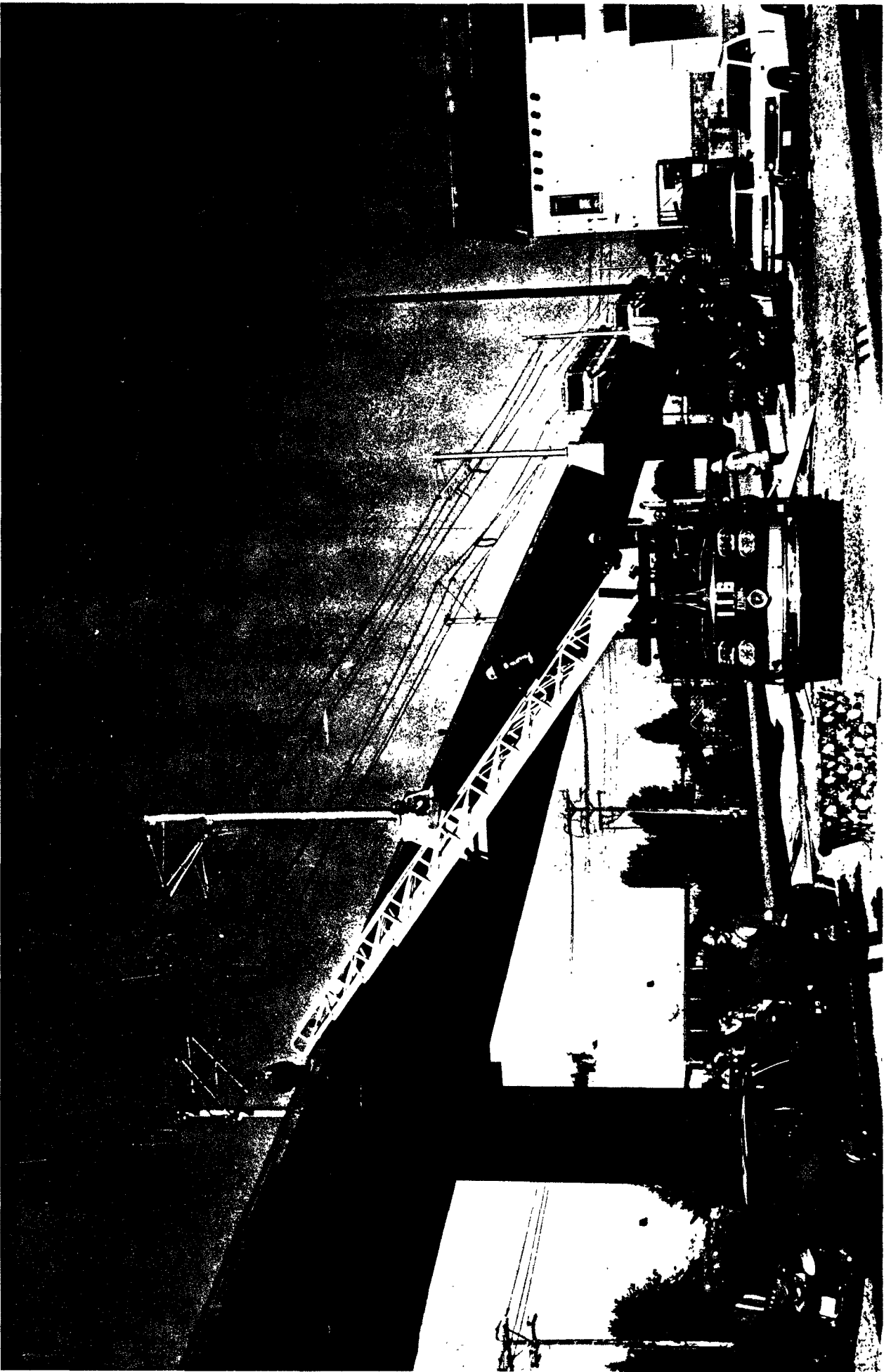
EMERGENCY-RAIL PREPAREDNESS--L.A. County Fire Department officers simulate an evacuation of injured and non-injured Metro Blue Line passengers from an aerial rail structure at Alameda Street, Los Angeles, California.

RTD Transit Police, L.A. County Sheriff Department, L.A. County Safety Police and Southern Pacific Police also participated in the drill.

The L.A. County Transportation Commission (LACTC) is conducting Metro-Blue-Line emergency drills about every other week to train emergency services. The Metro Blue Line opens July 16.

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PHOTO CREDIT: Bill Volkmer (TransCal)



NEWS



LOS ANGELES COUNTY TRANSPORTATION COMMISSION 403 West 8th St., Suite 500, Los Angeles, CA 90014 (213) 626-0370

MARCH 2, 1990

CONTACT: CLARA POTES/ROBERTA TINAJERO
COMMUNICATIONS

FOR IMMEDIATE RELEASE

LACTC APPROVES UNDERGROUND RAIL TO THE VALLEY

The Los Angeles County Transportation Commission approved Wednesday the environmental impact report (EIR) for an east-west rail transit line crossing the San Fernando Valley.

The commissioners selected a combination subway-aerial alignment on the Southern Pacific Burbank Branch as the preferred alternative. They also voted against further studies on the Ventura Freeway alternative.

The preferred alignment would extend from North Hollywood to either Sepulveda Boulevard in Van Nuys or Topanga Canyon Boulevard in Canoga Park.

The commissioners left open the question of whether the technology should be heavy rail, monorail or magnetic levitation. They decided against light rail technology.

The preferred alternative in the Valley, also known as "3a," is one of 10 that were reviewed in a draft environmental impact report completed late last year.

(MORE)

LACTC APPROVES UNDERGROUND RAIL TO THE VALLEY
March 2, 1990/Page 2

LACTC is expected to make a final decision on where to build L.A. County's next rail project at its March 28 meeting. Two other routes being considered are an L A. to Pasadena light rail line and an extension of the Metro Green Line toward Marina Del Rey.

#

The F.A. County Transp. Commission is
scheduled to decide at its March 28 meeting
which project will get priority

NEWS



LOS ANGELES COUNTY TRANSPORTATION COMMISSION 403 West 8th St., Suite 500, Los Angeles, CA 90014 (213) 626-0370

MARCH 2, 1990

CONTACT: ROBERTA TINAJERO/CLARA POTES
COMMUNICATIONS

FOR IMMEDIATE RELEASE

LACTC SELECTS PREFERRED ROUTE FOR PASADENA RAIL

The Los Angeles County Transportation Commission approved Wednesday the Environmental Impact Report (EIR) for a proposed Pasadena-Los Angeles Rail Transit Project and selected the Highland Park Alternative as the preferred route.

The Highland Park route would use the existing Santa Fe Railroad right-of-way between Sierra Madre Villa Avenue in Pasadena and Union Station in Los Angeles. The Commission also selected an option leading the route out of downtown Los Angeles. The downtown "no subway" option takes the route north from Union station through Chinatown.

The Commission recommended additional analysis of an aerial overpass above Spring and Main streets, with an aerial station and pedestrian bridge leading to Broadway Street in Chinatown.

Two other options in the downtown Los Angeles portion of the Pasadena line are also undergoing further study. An extension of the Blue Line subway route from 7th and Flower to 4th and Flower will also be further studied. The additional studies will take about four months

(MORE)

LACTC SELECTS PREFERRED ROUTE FOR PASADENA

March 2, 1990/Page 2

and will not delay the LACTC's decision on where to build the county's next rail line, which is expected to be made in March.

The Highland Park alternative with the Union Station "no subway" option is a 13.6 mile route with an estimated daily ridership of 68,200.

The next project development step is to prepare a report that describes in full detail the environmental impacts, the mitigations to be adopted by the LACTC to reduce the impacts, and the agencies responsible for taking the mitigation steps. The report will also identify the unavoidable impacts caused by a rail project, and present a Statement of Overriding Consideration that declares that a rail line can be built despite its unmitigatable impacts.

The LACTC is expected to make a final decision on where to build L.A. County's next rail project at its March 28 meeting. Two other routes being considered are an east/west San Fernando Valley line and an extension of the Metro Green Line toward Marina del Rey.

#

MARCH 5, 1990

CONTACT: ROBERTA TINAJERO/ERICA GOEBEL
COMMUNICATIONS

FOR IMMEDIATE RELEASE

LACTC APPOINTS DEPUTY EXECUTIVE DIRECTOR

The Los Angeles County Transportation Commission today announced the appointment of Judith Weiss of Pasadena to the position of deputy executive director.

In announcing the appointment, Neil Peterson, LACTC executive director said, "Ms. Weiss brings to the Commission many years experience in managing community projects and administrative services."

Weiss has been with the City of Pasadena since July 1980, when she was hired as executive assistant to the city manager. In 1987, she was promoted to assistant city manager. Prior to that, she served as economic development administrator in the U.S. Virgin Islands.

She also worked as a staff member with the Northern Virginia Transportation Commission in 19##, where her responsibilities included working on budgeting and financing for the Washington

D.C. Metro Rail extension into Northern Virginia. "I am very enthusiastic about returning to the transportation field," said Weiss. "I am looking forward to working to one of our most pressing urban challenges."

Her responsibilities in her new position will include. . . .

Weiss was recruited through a nationwide search.

Weiss, 42, lives in Pasadena with her three sons. She is a graduate of Skidmore College and holds a master's degree in public administration from the Maxwell School at Syracuse University.

LACTC was created by state law in 1976 to improve the transportation decision-making process in Los Angeles County. LACTC is responsible for setting policies, establishing priorities, and coordinating activities between various transportation operators and agencies in the county.

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NEWS



LOS ANGELES COUNTY TRANSPORTATION COMMISSION 403 West 8th St., Suite 500, Los Angeles, CA 90014 (213) 626-0370

MARCH 7, 1990

CONTACT: ROBERTA TINAJERO/ERICA GOEBEL
COMMUNICATIONS

FOR IMMEDIATE RELEASE

METRO BLUE LINE TO BE COMMENDED FOR SAVING ENERGY

Even before it opens in July 1990, the Metro Blue Line rail transit project is being recognized both nationally and locally for its high-tech, state-of-the-art design. The most recent award to be presented to the Los Angeles County Transportation Commission (LACTC), builders of the project, commends the Blue Line for its efficient energy management.

The award is being presented to the LACTC by the Southern California Edison Company, along with a rebate check for \$205,000. The rebate amount represents the cost-savings from the use of "rectifiers," a special energy hardware that is built into the power substations along the Blue Line route. The DC rectifiers transform 16,000 AC volts of SCE supplied power to 750 DC volts that run the rail transit vehicles. The rectifiers have a 98% efficiency rating, (versus the 85% rating typical of other rail systems), meaning that they use less power to do the same amount of work than average rectifiers use. The SCE award equals \$100 for every kilowatt saved by the use of the improved rectifiers.

(MORE)

METRO BLUE LINE TO BE COMMENDED FOR SAVING ENERGY
March 7, 1990/Page 2

"SCE periodically recognizes those customers who conserve energy by altering the way they consume electricity or by managing their energy use during off-peak hours," said Dave Nelson, SCE district manager. "The rectifiers are the most up-to-date energy efficient hardware available for converting energy for light rail systems. They will allow for substantial long-term cost savings to the public," said Ed McSpedon, acting president and CEO of LACTC's Rail Construction Corporation. SCE is currently reviewing additional energy-efficient equipment such as the rail transit vehicles as candidates for additional rebates.

The Metro Blue Line project is one of eight recipients in the Southern California area to receive an energy management award. The award will be presented to McSpedon on March 14, 1990.

In February of this year, the Blue Line was recognized with the "Engineering Project Achievement Award - 1990" from the Institute for the Advancement of Engineering. The 22-mile Metro Blue Line will be the first operating segment of the 150-mile system under construction in Los Angeles County.

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NEWS



LOS ANGELES COUNTY TRANSPORTATION COMMISSION 403 West 8th St., Suite 500, Los Angeles, CA 90014 (213) 626-0370

MARCH 7, 1990

CONTACT: ROBERTA TINAJERO/ERICA GOEBEL
COMMUNICATION

FOR IMMEDIATE RELEASE

NEXT METRO RAIL PHASE AHEAD OF SCHEDULE, COSTS CONTAINED

The Los Angeles County Transportation Commission (LACTC) today announced that the Wilshire /Western extension of the Metro Red Line will open two years ahead of schedule. The extension is part of the eight-mile second phase of the subway project. "Through extensive management review and analysis of design and construction activities, we were able to accelerate part of the schedule and retain the original budget of \$1.4 billion," said Neil Peterson, LACTC executive director.

The Transportation Commission has been working on ways to accelerate the construction schedule and maintain the budget since last December when losses from a six-month delay in the engineering phase were projected at \$120 million. "We took steps to find a way to recover those six months in order to stay on schedule and on budget," said Peterson. "In doing so, we were also able to find ways to speed up construction and bring the projected costs of MOS-2 back on line to the original budget of \$1.4 billion."

The eight-mile extension is now scheduled to open in two segments. The Metro Red Line subway from the Wilshire/Alvarado station to the

(MORE)

NEXT METRO RAIL PHASE AHEAD OF SCHEDULE

March 7, 1990/Page 2

Wilshire/Western station will begin operating in 1996. The northern extension from the Wilshire/Alvarado station along Vermont Avenue to Hollywood and Vine is scheduled to open in 1998.

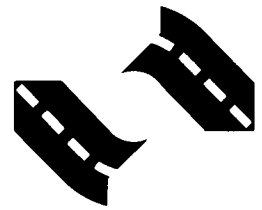
Several cost reduction steps will be taken in the design and construction of the subway project, including:

- Consolidating eight tunnel construction contracts to four contracts. Excavation through several station locations will be included in these contracts instead of being separate projects.
- Relocating vent shafts within the station structures, reducing the need for costly underground space.
- Installing the emergency ventilation fans vertically instead of horizontally, which also reduces the station size.
- Modifying the design of the mezzanine level of the underground stations to provide additional support to the station sidewalls, thereby reducing wall thickness and overall station excavation size.
- Rearranging and reducing the locations of track crossovers and switches to areas that are less costly to excavate and allow for more efficient construction methods.

"All of these changes will make for a more cost-efficient and safe design," said Peterson.

LACTC is the designated recipient of federal funds for the second phase of the Red Line. Its subsidiary, the Rail Construction Corporation is designing and constructing all rail transit lines in the county. The first leg of the Metro Red Line, 4.4 miles through downtown L.A. is scheduled to open in late 1993.

NEWS



LACTC

LOS ANGELES COUNTY TRANSPORTATION COMMISSION 403 West 8th St., Suite 500, Los Angeles, CA 90014 (213) 626-0370

MARCH 9, 1990

CONTACT: CLARA POTES/ERICA GOEBEL
COMMUNICATIONS

FOR IMMEDIATE RELEASE

EXCLUSIVE TO: PRESS TELEGRAM

CONSTRUCTION UPDATES FOR METRO BLUE LINE (March 12 - 18, 1990)

1st Street

Tracks are installed between Long Beach Boulevard and Pacific

Installation of bus shelters continues.

Construction is almost completed on upper structure for station between Pine Street and Pacific Avenue.

Pacific Avenue

Tracks are being installed on Pacific Avenue between 4th and 1st streets. This involves some lane closures on Pacific for the next three weeks. The curve from Pacific Avenue to First Street will begin installation this weekend and continue for two weeks.

Station canopy construction continues between Fourth and Fifth streets. Platform tiles are in place.

Traffic signal detector loops are being installed between First and Eighth streets.

(MORE)

NEWS



LOS ANGELES COUNTY TRANSPORTATION COMMISSION 403 West 8th St., Suite 500, Los Angeles, CA 90014 (213) 626-0370

MARCH 15, 1990

CONTACT: CLARA POTES/ERICA GOEBEL
COMMUNICATIONS

FOR IMMEDIATE RELEASE

EXCLUSIVE TO: PRESS TELEGRAM

CONSTRUCTION UPDATES FOR METRO BLUE LINE

(March 19 - 25, 1990)

(March 26 - April 1, 1990)

1st Street

Track installation between Long Beach Boulevard and Pacific is completed.

Installation of bus shelters continues.

Construction on upper structure for station between Pine Street and Pacific Avenue is completed.

Pacific Avenue

THE CURVE FROM PACIFIC AVE TO 1ST STREET WILL BE COMPLETED THIS WEEK. THIS INVOLVES SOME LANE CLOSURES.

Tracks are being installed on Pacific Avenue between 4th and 1st streets. This involves some lane closures on Pacific for the next three weeks. The curve from Pacific Avenue to First Street will begin installation ~~this weekend~~ and continue for two weeks.

Set Blvd and now on the curb over and Blvd way

Hand signals

Station canopy construction continues between Fourth and Fifth streets. ~~Platform tiles are in place.~~

THIS WEEK.

Willow and 10 car 4/11 9:00 AM

Traffic signal detector loops are being installed between First and Eighth streets.

PACIFIC AVENUE IS BEING FINAL PAVED BETWEEN 9th ST. AND 1ST STREET, THIS OPERATION WILL CONTINUE FOR **(MORE)**

Testing

TWO WEEKS AND INVOLVE SOME LANE CLOSURES

willow and 10 car 4/11 9:00 AM

CONSTRUCTION UPDATES FOR METRO BLUE LINE
March 15, 1990/Page 2

Pacific Avenue (Cont.)

Street is being prepared for repavement between First and ninth streets.

Long Beach Boulevard

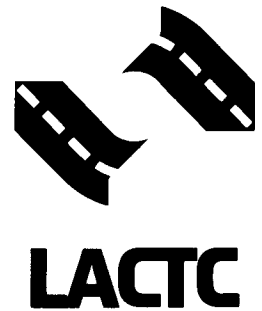
Two stations are under construction in the center of the street, between First and Broadway streets and between Fifth and Sixth Streets.

Streets are ~~being~~ paved from 10th to First streets. There are some lane closures *FOR RESTRIPIING.*

Installation of traffic signal detector loops between First and 10th streets is completed.

#

NEWS



LOS ANGELES COUNTY TRANSPORTATION COMMISSION 403 West 8th St., Suite 500, Los Angeles, CA 90014 (213) 626-0370

MARCH 15, 1990

CONTACT: ERICA GOEBEL/ROBERTA TINAJERO
COMMUNICATIONS

FOR IMMEDIATE RELEASE

LACTC TO SPONSOR "TRAIN WEEK": ART, ESSAY AND POETRY/RAP CONTESTS FOR THE METRO BLUE LINE OPENING

To celebrate the opening of the Metro Blue Line, the Art for Rail Transit (A-R-T) program of the Los Angeles County Transportation Commission (LACTC) will sponsor Train Week, an educational program featuring art, essay and poetry/rap contests for students at elementary and secondary schools along the route of the new light rail transit system.

The week of May 7-11, participating schools in Los Angeles, Long Beach, Compton and other communities along the Blue Line right-of-way will present exhibitions of their students' art, essays and poetry/raps. The best work from these local exhibitions will be held over for inclusion in a Special Exhibition of work from all schools at LACTC's Blue Line opening celebration, July 14 and 15, 1990.

The Train Week contests for participating elementary and junior high schools will focus on Travis the Owl, the symbol of LACTC's safety education program for the schools. Specifically, the theme for the

(MORE)

TRAIN WEEK

March 15, 1990/Page 2

elementary and junior high school contests is "Travel with Travis," while the theme for the high school contests is "Movin' on the Metro." In each case, the aim of the contest is to have students examine the ways in which the beginning of service on the Metro Blue Line will give them or friends or members of their families greater mobility for recreation, employment or education.

Schools participating in Train Week will organize simultaneous exhibitions of their contestants' entries at their libraries (or some similar site) during the week of May 7-11. Finalists selected at these exhibitions will have their works included in the Blue Line opening Special Exhibition to be held at the Los Angeles County Department of Parks and Recreation multipurpose center located in Roosevelt Park, adjacent to the Florence station on the Metro Blue Line.

All students participating in a contest will receive recognition awards. In addition, prizes for outstanding work in all categories and grade levels will be awarded at both the local exhibitions and at the Special Exhibition in July.

Assisting in the judging of the poetry/rap contest will be celebrity rap artists and Greg Mach, morning disk jockey on KDAY, 1580 AM. Other celebrities, to be announced, will also participate in the judging and related events.

LACTC's Art for Rail Transit program was created in June, 1989 both to commission permanent works of art for each station on the rail system and also to sponsor temporary arts events, such as exhibitions or concerts, on appropriate occasions.

(MORE)

TRAIN WEEK

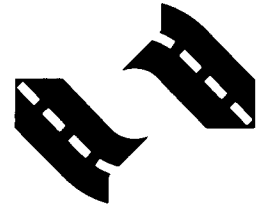
March 15, 1990/Page 3

Conceived as an annual event in support of the Transportation Commission's community outreach and public education efforts, Train Week this year has been incorporated into the A-R-T program's Arts Celebration for the Blue Line opening. Other A-R-T events at the opening will include five temporary works in the visual arts and a number of performing arts events, including concerts, at a total of up to a dozen stations along the line. Participation in the Arts Celebration events is open to visual and performing artists who are residents of Los Angeles County.

LACTC was given responsibility for rail transit in Los Angeles County when it was created by the State Legislature in 1976. In addition to the Metro Blue Line, two other portions of the projected 150-mile system are currently under construction: The Metro Red Line (subway), running from Union Station to Wilshire Boulevard and Alvarado Street, and the Metro Green Line, connecting Norwalk with the El Segundo/Redondo Beach area via the median of the I-105 freeway. Both are scheduled for completion in 1994.

#

NEWS



LACTC

LOS ANGELES COUNTY TRANSPORTATION COMMISSION 403 West 8th St., Suite 500, Los Angeles, CA 90014 (213) 626-0370

MARCH 15, 1990

CONTACT: CLARA POTES/ERICA GOEBEL
COMMUNICATIONS

FOR IMMEDIATE RELEASE

PUBLIC HEARING ON UNMET TRANSIT NEEDS

Antelope Valley residents can speak out for transportation improvements at the Los Angeles County Transportation Commission hearing on unmet transit needs April 2, at the Lancaster Senior Center, 777 West Jackman Street, Lancaster.

The California Transportation Development Act (TDA) requires that one-quarter cent of each 6.5 cents of sales tax be spent on transportation development and construction.

LACTC and a Citizen Advisory Committee will take testimony from the public and will recommend best uses of available funds.

If the public comments suggest that there is no public transit need which can reasonable be met with the Article-8 funds available--the funds could be allocated to other projects, such as local streets and roads.

(MORE)

LANCASTER UNMET TRANSIT NEEDS
March 15, 1990/Page 2

Most of the county's available TDA funds are used for transit service inside the Southern California Rapid Transit District (SCRTD) boundaries.

The funds available under Article 8 of the TDA are for Los Angeles County Areas not served by SCRTD, the regional transit carrier. Other types of TDA funds support bikeways, pedestrian and handicapped facilities, bus operations, dial-a-ride and shuttle bus services.

LACTC administers tax dollars to fund transportation programs as part of its responsibility for setting policies, establishing priorities and coordinating activities among all the transportation agencies and operators in Los Angeles County.

For more information on the public hearing please contact Steve Lantz, at LACTC (213) 236-9567 or Steve Zweiback at SCAG (213) 236-1836. The hearing will be conducted in two sessions from 3 to 5 p.m. and from 7 to 9 p.m.

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NEWS



LOS ANGELES COUNTY TRANSPORTATION COMMISSION 403 West 8th St., Suite 500, Los Angeles, CA 90014 (213) 626-0370

MARCH 16, 1990

CONTACT: ERICA GOEBEL/ROBERTA TINAJERO
COMMUNICATIONS

FOR IMMEDIATE RELEASE

AGGRESSIVE CONSTRUCTION SCHEDULE COULD BUILD THREE RAIL LINES WITHIN 10 YEARS

A staff report of the Los Angeles County Transportation Commission (LACTC) released today recommends an aggressive construction program for building three additional rail transit lines over the next 10 years -- through the San Fernando Valley, along the north coast and to Pasadena. All three transit lines have been environmentally cleared. The LACTC will consider the staff recommendation at its March 28 meeting.

In order to achieve this construction schedule, additional financial resources and/or cost-savings will be required.

According to the staff recommendation, the lines would be built in a sequence that makes the best use of available dollars and that takes advantage of construction already planned or underway. The proposed sequence is as follows.

The east-west San Fernando Valley line would be constructed concurrently with the Hollywood/Vine to North Hollywood phase of the Metro Red Line subway so that the two projects would open

(MORE)

THREE RAIL LINES WITHIN 10 YEARS

March 16, 1990/Page 2

together in the year 2001. Construction on the Valley line would begin in fiscal year 1995-96. The line would be built as a combination subway-aerial alignment on the Southern Pacific Burbank Branch to a station at Sepulveda Boulevard, either as a Red Line extension or advanced technology transit.

Construction of the north coast line through LAX Lot C to the Westchester Station would take advantage of the construction now underway on the Metro Green line that extends from Norwalk to El Segundo. Construction on the north coast line would begin in 1990-91 and be completed at the same time the Green Line opens in 1994.

Construction of a Pasadena to Los Angeles rail transit project would take advantage of the opportunity to use an existing rail right-of-way that the LACTC is currently negotiating to acquire. The 13.6-mile route travels through Highland Park between Sierra Madre Villa Avenue in Pasadena and Union Station in Los Angeles. Construction is proposed to start in 1993-94 and be completed to Sierra Madre Villa in 1998. Assuming the sequencing of the Valley and Green lines, the Pasadena line would be scheduled between the other two projects consistent with projected revenue flow.

"This is a very aggressive construction plan that will bring rail service to the affected communities as soon as practicable", said Neil Peterson, LACTC's executive director. "The proposed sequencing would allow us to build more projects sooner and at less cost than previously expected."

(MORE)

THREE RAIL LINES WITHIN 10 YEARS

March 16, 1990/Page 3

Additional resources will be required to meet the proposed construction timetable. [REDACTED]

[REDACTED] It will also be necessary for the cities requesting rail in their communities to assist in providing additional financial resources and/or cost-savings to implement the construction program.

\$ 309 million

The proposed construction program would require \$309 million in additional revenues or in cost-savings in today's dollars, which represents 14 percent of the total escalated project costs of billion. Specifically, each project requires additional funds and/or cost-savings as follows:

- The North Coast line needs \$31 million in 1990 dollars,
- The Pasadena line needs \$93 million in 1990 dollars, and
- The Valley line needs \$185 million in 1990 dollars.

\$309

In escalated dollars # # #

\$ 50
\$ 150
\$ 296

496

NEWS



LOS ANGELES COUNTY TRANSPORTATION COMMISSION 403 West 8th St., Suite 500, Los Angeles, CA 90014 (213) 626-0370

MARCH 23, 1990

CONTACT: CLARA POTES/ERICA GOEBEL
COMMUNICATIONS

FOR IMMEDIATE RELEASE

EXCLUSIVE TO: PRESS TELEGRAM

CONSTRUCTION UPDATES FOR METRO BLUE LINE (March 26 - April 1, 1990)

1st Street

Installation of bus shelters continues.

Street will be repaved during the next two weeks.

Pacific Avenue

The curve from Pacific Avenue to First Street will be completed this week. This involves some lane closures. *still underway*

still Station canopy construction continues between Fourth and Fifth streets.

Traffic signal detector loops are being installed between First and Eighth streets.

Pacific Avenue is being repaved between Ninth and First streets. This operation will continue for two weeks and involves some lane closures. *one*

(MORE)

CONSTRUCTION UPDATES FOR METRO BLUE LINE
March 23, 1990/Page 2

Long Beach Boulevard

Two stations are under construction in the center of the street, between First and Broadway streets and between Fifth and Sixth Streets.

Streets are paved from 10th to First streets. There are some lane closures for stripe painting.

#

NEWS



LOS ANGELES COUNTY TRANSPORTATION COMMISSION 403 West 8th St., Suite 500, Los Angeles, CA 90014 (213) 626-0370

MARCH 26, 1990

CONTACT: ERICA GOEBEL/ROBERTA TINAJERO
COMMUNICATIONS

FOR IMMEDIATE RELEASE

SIGNING OF METRO RAIL EXTENSION FUNDING CONTRACT SLATED FOR APRIL 10

The Los Angeles County Transportation Commission (LACTC) reacted to the federal government's approval today of funding for the next phase of the Metro Red Line with plans for a contract signing ceremony next month and a groundbreaking of construction in December 1990 or January 1991. Senator Pete Wilson, U.S. Department of Transportation Secretary Sam Skinner, and Administrator of the Urban Mass Transportation Administration (UMTA) Brian Clymer, will be in Los Angeles on April 10 to sign the long-awaited full-funding contract that releases \$667 million in federal funds and commits the state and local dollars to the 6.8-mile Metro Red Line extension.

The 6.8-mile line is an extension of the first 4.4 mile Metro Red Line now under construction through downtown L.A. The extension is scheduled to open in two segments. The subway from the Wilshire/Alvarado station to the Wilshire/Western station will begin operating in 1996. The northern extension from the Wilshire/Alvarado station along Vermont Avenue to Hollywood and Vine is scheduled to open in 1998.

"This funding agreement is a major step in bringing rail transit back to Los Angeles County," said Ed Edelman, Chairman of the Los Angeles

(MORE)

SIGNING OF METRO RAIL EXTENSION FUNDING CONTRACT
March 26, 1990/Page 2

County Transportation Commission and L.A. County Supervisor. "It also brings us another step closer to serving the San Fernando Valley. This project would not be possible without the strong support of many individuals and groups. ^{especially} The unity and leadership of the Southern California Congressional Delegation, ^{of the San Fernando Valley} ~~has been tremendous,~~ especially the work of Senators Pete Wilson and Alan Cranston, and ^{called} ^{ated} ^{effort} ^{5:} ~~Congressmen~~ Glenn Anderson, Julian Dixon, David Dreier, Jerry Lewis, Carlos Moorhead, and Edward Roybal," he said. "The governor, the state legislature, the California Transportation Commission, and LACTC commissioners along with local elected officials and the business community also have been instrumental in securing the funding for this project."

"As a longtime supporter and financial contributor to the subway project, the City of Los Angeles is anxious to see this next project get underway," said Mayor Tom Bradley. "The Metro Red Line subway is the backbone of the entire rail transit system planned for L.A. County and will provide a vital link between Los Angeles and the San Fernando Valley.

"Los Angeles has been waiting a long time to get its fair share of federal funds. In the past, most rail transit funds have gone to eastern systems. It's now time for the federal government to invest in rail transit in L.A.," said Bradley. "The Metro Red Line is the single largest rail transit project in the country that the federal government is involved in. Our partnership with the federal government is critical to the success of this project."

"The federal contribution will cover 46 percent of the cost of this segment of Metro Rail. Looking at all of the rail transit projects now under construction in Los Angeles County, the federal contribution is 25 percent of the total cost, with 75 percent covered by local and state funds," said Edelman.

(MORE)

SIGNING OF METRO RAIL EXTENSION FUNDING CONTRACT

March 26, 1990/Page 3

"Today's announcement means that an estimated 260,000 people will be riding the Metro Red Line daily in eight years, alleviating transportation-related smog and easing the stress on our streets and highways," Bradley said.

Congress has authorized a total of \$667 million to the \$1.4 billion construction project. Funding is appropriated on an annual basis. It is expected that two additional appropriations will be approved by Congress by 1992.

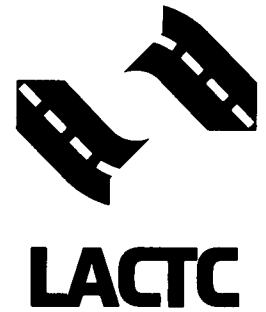
In addition to releasing the federal funds, the contract calls for LACTC to contribute \$439 million; the City of Los Angeles to give \$96 million; the state to provide \$186 million; and a benefit assessment tax to furnish \$58 million. Congress will have to authorize new funds for the third segment of the subway that would go to Universal City and North Hollywood.

The 6.8-mile subway extension is now in its final design stage. Construction contracts are scheduled to be awarded in late summer; with construction to begin in late 1990 or early 1991.

LACTC is the designated recipient of federal funds for the second phase of the Red Line. Its subsidiary, the Rail Construction Corporation is designing and constructing all rail transit lines in the county. The first leg of the Metro Red Line, 4.4 miles through downtown L.A. is scheduled to open in late 1993. The Long Beach-to-Los Angeles Metro Blue Line opens July 14, 1990 and the Norwalk-to-El Segundo Metro Green Line opens in conjunction with the new I-105 Freeway in 1994. The RTD is the state designated operator of the Metro Rail system.

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NEWS



LOS ANGELES COUNTY TRANSPORTATION COMMISSION 403 West 8th St., Suite 500, Los Angeles, CA 90014 (213) 626-0370

MARCH, 28, 1990

CONTACT: ERICA GOEBEL/ROBERTA TINAJERO
COMMUNICATIONS

FOR IMMEDIATE RELEASE

LACTC AWARDS CONTRACT FOR LAX/SYLMAR RAIL STUDY

The Los Angeles County Transportation Commission (LACTC) today approved spending \$193,004 for a rail feasibility study from LAX to Sylmar. The full cost of the study, \$386,008, is being split with the Department of Airports. The agencies are working together on studying a rail link from the airport to Palmdale via Sylmar.

The rail link would be a connection to a Palmdale/Las Vegas line being considered by the California-Nevada Super Speed Ground Transportation Commission. The study will examine the corridor parallel to the San Diego Freeway (405) between the airport and Sylmar. This 25.5 mile segment is within the corridor limits approved by voters in Proposition A, the half-cent sales tax to improve transit throughout the county and to build a 150-mile rail transit system. The Department of Airports is funding an additional concurrent study on the segment from Sylmar to Palmdale, which is beyond the Proposition A boundaries. Both feasibility studies were contracted to ICF Kaiser Engineers headquartered in Oakland, CA.

(MORE)

LACTC AWARDS CONTRACT FOR LAX/SYLMAR RAIL STUDY
March, 28, 1990/Page 2

Five rail technologies will also be reviewed--heavy rail like the Metro Red Line now under construction; automated rail like the Metro Green Line being built on the median of the new I-105 Freeway; high-speed electric locomotive rail similar to Amtrak's AEM 7 rail line on the East Coast; super speed trains like the French TGV; and Mag-Lev (magnetic levitation technology), an experimental technology being developed in Germany and Japan.

The study is expected to be completed in approximately six months.

The LACTC and its subsidiary, the Rail Construction Corporation is designing and building all rail transit in Los Angeles County.

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MARCH 30, 1990

CONTACT: CLARA POTES/ERICA GOEBEL
COMMUNICATIONS

FOR IMMEDIATE RELEASE

EXCLUSIVE TO: PRESS TELEGRAM

CONSTRUCTION UPDATES FOR METRO BLUE LINE
(April 2 - April 8, 1990)

1st Street

Installation of bus shelters continues.

~~Paving is ongoing and will be completed this week.~~ ^{completed} Bus operations will return to the transit mall on April 13th.

Pacific Avenue

Loop traffic detectors are being installed at each intersection. This involves some lane closures.

Station canopy construction continues between Fourth and Fifth streets.

The base pavement is completed. Final paving ^{IS ONGOING} ~~will be completed within two weeks.~~

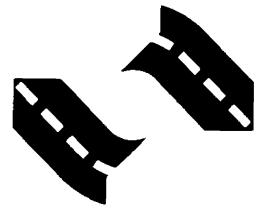
Long Beach Boulevard

Two stations are under construction in the center of the street, between First and Broadway streets and between Fifth and Sixth Streets.

Median planting area is being prepared for new palm trees and other landscape. ^{PALM TREES HAVE BEGUN ARRIVING ON THE NORTHERN PORTION OF LONG BEACH BLVD.}



NEWS



LACTC

LOS ANGELES COUNTY TRANSPORTATION COMMISSION 403 West 8th St., Suite 500, Los Angeles, CA 90014 (213) 626-0370

The second 6.7-mile phase of construction extends from Wilshire Boulevard and Alvarado Street west to Western Avenue and Wilshire and north to Hollywood Boulevard and Vine Street in Hollywood.
APRIL 10, 1990

**CONTACT: CLARA POTES/ERICA GOEBEL
COMMUNICATIONS**

FOR IMMEDIATE RELEASE

FEDERAL AND LOCAL TRANSIT OFFICIALS SIGN FUNDING CONTRACT FOR SECOND LEG OF THE METRO RED LINE

A full-funding contract that releases \$667 million in federal funds and commits state and local dollars was signed today for the construction of a Metro Red Line extension from MacArthur Park to Wilshire/Western and to Hollywood/Vine.

The 6.7-mile line is an extension of the first 4.4-mile Metro Red Line now under construction from Union Station to Wilshire/Alvarado. The extension is scheduled to be opened in two segments during the next eight years. The first segment from the Wilshire/Alvarado station to the Wilshire/Western station is scheduled to begin serving the public in 1996. The northern extension from the Wilshire/Alvarado station along Vermont Avenue to Hollywood and Vine is scheduled to open in 1998.

"The extension of Metro Red Line to Hollywood and eventually to the San Fernando Valley is an important milestone for transit in Los Angeles County," said Ed Edelman chairman of the Los Angeles County Transportation Commission and L.A. County supervisor.

(MORE)

SECOND LEG OF METRO RAIL
April 10, 1990/Page 2

"Today's signing of the full funding contract is a major step in the federal, state and local partnership that is making mass transit a reality here. Today's agreement would not have been possible without the steadfast commitment of Congress and the cooperation of local officials."

Under the funding plan, the federal government agreed to pay \$667 million, or 46 percent, of the \$1.4 billion total cost of the second phase of the Metro Red Line project. The contract calls for LACTC to contribute \$439 million, the state of California \$186 million, the city of Los Angeles \$96 million, and a benefit assessment tax to provide \$58 million.

On hand to sign the agreement at the Metro Red Line Station at Wilshire and Alvarado streets were Sen. Pete Wilson, U.S. Department of Transportation Secretary Samuel Skinner, Administrator of the Urban Mass Transportation Administration (UMTA) Brian Clymer, LACTC Chairman and L.A. County Supervisor Ed Edelman, Los Angeles Mayor Tom Bradley, and other federal, state and local officials.

Mayor Tom Bradley, a longtime Metro Rail advocate, said, "When I first began the fight to bring rail transit to Los Angeles, there were those who said it simply could not be done. But, with today's historic agreement, public transportation that will connect major cities in the Los Angeles basin will soon become a reality. Our work will not cease until fast, reliable rail transit reaches to the Valley and to other divergent portions of the region."

Under the contract signed today, the LACTC is the designated recipient of federal funds for the second phase of the Red Line. Its subsidiary, the Rail Construction Corporation is designing and constructing all rail transit lines in the county. The RTD is the state designated operator of the Metro system.

(MORE)

SECOND LEG OF METRO RAIL
April 10, 1990/Page 2

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(MORE)

SECOND LEG OF METRO RAIL

April 10, 1990/Page 3

The Metro Red Line subway extension being funded today is in its final design stage. The LACTC expects to award contracts in late summer and is planning to break ground in January 1990.

Today's agreement marks the second full-funding commitment of the federal government to the Metro Red Line project. In August 1986 the federal government released \$602 million for the construction of the first 4.4 miles of the Metro Red Line.

Congress will have to authorize new funds for the third segment of the Metro Red Line that will go to Universal City and North Hollywood.

In addition to the Metro Red Line subway, the LACTC funded one hundred percent of the cost of the 22-mile Metro Blue Line, (Long Beach to Los Angeles) scheduled to open July 16 and the 20-mile Metro Green Line now under construction between Norwalk and El Segundo.

The LACTC's funds for the rail projects come from the Proposition A dollars collected in the half-cent sales tax charged in the Los Angeles County.

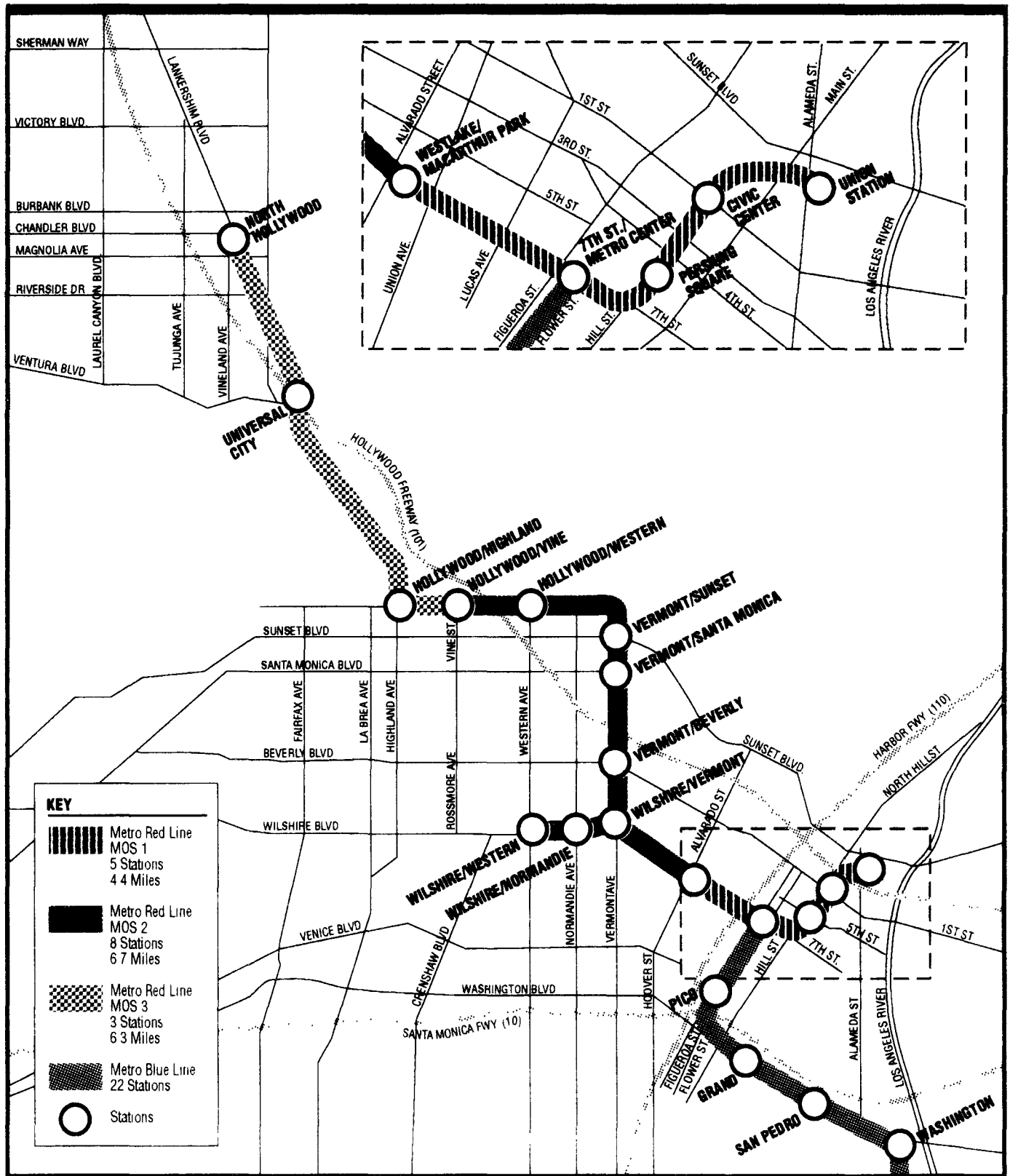
Future rail projects include an east-west rail transit line across the San Fernando Valley, a rail transit line from Los Angeles to Pasadena and a Metro Green Line extension north to Westchester. In total the LACTC plans to build 150 miles of rail transit in Los Angeles County.

The Metro Red Line signing ceremony was sponsored by the Los Angeles County Transportation Commission in cooperation with the Los Angeles Area Chamber of Commerce, the Greater Los Angeles Transportation Coalition, the Hollywood Chamber of Commerce, the North Hollywood Chamber of Commerce and the Wilshire Chamber of Commerce.





The Los Angeles METRO RED LINE



Rail Construction Corporation

a Subsidiary of the Los Angeles County Transportation Commission

NEWS



LOS ANGELES COUNTY TRANSPORTATION COMMISSION 403 West 8th St., Suite 500, Los Angeles, CA 90014 (213) 626-0370

APRIL 12, 1990

CONTACT: ERICA GOEBEL/ROBERTA TINAJERO
COMMUNICATIONS

FOR IMMEDIATE RELEASE

**ADDITIONAL ARTIST/PERFORMERS' GRANT WORKSHOP
SCHEDULED FOR METRO BLUE LINE OPENING ARTS CELEBRATION**

The Art for Rail Transit (A-R-T) program of the Los Angeles County Transportation Commission has scheduled an additional artist/performers' grant workshop from 3 to 5 p.m. on Tuesday, April 24, 1990 at the Watts Towers Arts Center to assist interested applicants in preparing proposals for participation in the A-R-T program's Metro Blue Line Opening Arts Celebration, to be held July 14 and 15, 1990.

Response to the grant offering from visual and performing artists alike has been unexpectedly strong, and the extra workshop has been scheduled to give applicants a final opportunity to consult with A-R-T program staff before the April

(MORE)

ADDITIONAL BLUE LINE OPENING GRANT WORKSHOP
April 12, 1990/Page 2

27 grant deadline.

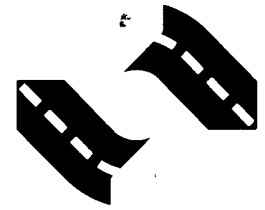
The Metro Blue Line, which was built by LACTC and runs from downtown Los Angeles to downtown Long Beach, will open July 14 and 15 with a gala celebration. Revenue service will begin Monday, July 16. The Commission's Art for Rail Transit program, which commissions artists to create permanent art works for stations all along the rail transit system, will commission five visual artists and a somewhat larger number of performing artists to take part in its Arts Celebration--the program's contribution to the opening.

Artists, musicians, actors, dancers and others in the visual and performing arts who are residents of Los Angeles County are encouraged to attend the workshop, where A-R-T program staff will be available to answer questions and assist in the preparation of proposals. The Watts Towers Arts Center is located at 1727 E. 107th. st. in Los Angeles, adjacent to and very near the route of the Metro Blue Line. For information on the workshop, the Arts Celebration or the Art for Rail Transit program, contact Jon Moynes at (213) 236-9570.

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NEWS



LACTC

LOS ANGELES COUNTY TRANSPORTATION COMMISSION 403 West 8th St., Suite 500, Los Angeles, CA 90014 (213) 626-0370

APRIL 13, 1990

CONTACT: CLARA POTES/ERICA GOEBEL
COMMUNICATIONS

FOR IMMEDIATE RELEASE

EXCLUSIVE TO: PRESS TELEGRAM

CONSTRUCTION UPDATES FOR METRO BLUE LINE (April 16 - April 22, 1990)

1st Street

Installation of bus shelters continues. ✓

*Att Open bus shelter
for*

Pacific Avenue

Loop traffic detectors ^{have} are being installed at each intersection. ~~This involves some lane closures.~~

All lanes will have detectors.

Station canopy construction continues between Fourth and Fifth streets.

The base pavement is completed. Final paving is ongoing.

will be completed by

Long Beach Boulevard

Two stations are under construction in the center of the street, between First and Broadway streets and between Fifth and Sixth Streets.

Palm trees are ^{being} planted and other landscaping continues.

#

The Long Beach loop construction will be substantially completed Monday. In the following weeks crews will be working on landscape, programming of traffic signals for trains, power lines installation and testing of power substations.

NEWS



LOS ANGELES COUNTY TRANSPORTATION COMMISSION 403 West 8th St., Suite 500, Los Angeles, CA 90014 (213) 626-0370

APRIL 16, 1990

CONTACT: ROBERTA TINAJERO/ERICA GOEBEL
COMMUNICATIONS

FOR IMMEDIATE RELEASE

LACTC MAKES COMMUTER SUGGESTIONS FOR EARTH DAY

In recognition of the nationally celebrated Earth Day on April 22, the Los Angeles County Transportation Commission is co-sponsoring several local activities to help Southland commuters make use of energy-saving, non-polluting transportation. As part of the week-long Earth Day celebration events, Thursday, April 19 has been nationally designated as Alternative Transportation Day. Strategies to reduce the amount of smog related to cars and other mobile sources will play a key role in the improvement of the county's air quality. Here are some suggestions commuters can follow:

TRY TRANSIT--To learn about transit services throughout the county, commuters can call the toll-free number 1 (800) 2LA-RIDE. Information on all forms of public transportation including bus, carpool and vanpools in and around the city of Los Angeles can be obtained through the service.

(OVER)

RIDESHARE--To learn about carpools and vanpools, commuters can call (213) 380-RIDE. An individual can save as much as \$2,000 per year by riding with others, depending upon the frequency and length of the commute. These savings are primarily in gasoline, vehicle wear and tear, auto maintenance and parking.

RIDE A BIKE--For a countywide bikeway map, cycle enthusiasts can call (213) 236-9520. The map covers approximately 500 miles of the three types of available bikeways in the county: designated off-road bikepaths, on-street signed and striped bike lanes and on-street signed preferred bike routes.

TAKE A LOOK AT A CLEAN-AIR BUS AND RAIL CAR--Methonal and compressed natural gas buses and a model of the new Metro Blue Line Vehicle will be on display during Earth Day festivals at Pasadena Arroyo Seco Earth Day Festival on Saturday, April 21. The buses will also be at the Exposition Park festival on Sunday, April 22. RTD will be providing Clean Air shuttle service for the Pasadena festival from the Parson parking lot at Walnut and Fair Oaks to the festival site in Brookside Park from 10 a.m. to 5 p.m. on Saturday.

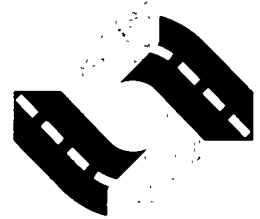
The LACTC is also participating in Earth Day by joining the Tree People and the City of Long Beach in planting approximately 2000 trees along a stretch of the Metro Blue Line. The trees will be an added feature to the landscaping planned for the rail corridor. Volunteers interested in planting trees can call (213) 620-RAIL.

"Every day could be Earth Day if more commuters joined the effort to use an alternate mode of transportation," said LACTC Executive Director Neil Peterson. Each day in Los Angeles, more than half a million commuters share a ride in cars and vans, and nearly 2,300

buses carry almost 1.5 million people on 300 routes throughout the county. "The LACTC is focusing on major new strategies designed to reduce smog stemming from mobile sources. Our plans include development and improvements in the areas of rail, traffic management, and highways, clean fuels, and trip reduction," said Peterson.

#

NEWS



LACTC

LOS ANGELES COUNTY TRANSPORTATION COMMISSION 403 West 8th St., Suite 500, Los Angeles, CA 90014 (213) 626-0370

APRIL 19, 1990

CONTACT: ROBERTA TINAJERO/ERICA GOEBEL
COMMUNICATIONS

FOR IMMEDIATE RELEASE

PLANT A TREE ALONG METRO BLUE LINE TO COMMEMORATE EARTH DAY

Volunteers are needed to help plant more than 2,000 trees and seeds along the Metro Blue Line in Long Beach in recognition of Earth Day on Sunday, April 22 at 9 a.m.

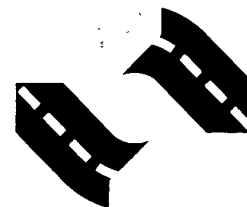
Volunteers will assemble at Veteran's Park on 28th Street and Pacific Avenue in Long Beach. The planting will take place between the Los Angeles River, Spring Street and Wardlow Road along the Metro Blue Line right-of-way.

Interested volunteers can call the Los Angeles County Transportation Commission at 213/620-RAIL. The LACTC is co-sponsoring the activity with the Tree People and the Long Beach City Council.

The 22-mile Metro Blue Line from Long Beach to downtown Los Angeles opens on July 14, 1990. The trees will be an added feature to the landscaping planned for the entire corridor.

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NEWS



LACTC

LOS ANGELES COUNTY TRANSPORTATION COMMISSION 403 West 8th St., Suite 500, Los Angeles, CA 90014 (213) 626-0370

APRIL 19, 1990

CONTACT: ROBERTA TINAJERO/ERICA GOEBEL
COMMUNICATIONS

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NEWS



LOS ANGELES COUNTY TRANSPORTATION COMMISSION 403 West 8th St., Suite 500, Los Angeles, CA 90014 (213) 626-0370

APRIL 19, 1990

CONTACT: CLARA POTES/ERICA GOEBEL
COMMUNICATIONS

FOR IMMEDIATE RELEASE

EXCLUSIVE TO: PRESS TELEGRAM

CONSTRUCTION UPDATES FOR METRO BLUE LINE (April 23 - April 29, 1990)

1st Street

Installation of bus shelters continues. Street is open for bus transit.

Pacific Avenue

Loop traffic detectors are installed. All traffic lanes are open.

Station canopy construction continues between Fourth and Fifth streets.

The base pavement is completed. Final paving is ongoing.

Long Beach Boulevard

Two stations are under construction in the center of the street, between First and Broadway streets and between Fifth and Sixth Streets.

Palm trees are being planted and other landscaping continues.

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NEWS



LOS ANGELES COUNTY TRANSPORTATION COMMISSION 403 West 8th St., Suite 500, Los Angeles, CA 90014 (213) 626-0370

APRIL 23, 1990

CONTACT: ROBERTA TINAJERO/ERICA GOEBEL
COMMUNICATIONS

FOR IMMEDIATE RELEASE

MORE CHP OPERATORS TO RESPOND TO CALLBOX CALLS

Nine new operators-in-training will soon join the California Highway Patrol's 30-member dispatch team, helping to answer callbox calls within three rings.

The Los Angeles County Transportation Commission is funding a \$10-million plan to upgrade the entire 3,417 callbox system throughout the county. The new trainees, who start work on April 30 are part of the improvement plan that includes increasing the number of callboxes, improving the equipment, and shortening the response time so that calls are handled within 60 seconds.

An annual \$1.00 fee was added to motorists' vehicle registration in August 1988 to fund the callbox improvement plan managed by the LACTC's Service Authority for Freeway Emergencies.

These trainees are learning general statewide highway patrol policies, procedures and codes, and are now studying very specific, local procedures that address the Los Angeles County road and highway system. They are learning about the structure of our freeways, congestion patterns, sig alerts, and most importantly, how to react in an emergency situation.

(MORE)

CHP OPERATORS TO RESPOND TO CALLBOX CALLS
APRIL 23, 1990/PAGE 2

Currently on busy days, non-emergency callers sometimes have to hold for 15 to 40 minutes before an operator can assist them. The additional staff will allow for service standards to be met. Motorists will have their calls answered within three rings--just 15 to 20 seconds, and handled within 60 seconds on an average day.

Beginning in June, 50 new callboxes a week will be installed, for a total of 526 new boxes on state highways. An additional 324 will eventually be installed on new freeways.

The LACTC is studying new phone technologies for callboxes, including the use of cellular phones which could save \$200,000 to \$300,000 a year in costs. Orange and San Diego Counties report a 99% reliability rate with their cellular systems.

Also under study are the best sites to install callboxes to upgrade and expand the service to outlying areas in the county.

L.A. County was the first to install a callbox system in California 27 years ago.

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NEWS



LOS ANGELES COUNTY TRANSPORTATION COMMISSION 403 West 8th St., Suite 500, Los Angeles, CA 90014 (213) 626-0370

APRIL 27, 1990

CONTACT: CLARA POTES/ERICA GOEBEL
COMMUNICATIONS

FOR IMMEDIATE RELEASE

EXCLUSIVE TO: PRESS TELEGRAM

CONSTRUCTION UPDATES FOR METRO BLUE LINE
(APRIL 30 - MAY 6, 1990)

1st Street

Installation of bus shelters is complete. Street is open for bus transit.

Poles are being installed for lights and overhead wires.

Pacific Avenue

All traffic lanes are open.

Station canopy construction is complete.

Final paving is near completion.

Poles are being installed for street lights and overhead wires.

Long Beach Boulevard

Construction continues on two stations being built in the center of the street between First and Broadway streets and Fifth and Sixth streets. Workers are laying tile and installing canopies.

Landscaping work continues.

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NEWS



LOS ANGELES COUNTY TRANSPORTATION COMMISSION 403 West 8th St., Suite 500, Los Angeles, CA 90014 (213) 626-0370

APRIL 30, 1990

CONTACT: ERICA GOEBEL/ROBERTA TINAJERO
COMMUNICATIONS

FOR IMMEDIATE RELEASE

MORE THAN \$2 BILLION IN UPCOMING RAIL CONTRACTS COVERED AT METRO CONSTRUCTION CONFERENCE IN JUNE

Contractors in rail construction and related businesses are invited to register now for a conference to learn how to bid on more than \$2 billion worth of rail construction projects. A special conference June 14 and 15 will be held Sheraton Universal Hotel in Universal City.

Sponsored by the Rail Construction Corporation (RCC), a subsidiary of the Los Angeles County Transportation Commission, Metro Construction Conference 1990 will cover impending construction and procurement contracts for the Metro Green Line and an extension of the Metro Red Line, called MOS 2.

The Green Line, using automated rail technology, will connect Norwalk with El Segundo, primarily along the I-105 (Glenn Anderson) freeway. About 20 miles long, the Green Line will include 14 rail stations. It is scheduled to be completed in 1994, when the new freeway opens, at an estimated cost of \$619 million.

The Red Line extension, from Wilshire Blvd./Alvarado St. west to Wilshire/Western Ave. and north to Hollywood Blvd./Vine St., will include eight stations, use heavy rail technology, and is estimated to cost \$1.4 billion.

(MORE)

METRO CONSTRUCTION CONFERENCE IN JUNE
April 30, 1990/Page 2

The western leg of the extension is scheduled to open in 1996; the northern leg will begin serving the public in 1998.

Building the two lines includes track work and track bed installation, tunneling, station construction, aerial structures, utility relocation, signal and switching equipment, landscaping, and rail vehicle contracts.

"Completing these two lines on schedule is essential toward improving the transportation mobility of Greater Los Angeles. We look forward to providing valuable contracting and other information at the conference to the many construction firms that would like to participate," said LACTC Chairman Ed Edelman, who will give a welcoming presentation at the event. Edelman also serves as a member of the Los Angeles County Board of Supervisors.

The conference includes workshops on contracting procedures, and the bid process, the disadvantaged business enterprise program (DBA) and labor compliance requirements. Also included are workbooks with contract descriptions, continental breakfast both days, and lunch the first day. The cost for the conference is \$100. A tour of each line, including box lunch, is available for an additional \$10. The tour will be held the second day.

In addition to Edelman, speakers include LACTC Executive Director Neil Peterson, executives representing RCC and the Metro Green Line and Metro Red Line, and others.

Information and conference reservations are available from Maria Perez of LACTC at (213) 236-9554. Hotel reservations, which include a discount to conference attendees, must be made directly with the Universal Sheraton Hotel at (818) 980-1212. The hotel is located in Universal City, North Hollywood.

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NEWS



LOS ANGELES COUNTY TRANSPORTATION COMMISSION .818 West Seventh Street • Los Angeles, California 90017 213 623-1194

MAY 4, 1990

CONTACT: CLARA POTES/ERICA GOEBEL
COMMUNICATIONS

FOR IMMEDIATE RELEASE

EXCLUSIVE TO: PRESS TELEGRAM

CONSTRUCTION UPDATES FOR METRO BLUE LINE
(May 7 - 13, 1990)

1st Street

Light and overhead-wires poles are installed.
Overhead span wires are being installed.

*THESE LIGHTS WILL BE TURNED ON IN AN EVENT TUES.
5/15 8:30 PM. AT THE PROMENADE*

Pacific Avenue

Stripping for traffic lanes will be completed this week.
Station platform construction is complete.

Poles are being installed for street lights and overhead wires.

Long Beach Boulevard

Two stations are under construction in the center of the street, between First and Broadway streets and between Fifth and Sixth Streets. Workers are laying tile and installing canopies.

More Palm trees are being planted.

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NEWS

AB 1784 signed May/6 by Gov. Deukmejian



LOS ANGELES COUNTY TRANSPORTATION COMMISSION .818 West Seventh Street • Los Angeles, California 90017 213 623-1194

MAY 7, 1990

CONTACT: ROBERTA TINAJERO/CLARA POTES

FOR IMMEDIATE RELEASE

LACTC URGES PASSAGE OF REORGANIZATION PLAN

LACTC/RTD

County Supervisor and Chairman of the Los Angeles County Transportation Commission Ed Edelman today commended the authors of Assembly Bill 1784 which would establish a framework to consolidate the County's two largest transportation agencies, and urged the governor to sign the bill, following the unanimous vote of approval by the state assembly.

"This bill provides a very workable solution to end the squabbling over transit authority in Los Angeles County and will allow a reorganization plan to be developed here locally within two years," said Edelman.

The agreement plan was approved in the Senate on Thursday, May 3 on a 38-0 vote and approved by the Assembly on a 68-0 vote on Monday, May 7. The governor has 12 days to take action on the bill. "Now that the bill has been unanimously approved by both the state Senate and Assembly, the Commission will ask Governor Deukmejian to sign the legislation," said Edelman.

"Assemblyman Katz, with an alliance of local and state leaders, developed this compromise agreement," said Edelman. Assembly Bill 1784 was introduced by Assemblyman Richard Katz, and co-authored by Senators Alan Robbins, David Roberti and Diane Watson, and by

(MORE)

Assemblymembers Bob Epple and Marian La Follette. The proposal was developed with the assistance of Mayor Tom Bradley and a majority of the Los Angeles County Board of Supervisors.

The bill ~~would~~ suspend the current prohibition on alternates to the LACTC and appointees to the RTD serving on both boards. ~~The~~ *It* plan ~~would~~ also require the mayor and the supervisors to attend quarterly joint meetings of the two boards where actions on major fiscal and policy matters would be taken. It also requires both agency boards to develop and approve a plan for consolidation by January 1, 1992.


"Our proposal, whereby the same individuals will comprise a majority of each board of directors, has already gained widespread support," said Mayor Tom Bradley. "It seems to be a plan that everyone can endorse."

The bill ~~is~~ supported by the LACTC, the League of California Cities, LA Division, as well as the County Board of Supervisors and the City of Los Angeles.

#



**Rail
Construction
Corporation**

 a Subsidiary of
the Los Angeles County
Transportation Commission

May 11, 1990

REF: R01-T01-C355

Ed Loftesness
Special Projects Officer
City of Long Beach
Department of Public Works
333 West Ocean Blvd.
Long Beach, CA 90802

Dear Ed:

METRO BLUE LINE

In response to your letter to Mr. McSpedon dated May 7, 1990 regarding the City's concerns with the landscaping within the city limits, I offer you the following:

1. The 60% design plans that were used for the C3270 change Notices/Change Orders will be the same used for the C355 contract documents. There is no net change to the landscape improvements.
2. Expected NTP for C355 is May 28, 1990.

Median work north of 9th Street is to be completed by August 1, 1990.

Median work south of 9th Street and at the loop stations is to be completed by Sept. 1, 1990.

All remaining work is to be complete by October 31, 1990.

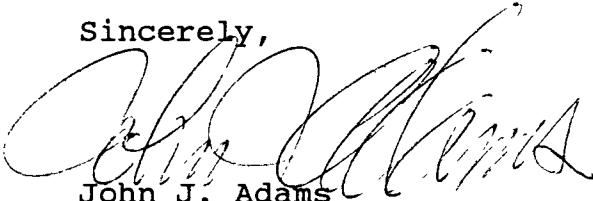
We expect the contractor to work during normal daylight hours including some or all weekends. Night work is not a specific requirement and we will inform the contractors of the City's noise ordinance restrictions.

ED LOFTESNESS
Page Two

3. As always, LACTC is very concerned with any disruption to the citizens and we will be working with the city, community and the contractor to minimize any disruption caused by Contract C355.

If I can be of any further assistance in answering any other of the City's concerns, Please call me at (213) 236-9459.

Sincerely,



John J. Adams
Project Manager, Blue Line

JJA:klm {Loft.ltr}

cc: E. McSpedon
C. Garrison
B. Gatewood
R. McCarthy
RMC/File





MAY 15, 1990

CONTACT: CLARA POTES/ERICA GOEBEL
L.A. COUNTY TRANSPORTATION
COMMISSION/COMMUNICATIONS
(213) 236-9566/236-9528

FOR IMMEDIATE RELEASE

DOWNTOWN LONG BEACH IS RE-LIGHTED

Downtown Long Beach will shine brighter along the Metro Blue Line route, from tonight on.

As part of the Metro Blue Line project, the Los Angeles County Transportation Commission replaced the city's yellow street lights with champagne-colored, high-pressure sodium lights.

Long Beach will show off its \$2.5-million lighting system this evening at a ceremony at the Long Beach Promenade on First Street between Long Beach Boulevard and Pine Avenue.

"With the new high-pressure sodium lamps, the city will be literally in a better light," said LACTC Commissioner and Long Beach City Councilman Ray Grabinski. "The streets will be brighter and safer, and it will be easier to distinguish the colors of the traffic lights."

Approximately 375 new lamps were installed. Of this number, 125 are located in shared poles with the train power system on Long Beach Boulevard from Eight Street to Twenty-Seventh Street. The remaining 250 are located in the downtown Long Beach rail-transit loop, on double-globe nostalgic poles installed on the sidewalks on Long Beach Boulevard, First and Eight streets and on Pacific Avenue.

(MORE)

DOWNTOWN LONG BEACH IS RE-LIGHTED
May 15, 1990/Page 2

Downtown Long Beach has undergone an intense renovation with the rebirth of the rail service. In addition to replacing the street lights, the LACTC is making other improvements such as the replacement of bus shelters, reconstruction of the Long Beach Transit Mall, relocation of utility lines underground, reconstruction of sidewalks and driveways, repaving of streets, and installation of new parking meters and new mail boxes.

Construction and renovation of the Long Beach Loop is 95 percent complete, on budget and ahead of schedule.

The Grand Opening of the Metro Blue Line is July 14. The public will be invited to come aboard for two days of free rides to experience the new service.

The line will formally start revenue service on July 16, running between the Anaheim station in Long Beach and the Pico station in downtown Los Angeles. Train service on the Long Beach loop will open in September, 1990.

After the first revenue-service day, trains will run every 10 minutes, and the fare will be \$1.10. Security will be provided by the Los Angeles County Sheriff's Department with uniformed and undercover officers.

The 22-mile, \$836-million Metro Blue Line was paid entirely with Los Angeles County's local Proposition A sales tax. It is the first operational line of the L.A. County's 150-mile rail transit network, to be known as the Los Angeles Metro.

LACTC is the planning and funding authority for the Los Angeles Metro. Its subsidiary, the Rail Construction Corporation (RCC), is managing the design and construction of the system. The RTD is the state designated operator of the Metro system.

NEWS

We never sent it.



LACTC

LOS ANGELES COUNTY TRANSPORTATION COMMISSION .818 West Seventh Street • Los Angeles, California 90017 213 623-1194

MAY 16, 1990

CONTACT: ROBERTA TINAJERO/CLARA POTES

FOR IMMEDIATE RELEASE

LACTC COMMENDS PASSAGE OF REORGANIZATION PLAN

County Supervisor and Chairman of the Los Angeles County Transportation Commission Ed Edelman commended the governor for signing today Assembly Bill 1784 which would establish a framework to consolidate the County's two largest transportation agencies.

"This bill provides a very workable solution to end the squabbling over transit authority in Los Angeles County and will allow a reorganization plan to be developed here locally within two years," said Edelman.

The agreement plan was approved in the Senate on Thursday, May 3 on a 38-0 vote and approved by the Assembly on a 68-0 vote on Monday, May 7.

"Assemblyman Katz, with an alliance of local and state leaders, developed this compromise agreement," said Edelman. Assembly Bill 1784 was introduced by Assemblyman Richard Katz, and co-authored by Senators Alan Robbins, David Roberti and Diane Watson, and by

Assemblymembers Bob Epple and Marian La Follette. The proposal was developed with the assistance of Mayor Tom Bradley and a majority of the Los Angeles County Board of Supervisors.

The bill suspends the current prohibition on alternates to the LACTC and appointees to the RTD serving on both boards. It also requires the mayor and the supervisors to attend quarterly joint meetings of the two boards where actions on major fiscal and policy matters would be taken. It also requires both agency boards to develop and approve a plan for consolidation by January 1, 1992.

The bill was supported by the LACTC, the League of California Cities, LA Division, as well as the County Board of Supervisors and the City of Los Angeles.

#

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LOS ANGELES COUNTY TRANSPORTATION COMMISSION .818 West Seventh Street • Los Angeles, California 90017 213 623-1194

MAY 17, 1990

CONTACT: ROBERTA TINAJERO/ERICA GOEBEL
COMMUNICATIONS

FOR IMMEDIATE RELEASE

PEDESTRIAN BRIDGE OVER METRO BLUE LINE TRACKS BREAKS GROUND

Construction began today on a pedestrian bridge spanning the Metro Blue Line tracks at 105th Street and Grandee Avenue in the Watts community. The bridge replaces a street-level pedestrian crossing and provides a safe way to cross the tracks, especially for the many young students that attend Markham Intermediate School that is located near the tracks.

Construction of the 144-foot bridge will be completed by September, 1990 in time for the opening of the next school year. This neighborhood improvement is a joint effort between Councilwoman Joan Milke Flores, the Community Redevelopment Agency, and the Los Angeles County Transportation Commission, the builders of the Metro Blue Line.

"This is one of two pedestrian bridges planned for the mid-corridor section of the line, and one of several measures that the LACTC is taking to ensure the safety of pedestrians

(MORE)

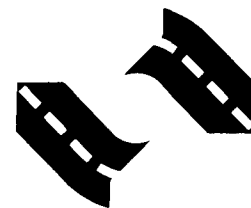
PEDESTRIAN BRIDGE OVER METRO BLUE LINE TRACKS BREAK GROUND
May 17, 1990/Page 2

and motorists," said LACTC Commissioner Jacki Bacharach. The second pedestrian bridge is being built over the tracks at Caldwell Avenue in the City of Compton and will also be completed in September. The \$1.9 million contract to build the crossings was awarded to Morrison-Knudsen of Irvine, CA.

Other safety measures include the fencing of the entire route. "Many residents and children are accustomed to walking on or crossing the freight tracks. Wrought iron fencing in the residential areas and chain-link fencing in industrial areas will protect pedestrians and motorists from the moving trains," said Bacharach.

#

NEWS



LACTC

LOS ANGELES COUNTY TRANSPORTATION COMMISSION 403 West 8th St., Suite 500, Los Angeles, CA 90014 (213) 626-0370

MAY 17, 1990

CONTACT: ROBERTA TINAJERO/ERICA GOEBEL
COMMUNICATIONS

FOR IMMEDIATE RELEASE

TRANSIT LEADS THE WAY TO GREATER MOBILITY

In recognition of National Transit Appreciation Week, May 13 to 19, the Los Angeles County Transportation Commission commended the 13 public transit operators in the county for improving mobility. "Our strategy for the future emphasizes moving people, not just cars. Accommodating increasing travel demand without also increasing the number of vehicles on the road is essential to ease problems of traffic congestion and poor air quality," said Neil Peterson, LACTC executive director.

The agency is responsible for setting policies and funding the county's streets and highways, buses, rail transit, shuttles and dial-a-rides, social-service transportation and bikeways.

Los Angeles County's transit services include:

- almost 2,000 RTD buses in operation during peak hours. The RTD carries 1.3 million passengers per day, covering a 1,440 square mile area.

(MORE)

TRANSIT LEADS THE WAY TO GREATER MOBILITY

May 17, 1990/Page 2

- 13 other public bus systems in the county carry another 173,000 passengers daily. They are Santa Monica Municipal Bus Lines, Culver City Municipal Bus Lines, Long Beach Transit, Torrance Transit, Montebello Municipal Bus Lines, Gardena Municipal bus Lines, Norwalk Transit System, Commerce Transit System, La Mirada Dial-a-Ride, Arcadia Dial-A-Ride, Claremont Dial-A-Ride, Redondo Beach Dial-A-Ride, and the foothill Transit Zone.
- Each year, about 375 social service organizations use over 3,000 para-transit vehicles to transport their clients. Some six million trips are provided as a social service, at an annual cost of \$45 million.

Transit services are expanding with the opening of the Long Beach/Los Angeles Metro Blue Line on July 14, 1990. The 22-mile line is expected to carry 10-12,000 daily riders by the end of its first operating year, growing to a range from 40 -70,000 by the year 2000.

The Metro Blue Line is the first line to open in a 150-mile rail transit system planned for the county. Other rail transit lines currently under construction are the Norwalk-to-El Segundo Metro Green Line expected to open in 1994 and the first segment of the Metro Red Line set to open in late 1993. Extensions of that line will open in 1996 and 1998.

Passage of Proposition 108 will provide funds to accelerate work on the Los Angeles County Metro System and complete or begin work on intercity rail projects, proposed commuter rail lines in the San Gabriel and San Fernando Valleys, and the purchase of rail rights-of-way. Proposition 108 is specifically tied to the passage of Proposition 111, the gas tax increase measure. Together the propositions would generate \$18.5 billion over the next 10 years to assist in meeting transportation needs.

National Transit Appreciation Week is sponsored by the American Public Transit Association headquartered in Washington, DC.

NEWS



LOS ANGELES COUNTY TRANSPORTATION COMMISSION 403 West 8th St., Suite 500, Los Angeles, CA 90014 (213) 626-0370

MAY 18, 1990

CONTACT: CLARA POTES/ERICA GOEBEL
COMMUNICATIONS

FOR IMMEDIATE RELEASE

EXCLUSIVE TO: PRESS TELEGRAM

CONSTRUCTION UPDATES FOR METRO BLUE LINE (May 21 - June 3, 1990)

1st Street

Installation of overhead span wires continues. It is scheduled to finish in four weeks.

Pacific Avenue

Installation of street-light poles is scheduled to be completed in two weeks.

Installation of overhead wires will continue for the next two months.

Long Beach Boulevard

The two stations on Long Beach Boulevard are almost complete. Crews are painting the canopies and installing lights.

Landscaping at the stations is planned to be completed by September 1990.

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NEWS



LOS ANGELES COUNTY TRANSPORTATION COMMISSION .818 West Seventh Street • Los Angeles, California 90017 213 623-1194

JUNE 1, 1990

CONTACT: ROBERTA TINAJERO/ERICA GOEBEL
COMMUNICATIONS

FOR IMMEDIATE RELEASE

LACTC BRIGHTENS THE SEVENTH STREET PASSAGE WAY NEAR METRO RAIL

The Los Angeles County Transportation Commission is working on eliminating graffiti and sprucing up the Metro Rail construction area for pedestrians on Seventh Street in downtown L.A. The Commission has contracted with the Skid Row Development Corporation's job program to paint the safety fences as part of an extensive effort by LACTC's Rail Construction Corporation to improve conditions around the construction site.

Fences on both sides of Seventh Street between Hope and Figueroa streets are being painted to match the new bright, colorful signs leading pedestrians to shops and restaurants. The painting work began on Tuesday and will be completed on Monday, June 4.

Transition Enterprises is the Skid Row Development Corporation's job program providing residents of shelters with temporary work. The agency does janitorial and painting

(MORE)

LACTC BRIGHTENS THE SEVENTH STREET PASSAGE NEAR METRO RAIL
June 1, 1990/Page 2

work mostly in the downtown area. LACTC's contract with the organization is for \$1500.

Earlier this month, the safety fences were moved to widen the sidewalk area to nine feet--almost the same size as before construction began.

After October, all construction activity on Seventh Street will be underground. Surface equipment will be reduced to a minimum.

The first phase of the Metro Red Line, a 4.4-mile link between Union Station and the Wilshire/Alvarado station, is scheduled to open in early 1994.

The Rail Construction Corporation, a subsidiary of the LACTC, is in charge of all rail transit construction in Los Angeles County.

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LOS ANGELES COUNTY TRANSPORTATION COMMISSION .818 West Seventh Street • Los Angeles, California 90017 213 623-1194

JUNE 4, 1990

CONTACT: ERICA GOEBEL
COMMUNICATIONS

FOR IMMEDIATE RELEASE

EARTHQUAKE STUDY FINDS PRESSING NEED FOR RETROFITTING TRANSPORTATION STRUCTURES

Lack of funding is hampering a timely retrofit of transportation facilities in Los Angeles County, jeopardizing lives and mobility should a major earthquake occur. Passage of Propositions 111 and 108 could remedy the situation.

A report released by the Los Angeles County Transportation Commission concludes that up to \$150 million is needed to retrofit 483 transportation facilities that could fail in a major earthquake. (7 - 8 points on the Richter scale) Damage to the transportation facilities could cut off access to downtown Los Angeles, LAX, Long Beach Harbor, and parts of the southeastern area of the county.

Currently, to accomplish the earthquake retrofit program, elected officials are looking to the passage of Propositions 111 and 108 on June 5 for relief.

"We need voters to support Propositions 111 and 108," said Los Angeles County Supervisor Ed Edelman, LACTC chairman.

(MORE)

**EARTHQUAKE STUDY FINDS PRESSING NEED FOR RETROFITTING
TRANSPORTATION STRUCTURES**
JUNE 4, 1990/Page 2

"Recognizing that earthquakes occur in California, we must maintain our transportation infrastructure and provide the resources to do it. The October 1989 earthquake in San Francisco was a tragic reminder that we have to make sure our bridges and other transportation structures can withstand an earthquake."

Under Propositions 111 and 108, over the next 10 years, \$1 billion would be returned to Los Angeles county and cities. This money would be eligible for seismic retrofitting. Also, in the preliminary California Transportation Commission budget, \$58 million is identified for seismic retrofitting in Los Angeles County, contingent on the propositions passage.

The report by Deleuw, Cather & Company examined the extent of earthquake soundness of transportation infrastructure, programs currently in place to upgrade facilities, and funding short-falls.

A large number of bridges, and structures over and under railroads, constructed in the 1950 and 1960's before currently seismic design standards were incorporated in 1971, were identified as deficient.

Working together, Caltrans, the City of Los Angeles, County of Los Angeles and 39 other cities are compiling complete data for all transportation structures in the county. Caltrans has begun work on a statewide retrofit program, using \$60 million in special earthquake funds authorized by the state legislature for state highway seismic retrofit, and \$20 million for local highway seismic retrofit. Caltrans

(MORE)

**EARTHQUAKE STUDY FINDS PRESSING NEED FOR RETROFITTING
TRANSPORTATION STRUCTURES**

JUNE 4, 1990/Page 3

estimates that the cost for the entire state system seismic retrofit could be as much as \$600 million.

The total cost to implement a seismic upgrade program in Los Angeles County has not been officially determined. An inspection of each structure is necessary to estimate the cost of meeting seismic standards, judged to be approximately \$150 million.

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LOS ANGELES COUNTY TRANSPORTATION COMMISSION .818 West Seventh Street • Los Angeles, California 90017 213 623-1194

JUNE 4, 1990

CONTACT: CLARA POTES/ERICA GOEBEL
COMMUNICATIONS

FOR IMMEDIATE RELEASE

LACTC HONORED WITH DISTINGUISHED BUDGET PRESENTATION AWARD

The Los Angeles County Transportation Commission will receive a **DISTINGUISHED BUDGET PRESENTATION AWARD**, on June 27, presented by the Government Finance Officers Association (GFOA).

The award recognizes LACTC's effective presentation of the annual budget for the fiscal year 1989-1990.

"This is the highest form of recognition in governmental budgeting," said GFOA Director of the Educational Service Center Dennis Strachota.

To receive this award, a governmental unit must publish a budget document that simultaneously serves as a policy document, an operations guide, a financial plan, and a communications device.

The GFOA reviewed 498 state and local government budgets in 1989. Entries were submitted by agencies of the United States and Canada.

(MORE)

LACTC GETS DISTINGUISHED BUDGET PRESENTATION AWARD

June 4, 1990/Page 2

Budgets that qualified for the **DISTINGUISHED BUDGET PRESENTATION AWARD** met high standards of readability, comparability and completeness. These elements combined provide the information that market analysts, investors and others need to assess the credit worthiness of an organization.

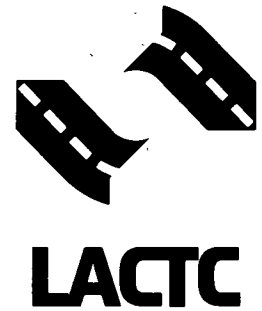
"We are proud to be recognized as one of the agencies of the U.S. and Canada which present financial documents that provide adequate policy information and are easy to understand by the public, the press and the financial community," said Neil Peterson, LACTC's executive director.

A plaque and a congratulatory letter will be presented by Mark Bloodgood, County Auditor Controller and GFOA Official to the LACTC Chairman, Supervisor Ed Edelman, at the opening of the Commission meeting on June 27 at 1:15 p.m. at the Department of Water and Power, 111 North Hope St., Los Angeles.

The Los Angeles County Transportation Commission was created by state law in 1976 to oversee the coordination of transportation services within Los Angeles County. Its mission is to improve mobility and maximize the cost effective use of transportation dollars in the county. The Commission allocates federal, state and local funds for highway, transit, rail, bike and other transportation activities.

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NEWS



LOS ANGELES COUNTY TRANSPORTATION COMMISSION 403 West 8th St., Suite 500, Los Angeles, CA 90014 (213) 626-0370

JUNE 14, 1990

CONTACT: CLARA POTES/STEPHANIE BRADY
TRANSPORTATION NEWS BUREAU

FOR IMMEDIATE RELEASE

RCC NAMES VICE-CHAIR

Pasadena businessman Ernest M. Camacho has been named vice-chair of the Rail Construction Corporation, a subsidiary of the LACTC responsible for the construction of rail projects.

The RCC's seven-member board of directors unanimously voted for Camacho to fill the vice-chair seat.

"I'm looking forward to the vice-chairmanship," Camacho said. "In light of the passage of Propositions 108 and 111, we have a tremendous challenge to fulfill the voters' desire for a better transit system."

As vice-chair, Camacho will chair RCC's meetings and conduct the board businesses when the RCC Chairman David E. Anderson is not present.

Camacho is the president and chief executive officer of Pacifica Services, a civil engineering firm headquartered in Pasadena. He has more than 17 years of experience in management, program evaluation,

(MORE)



policy analysis, government programs, surveys, feasibility studies and development finance.

As a Presidential appointee to the White House Conference on Small Business in the late 1970s, Camacho directed several task forces on federal procurement and minority business development.

His company was listed in the Hispanic Business Magazine as the second fastest growing Hispanic-owned firm in the country, and in Inc. Magazine was ranked as the 38th fastest growing private firm in the U. S.

LACTC appointed Camacho in February, 1990 to serve on the RCC board of directors. The RCC board is ^{comprised} ~~composed~~ by private citizens, three named by the LACTC, three by the RTD and a seventh chosen by a majority of the six members.

RCC was created in 1989 to manage the design and construction of the L.A. County's 150-mile rail transit system now under construction.

RCC is completing the construction of the 22-mile Long Beach-to-Los Angeles Metro Blue Line which opens July 14.

Other projects include the 17.4-mile Metro Red Line linking downtown Los Angeles to the San Fernando Valley and the 20-mile Metro Green Line from Norwalk to El Segundo.

LACTC is responsible to the voters to build a 150-mile rail transit network, using sales tax funds approved in 1980 by Proposition A, and rail bonds and gas tax approved in 1990 by Propositions 108 and 111.

#



NEWS



LOS ANGELES COUNTY TRANSPORTATION COMMISSION .818 West Seventh Street • Los Angeles, California 90017 213 623-1194

JUNE 19, 1990

CONTACT: CLARA POTES/STEPHANIE BRADY
TRANSPORTATION NEWS BUREAU

FOR IMMEDIATE RELEASE

LACTC APPOINTS AIR QUALITY MANAGEMENT ADMINISTRATOR

The Los Angeles County Transportation Commission announced today the appointment of Rebecca V. Barrantes to the position of Air Quality Management Administrator.

Barrantes will assume liaison responsibility between LACTC and local, state and federal agencies to promote air quality projects. She also will help the commission comply with local and federal clean air requirements.

In announcing the appointment, Neil Peterson, LACTC executive director said, "Ms. Barrantes brings to the Commission many years of experience in legislation relative to transportation issues in the city of Los Angeles."

For the past two years she served as Director of Government and Public Affairs for the Southern California Rapid Transit District. She also has five years of experience as Transportation Budget Analyst and as Legislative Analyst for the city of Los Angeles.

(MORE)

LACTC APPOINTS AIR QUALITY MANAGEMENT ADMINISTRATOR
June 19, 1990/Page 2

"I have strived to make a contribution to public transit throughout my career," said Barrantes. "It's a matter of being committed and ready to just get up and answer the bell."

Barrantes lives in Whittier with her husband Richard and daughter Deanna. She earned her undergraduate degree in social work from California State University Long Beach in 1979, and obtained a master's degree in Public Administration from USC in 1983.

LACTC was created by state law in 1976 to oversee the coordination of transportation services within Los Angeles County. Its mission is to improve mobility and maximize the cost effective use of transportation dollars in the county. The Commission allocates federal, state and local funds for highway, transit, rail, bike and other transportation activities.

#

NEWS



LOS ANGELES COUNTY TRANSPORTATION COMMISSION .818 West Seventh Street • Los Angeles, California 90017 213 623-1194

JUNE 19, 1990

CONTACT: ERICA GOEBEL/ROBERTA TINAJERO
TRANSPORTATION NEWS BUREAU

FOR IMMEDIATE RELEASE

MAYORS CHRISTEN RAIL VEHICLES IN MASS CEREMONY

Each rail vehicle in the Metro Blue Line fleet, which will start carrying passengers between Long Beach and Los Angeles July 14, is named after cities in the county. Armed with "Hollywood-style" break-away champagne bottles, city mayors christened 52 vehicles in a mass name-the-car ceremony at the Blue Line maintenance yard on June 19.

Each city along the right-of-way of the 22-mile line automatically received a car to name; the other 42 cities were selected by random drawing.

"With each taxpayer in Los Angeles county helping to pay for the 150-mile rail transit system, it is fitting that the most visible aspect of the rail lines -- the vehicles -- honor each jurisdiction in the county. Eventually, when more rail lines open, we will have vehicles to name after every community and city," said Neil Peterson, executive director of the LACTC.

(MORE)

MAYORS CHRISTEN RAIL VEHICLES IN MASS CEREMONY

June 19, 1990/Page 2

Each participating city was asked to write copy for a plaque that will be mounted inside its rail car. Many wrote about their city's origin as a Spanish land-grant, their notable landmarks, lifestyle qualities, and ended by saying, "this car is dedicated to the residents of the city."

Each red, white and blue stripped vehicle, manufactured in Japan by Sumitomo, Nippon Sharyo, cost \$ 1 million. Vehicles can carry 230 people seated and standing, measure 87 feet long, have air-conditioning, are smooth-riding and quiet, and will operate coupled into two-car trains. Each night they will return to the maintenance yard in North Long Beach, where they will be washed and serviced. Southern California Rapid Transit District is the operator of the Metro Blue Line; the LACTC is the builder of the line and remains the owner of the vehicles and facilities.

The Los Angeles County Transportation Commission is building a 150-mile rail transit system, funded by Proposition A, the half-cent sales tax, approved by voters in 1980. Currently under construction is the Metro Red Line subway, which will run from Union Station to San Fernando Valley; and the Metro Green Line, will run from Norwalk to El Segundo, in the middle of the I-105 freeway. The first four miles of the Red Line will open in 1993; the Green Line will open in 1994.

#

NEWS



LOS ANGELES COUNTY TRANSPORTATION COMMISSION .818 West Seventh Street • Los Angeles, California 90017 213 623-1194

JUNE 25, 1990

CONTACT: DAVID HERSHENSON/STEPHANIE BRADY
TRANSPORTATION NEWS BUREAU

FOR PUBLICATION PRIOR TO JULY 5, 1990

NORWALK AREA RESIDENTS INVITED TO PARTICIPATE IN METRO GREEN LINE ART PROGRAM

The Los Angeles County Transportation Commission invites Norwalk area residents and business members to a presentation on its Art for Rail Transit (A-R-T) program, which will involve artists and the community in the design of stations on the Metro Green Line. The free public meeting will be held Thursday, July 5 at the Norwalk City Hall Council Chambers, located at 12700 Norwalk Boulevard, from 7 to 9 p.m.

A Community Advisory group is now being formed to develop a fact sheet profiling the neighborhood's cultural, historical and local characteristics, which will be used as a guideline for artists selected to work on the rail transit stations. Local community members, arts professionals and artists are encouraged to attend Thursday's meeting to learn about how they can be a part of the process.

LACTC's public art policy allocates one-half of one percent of its rail transit projects' construction costs for public art. Stations along the Metro Green Line will feature original works by artists, selected through a process that will include both arts professionals and community members.

(MORE)

LACTC ART FOR RAIL TRANSIT MEETING

June 25, 1990.

The 20 mile Metro Green Line will run down the median of the new Glenn Anderson I-105 freeway from Norwalk to Aviation Boulevard and Imperial Highway, where it will break off and run on an elevated guideway through the city of El Segundo to Marine Avenue. The Green Line will be the first fully automated rail transit line in the United States, meaning the vehicles will be driverless and operated by computers in a central control facility. The rail transit system will begin service to the public in fall of 1994.

In addition to the Metro Green Line, A-R-T is also working on the Long Beach to Los Angeles Metro Blue, opening July of this year, and the first two phases of the Metro Red Line subway. The Metro Red Line's first leg is a 4.4 mile link between Union Station and Wilshire/Alvarado station. The 6.7 mile second phase will connect with the Wilshire/Alvarado station and run west along Wilshire Boulevard to Wilshire and Western Avenue. Another segment will break off at Wilshire and Vermont Avenue, running north on Vermont to Hollywood Boulevard, where it will travel west along Hollywood to Vine Street. The A-R-T program will also be involved with future lines that will be part of the 150 mile rail transit system planned for Los Angeles County.

Along with other responsibilities, LACTC was granted authority for rail transit development in the county when it was created by the State Legislature in 1976. The Metro Red Line is funded through a combination of federal, state and local funds. Funding for all other lines planned by the LACTC comes from Proposition A, the county's half cent sales tax.

For more information on the Art for Rail Transit program call (213) 236-9408.

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NEWS



LOS ANGELES COUNTY TRANSPORTATION COMMISSION .818 West Seventh Street • Los Angeles, California 90017 213 623-1194

JULY 3, 1990

CONTACT: ROBERTA TINAJERO/STEPHANIE BRADY
TRANSPORTATION NEWS BUREAU

FOR IMMEDIATE RELEASE

METRO BLUE LINE'S "USS ENTERPRISE" CONTROLS ALL

The "brains" behind the Metro Blue line are in a master computer station, dubbed the "USS Enterprise," built by the Los Angeles County Transportation Commission. It employs the latest state-of-the-art technology designed for rail dispatching, unparalleled in the nation. The computer features a 60" diagonal electronic map screen that keeps track of travelling Blue Line trains; 64 television screens linked to closed-circuit cameras at each of the line's 22 passenger stations; computer operators in constant radio contact with train operators, and headquarters for the LA County Sheriffs Department policing the line. Central Control is located at 2000 East Imperial Highway at the intersection of Wilmington Avenue in the City of Los Angeles, next to the Imperial rail transit station.

"When the Blue Line opens on July 14, all safety and security measures will be monitored from this hi-tech center," said LACTC Vice-Chairman Ray Grabinski. "The equipment here allows security personnel to know what's happening at each point of the 22-mile route," he said.

The computer system, technically called Supervisory Control and Data Acquisition or "SCADA" is linked to control boxes located along the line through an intricate network of fiber optics.

Operators can observe SCADA's activity on a large electronic mapboard.

SCADA:

- monitors and controls 20 power substations along the line; the substation structures are where strong currents of electricity are converted to the type of power needed to run the rail cars.
- monitors and controls the overhead electrical wire system.
- monitors and controls the signalling system which operates the highway crossing gates and track switches.
- controls the ticketing system; the ticketing system will be the first in the world to report financial data to a central computer via SCADA's computer hook-ups. Operators at the Central Control will be kept continually informed of each machine's money and ticket supply. When the machines run low on change or tickets or when the coin vaults are nearly full, the SCADA system will alert the Central Control operators so that the machines can be immediately serviced without disruption to riders. The ticket machines will automatically report any malfunction or attempted break-in to the centralized computer.
- hooks-up to security and safety equipment:
 - * train operators are linked to Central Control by radio and by silent alarms in the cabs of each rail car
 - * monitors the fire detection system
 - * monitors the alarm systems for the substations, communications buildings, and the Central Control building.

(MORE)

SCADA has a back-up system that would automatically activate within 20 to 30 seconds of an emergency situation.

SCADA systems are used by many other rail transit lines including those in the cities of Atlanta, Baltimore, Miami, and Washington D.C. SCADA is also widely used in operating large manufacturing plants, oil and gas production facilities, and in power generating facilities.

Approximately 100 to 120 employees are based at the Central Control facility, including LA County Sheriffs, operations workers and bus dispatchers.

Eventually the Central Control facility will also serve the Norwalk-to-El Segundo Metro Green Line scheduled to open in 1994, the Pasadena line, and the coastal lines.

Shirley Brothers, Inc. did the primary construction of the facility, under contract to the LACTC. Harris Corp provided and installed the SCADA system. The entire Central Control facility cost \$9.9 million.

Construction began in June 1988 and was completed in August 1989. The SCADA equipment was installed in January 1990.

The 25,000-square foot, two-story building is located at the interchange point for the Blue and Green Lines. A two-level station (ground and freeway levels) will serve the two rail lines. A park-and-ride lot with over 1700 spaces is planned for the site.

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NEWS



LOS ANGELES COUNTY TRANSPORTATION COMMISSION .818 West Seventh Street • Los Angeles, California 90017 213 623-1194

JULY 6, 1990

CONTACT: STEPHANIE BRADY
TRANSPORTATION NEWS BUREAU

FOR IMMEDIATE RELEASE

DBE INVESTIGATION

The Los Angeles County Transportation Commission (LACTC) is reviewing its contractor, sub-contractor and, especially, DBE certification procedures and practices in response to allegations against a subcontractor which have been brought to the attention of the LACTC.

We can confirm there have been two complaints regarding Hollier Engineering and Construction Corporation (HEC).

The first complaint was in early 1989 and was investigated and in accordance with existing standards and practices.

The second and most recent was this year in the form of a complaint to the LACTC from a former employee of HEC which also included claims about areas outside of the scope of the HEC contracts.

The LACTC retained special counsel to look into the complaints. Following our own review of employment records, certified payrolls, and resident engineer reports by the special counsel to the LACTC,

(MORE)

DBE INVESTIGATION
July 6, 1990/Page 2

we determined there are discrepancies which should be looked into by the California Division of Labor Standards Enforcement, Bureau of Field Enforcement. We are cooperating fully with that agency which has responsibility for the areas in question.

In addition, pending the outcome of the state agency's investigation and our own continuing review, we are also reviewing the criteria for suitability and qualification for subcontractors on LACTC contracts, to make sure the LACTC and its contractors -- including HEC -- are doing the right thing, with special attention to the requirement that DBE contractors perform commercially useful functions.

Neil Peterson statement: "All of us at the Los Angeles County Transportation Commission consider the task of providing urban mass transit for Los Angeles as an important calling. We are changing the way of life for a great American city. We take our responsibility seriously.

"We have language in our contracts calling for high standards which we expect will be followed by contractors and subcontractors and vendors at all levels."

"We have reviewed the LACTC position and have reported fully on this matter to our own commission. We have assured our commissioners we are cooperating with appropriate agencies and making sure we avoid any contract compliance problems," Peterson said.

Currently, HEC is not a subcontractor to any LACTC project," Peterson said.

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LOS ANGELES COUNTY TRANSPORTATION COMMISSION .818 West Seventh Street • Los Angeles, California 90017 213 623-1194

JULY 9, 1990

CONTACT: CLARA POTES/STEPHANIE BRADY
TRANSPORTATION NEWS BUREAU

FOR IMMEDIATE RELEASE

METRO BLUE LINE SOUVENIRS AVAILABLE

Collectors of memorabilia will be able to obtain a piece of the historic Grand Opening of the Long Beach-Los Angeles Metro Blue Line July 14 and 15.

The Los Angeles County Transportation Commission has authorized the creation of limited editions of souvenir items to commemorate this milestone in Los Angeles County transportation.

The Metro Blue Line poster by famed local artist Frank Romero tops the list of what is sure to become a treasured collector's item. In his own unique style, Romero has presented a joyful image celebrating the emerging of the Los Angeles transportation from the old--the Red Car discontinued in 1961--to the modern--the 1990s Metro Blue Line.

Another Blue Line souvenir includes T-shirts with original art by graphic artist Jonathan Louie. Also available will be popular fluorescent hued Fanny Pack, sports drinking bottles and official Metro Blue Line baseball style caps.

(MORE)

In addition, a limited number of Metro Blue Line cloisonne lapel pins featuring the "M" logo will be offered.

Souvenir items will go on sale at six community festivals during the two-day Grand Opening gala. Those festival location are:

Roosevelt Park, adjacent to the Blue Line Florence and Graham Station in Los Angeles--Community Fiesta with food, music, dancing and art displays.

103rd Street Station at Graham in Watts--Watts towers open for tours, art display, Jazz concert, Markham Jr. High performing excerpts from the play "The Wiz," and local talent show.

Compton Boulevard Station at Willowbrook, City of Compton--Grand Opening of Compton Transit Center, festival and airshow at Compton Airport on Saturday.

Del Amo Station at Santa Fe in the City of Carson--Transportation Army Exhibits, Jazz band, Travis the Owl Safety Mascot, Municipal Bus Lines exhibits, Pacific Electric Red Car and Southern Pacific Rail Cars.

Veterans Park adjacent to the Willow Station at Long Beach Boulevard--Country Western Festival with music, food, rides, games, square dancing and clogging.

Rainbow Lagoon next to the Hyatt Regency in downtown Long Beach--The "Taste of Long Beach," food festival.

The official ceremony dedicating the Blue Line will begin at 10 a.m. July 14 at Pico Station in downtown Los Angeles. After the ceremony free train rides will be offered to as many as can be accommodated for the two-day weekend. The line will formally start revenue service on July 16, running between the Anaheim Station in Long Beach and the Pico Station in downtown Los Angeles.

NEWS



LOS ANGELES COUNTY TRANSPORTATION COMMISSION .818 West Seventh Street • Los Angeles, California 90017 213 623-1194

JULY 10, 1990

CONTACT: ROBERTA TINAJERO/STEPHANIE BRADY
TRANSPORTATION NEWS BUREAU

FOR IMMEDIATE RELEASE

ADDED BUS SERVICE TO RELIEVE PEAK HOUR CONGESTION

The Los Angeles County Transportation Commission (LACTC) has announced a new \$13 million program to expand bus service during rush hours in congested traffic corridors. Under a two-year pilot plan, called the Transit Service Expansion Program, additional funds will be available to all cities and bus operators in the county to increase their service.

The money would go to bus services that would:

- relieve traffic in a congested corridor during commuter hours.
- provide feeder buses to rail transit stations, commuter rail stations, or to existing bus lines.
- measurably reduce air pollution and automobile vehicle miles traveled.
- be a joint project between a public bus operator and a private company to reduce congestion and/or enhance suburban mobility through shuttle or bus service.
- replace needed service dropped by another operator.

(MORE)

ADDED BUS SERVICE TO RELIEVE PEAK HOUR CONGESTION
July 10, 1990/Page 2

"Whether you take the bus or not, you benefit," said Ed Edelman, LACTC chairman and L.A. County Supervisor. "Buses reduce congestion by reducing the number of car-driving commuters. The Transit Service Expansion Program is part of LACTC's effort to improve mobility by developing coordinated bus and rail services," he said. "Our intent is to let the cities propose innovative projects and develop an ongoing funding source to finance future maintenance of the new services developed under this plan," said Edelman.

The Transit Service Expansion Program is financed by Proposition A, the half-cent sales tax approved by voters in 1980. Forty percent of the sales tax funds goes into a discretionary account designated for public bus operations.

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LOS ANGELES COUNTY TRANSPORTATION COMMISSION .818 West Seventh Street • Los Angeles, California 90017 213 623-1194

JULY 11, 1990

CONTACT: CLARA POTES/STEPHANIE BRADY
TRANSPORTATION NEWS BUREAU

FOR IMMEDIATE RELEASE

METRO BLUE LINE COMMEMORATIVE POSTER

Artist Frank Romero has been commissioned by LACTC's Art for Rail Transit (A-R-T) program to create a commemorative poster for the July 14 and 15 grand opening of the Metro Blue Line--the first part of the 150-mile rail system under construction in Los Angeles County.

Romero's poster features one of Los Angeles' famous Red Cars in the process of being transformed into its modern Metro Blue Line counterpart. The image vividly combines Romero's two favorite themes--historic Los Angeles and transportation vehicles of all kinds--with the motto of the opening celebration: "On track to the future."

According to Jon Moynes, coordinator of the A-R-T program's contribution to the grand opening festivities, the selection of Romero as the artist for the poster was a natural, and the artist himself admits to being excited about the poster, which is crammed with other favorite subjects besides the Red Car/Blue Car image: vintage automobiles (ones Romero himself has owned), an airplane, and a blimp. "It was an excuse to do my favorite symbols," Romero said. "My idea of art is to avoid clean space. I fill all the spaces."

(MORE)

METRO BLUE LINE COMMEMORATIVE POSTER
July 11, 1990/Page 2

The work also allowed the Boyle Heights artist to reminisce about the city's past transportation systems.

"With the Red Car, I used to travel from Boyle Heights to downtown Los Angeles in 10 minutes. Now with the freeway, it takes 20. I don't know what went wrong.

"The automobile in Los Angeles always symbolized freedom, and it was a great way to get around, but it is not anymore. It is a terrible tragedy we let the rail car die."

Transportation has always been a central theme of Romero's work, including his "Going to the Olympics" (1984) which was commissioned by the Olympic Arts Committee. Located on the Hollywood Freeway in downtown Los Angeles, the painting includes five cars, one each from the 1910s, '20s, '30s, '40s, and '50s, symbolizing the five Olympic rings.

Romero, who grew up in East Los Angeles, first received widespread notice in 1974 when U.C. Irvine and the L.A. County Museum of Art played host to shows of art by Los Four, a Chicano artists' collective.

The poster to celebrate the Grand Opening of the Metro Blue Line was sponsored by the Art-for-Rail-Transit program of the Los Angeles County Transportation Commission and the Coca-Cola Bottling Company of Los Angeles.

The A-R-T program, created in 1989, commissions permanent works of art for each station on the rail system and also sponsors temporary arts events, such as the Metro Blue Line Opening Arts Celebration.

Alan Fishel (213) 537-7070
664-7351

NEWS



LOS ANGELES COUNTY TRANSPORTATION COMMISSION .818 West Seventh Street • Los Angeles, California 90017 213 623-1194

JULY 12, 1990

CONTACT: CLARA POTES/STEPHANIE BRADY
TRANSPORTATION NEWS BUREAU

FOR IMMEDIATE RELEASE

BLUE LINE EXPECTED TO ATTRACT BUS TRANSIT COMMUTERS AND RAIL ENTHUSIASTS

The new rail system connecting Los Angeles to Long Beach is likely to change the driving habits of motorists as well as serve the needs of regular public transit users.

"In the beginning, we expect hundreds of riders, who amused by the new toy, will come and ride just for the fun of it," transportation officials said.

The real ridership, however, will be comprised of people going to work, school, shopping, doctors and entertainment centers.

Businessman Alan Fishel, 48, for example, plans to be a regular patron of the Blue Line at least two or three times a week.

"From Los Feliz area, where I live, an RTD bus will take me to the train at the Pico Station in downtown Los Angeles," Fishel said. As the train approaches Long Beach, Fishel who carries a cellular telephone, will call his secretary, who will pick him up at Del Amo Station and drive him to his Long Beach office.

"Driving is work, especially in traffic," Fishel said. "On the Blue Line, I will be able to relax and unwind." Fishel also plans to be present at the Grand Opening ceremony of the Metro Blue Line.

(MORE)

"I want to be a part of history in the making," he said. "I was one of a bunch of about 50 people who didn't go to bed the night of April 9, 1961. After midnight, we boarded the Red Car for its last journey to Long Beach."

Like, Fishel, many other rail enthusiasts have made special efforts to leave their cars home and ride to work on the Blue Line.

Michael Murtaugh three months ago purchased a home at the Wrigley area in Long Beach. "The proximity to the Blue Line was a primary factor in choosing that location," Murtaugh, a public relations manager at AT&T, said.

Murtaugh said he is anxious to stop fighting freeway gridlock. Instead, he plans to seat back and read while the Blue Line whisks him to his downtown L.A. office.

In addition to the new rail converts, transportation officials expect regular public transit users to board the train.

Students, blue-collar workers, clerical people, shoppers and seniors will be able to make bus/train connections at each Blue Line station. RTD, Gardena Bus, Long Beach Transit and Carson Circuit bus services have more than 100 bus routes serving rail stations.

Initially running from Anaheim Station in Long Beach to Pico Station in Los Angeles, the Blue Line is expected to have 5,000 to 7,000 daily riders in the first two months of service. By the end of the first year of operation, transportation officials predict about 12,000 daily riders. And by 1994, when the Metro Red Line subway and the Metro Green Line open, 35,000 riders are expected.

Trains will run from 6 in the morning to 8 at night, every 10 minutes during peak hours and every 15 minutes during non-peak hours, weekends and holidays.

The 22-mile Metro Blue Line was built by the Los Angeles County Transportation Commission and is operated by the Southern California Rapid Transit District.

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JULY 18, 1990

CONTACT: STEPHANIE BRADY/ROBERTA TINAJERO
TRANSPORTATION NEWS BUREAU

THREE LACTC TEAMS EXPLORE TUNNEL IMPACTS

The Los Angeles County Transportation Commission has assigned an independent team to investigate last Friday's fire in the Metro Red Line tunnel. A second team is designing the reconstruction of the damaged area and a third one is reviewing the construction methods and schedule.

"We expect the investigation team to find out the cause, extent of damage, cost and related issues," said Neil Peterson, LACTC executive director.

The Commission's construction management firm, PDCD with the cooperation of contractor Tutor-Saliba, is leading the team that began shoring up the tunnel with aluminum support beams on Sunday. By Tuesday, July 17, beams supporting 268 feet of the tunnel had been installed allowing Caltrans to open the freeway.

The construction and schedule team is assessing the impact of the fire on the entire 4.4-mile project. A tunnel that runs parallel to the damaged tunnel can still be used to transfer welded rail

THREE LACTC TEAMS EXPLORE TUNNEL IMPACTS

July 18, 1990/Page 2

stored at a maintenance yard behind Union Station to other areas of construction. All three teams will make interim findings available until the report is finalized.

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NEWS



LOS ANGELES COUNTY TRANSPORTATION COMMISSION .818 West Seventh Street • Los Angeles, California 90017 213 623-1194

July 27/90 senate appropriations committee approved it.

July 19, 1990

CONTACT: CLARA POTES/STEPHANIE BRADY
TRANSPORTATION NEWS BUREAU

FOR IMMEDIATE RELEASE

HOUSE APPROVES \$150 MILLION FOR METRO RAIL

The House of Representatives approved \$150 million to continue the construction of the second segment of Los Angeles' Metro Red Line subway, known as MOS-2, the Los Angeles County Transportation Commission announced today.

"This high level of funding demonstrates the strong support of the U.S. House of Representatives for the construction of the Metro Red Line subway which will be the backbone of the entire L.A. Metro system," said Congressman Glenn Anderson (D-Long Beach), who chairs the House Committee on Public Works and Transportation.

The bill, H.R. 5229 known as the 1991 Transportation Appropriations bill was approved July 12 by a vote of 385-31.

The Senate Appropriations Subcommittee on Transportation is expected to take action by the end of July. The final bill is expected to be signed into law by President Bush by October 1, 1990 when the 1991 federal fiscal year begins.

(MORE)

HOUSE APPROVES \$150 MILLION FOR METRO RAIL
July 19, 1990/Page 2

The Los Angeles Metro Red Line is one of 15 new rail projects recommended for funding nationwide, and is receiving the highest recommended level of funding among \$440 million allocated under the new starts category for the year 1991, transportation officials said.

This appropriation will further construction of the second 6.7-mile phase of subway which extends from Wilshire Boulevard and Alvarado Street west to Western Avenue and Wilshire, and north to Hollywood Boulevard and Vine Street in Hollywood. The 4.4-mile initial segment (MOS-1), which extends from Union Station to Wilshire and Alvarado is 65% complete.

The MOS-2 segment is projected to cost \$1.446 billion, with a federal contribution of \$667 million or 46%. The remaining \$779 million will be provided from local, state and private sector sources. The extension to Wilshire and Western is expected to begin operation by 1996 while the line to Hollywood and Vine will open by 1998.

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LOS ANGELES COUNTY TRANSPORTATION COMMISSION .818 West Seventh Street • Los Angeles, California 90017 213 623-1194

JULY 31, 1990

CONTACT: CLARA POTES/STEPHANIE BRADY
TRANSPORTATION NEWS BUREAU

FOR IMMEDIATE RELEASE

SENATE COMMITTEE RECOMMENDS \$150 MILLION FOR METRO RAIL

The Senate Appropriations Committee approved July 27 the 1991 Transportation Appropriations bill, which includes \$150 million for the second segment of the Los Angeles' Metro Red Line subway, known as MOS-2.

This is the second year that the Senate's recommended level of funding is the same as proposed by the House of Representatives.

"We are pleased with the continued strong support by the Senate for this extension of the line which will be the backbone of the entire Metro system," said Senator Pete Wilson (R-CA.)

"The favorable public reaction to the Long Beach to Los Angeles Metro Blue Line has generated even more interest and support for the Red Line subway," Wilson added. "I hope that we continue to set a positive example showing that Los Angeles is ready for rail mass transit."

(MORE)

Senate Committee Recommends \$150 Million for Metro Rail
July 31, 1990/Page 2

The Senate Appropriations Subcommittee on Transportation is chaired by Senator Frank Lautenberg of New Jersey and its senior Republican member is Senator Alfonse D'Amato of New York. Both have been vocal supporters of the Los Angeles' Metro Red Line.

The full Senate is expected to consider this Appropriations bill in September, and a final version would be agreed to by the House and the Senate. The final bill would be signed into law by President George Bush by October 1, 1990, when the 1991 federal fiscal year begins.

The federal Department of Transportation (DOT) signed in April a 667-million full-funding contract for MOS-2, ensuring the financing of this 6.7 mile, eight station segment.

MOS-2 extends from Wilshire Boulevard and Alvarado Street west to Wilshire Boulevard and Western Avenue, and north from Wilshire Boulevard and Vermont Avenue to Sunset Boulevard and Vermont Avenue where it turns west to Hollywood Boulevard and Vine Street.

Construction is expected to begin in January 1991. The extension to Wilshire/Western is expected to open in 1996 and the segment to Hollywood and Vine is expected to open in 1998.

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NEWS

AUGUST 6, 1990

CONTACT: STEPHANIE BRADY/ROBERTA TINAJERO
TRANSPORTATION NEWS BUREAU

FOR IMMEDIATE RELEASE

FIRST JOINT MEETING OF TRANSIT AGENCIES MARKS HISTORIC MOVE TOWARD REORGANIZATION

The first joint meeting of the boards of the Los Angeles County Transportation Commission (LACTC) and the Rapid Transit District (RTD), is set for Wednesday, August 8 at 1:30 p.m. in the Board of Supervisors' Hearing Room, Hall of Administration, 500 West Temple Street. Under a bill enacted earlier this year, Mayor Tom Bradley and the five Los Angeles County Supervisors are required to attend quarterly meetings of the two agencies each year instead of sending their representatives.

The meetings are a step toward providing a workable solution to combine transit authority in the county. Assembly Bill 1784, enacted in May, also requires that the agency boards develop a reorganization plan to consolidate their efforts by January 1, 1992.

Major issues on Wednesday's agenda include:

- the joint board's structure, including possible selection of a chair and vice chair;
- a discussion on future transportation funding through a new 1/2-cent sales tax initiative;

(MORE)

First Joint Meeting of Transit Agencies
August 6, 1990/Page 2

- impacts of Propositions 108, 111, and 116;
- status report on the Metro Blue Line and the county's rail construction plan.

The mayor and the county supervisors have until August 31 to appoint their alternates that serve on both the RTD and LACTC boards. Previously, the boards were prohibited from having the same appointees.

(MORE)



JOINT LACTC/SCRTD MEETING



Wednesday, August 8, 1990 - 1:30 p.m.
Board of Supervisors' Hearing Room - 3rd Floor
Hall of Administration
500 West Temple Street
Los Angeles, California

DISPOSITION

- | | |
|--------------------------------------------------------------------------------------|----------------------------|
| 1. Implementation of AB 1784 (Attachment 1) | Discussion/Possible Action |
| o Selection of Chair; Vice Chair | |
| o Rules for Joint Meetings | |
| o Committee Structure and Compensation | |
| o Agency/Staff Reorganization and Reorganization Plan | |
| o Administrative Support | |
| 2. Possible Agenda Items for FY 1991 Joint Meetings (Attachment 2) | Discussion/Possible Action |
| 3. Metro Blue Line Status Report | Discussion/Possible Action |
| o Resolution of Appreciation | |
| o Operation Status Report | |
| o Bus Shuttle Status Report | |
| 4. Increase in 1/2-Cent Sales Tax (Staff report will be mailed separately) | Discussion/Possible Action |
| 5. Los Angeles Arts Festival (Staff report will be mailed separately) | Action |
| 6. Status Report on Propositions 108, 111 & 116 in Los Angeles County (Attachment 3) | Information |
| 7. Rail Construction Program - Status Report | Information |
| 8. Briefing on SCRTD Short-Range Transit Plan | Information |
| 9. Next Meeting - December 5, 1990 | Information |
| 10. Public Comment | |
| 11. Adjournment | |

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PUBLIC COMMENT: Members of the public shall have the right to address the Commission on items of interest which are within the subject matter jurisdiction of the Joint Board. A person may make one presentation per meeting which may include any agenda or non-agenda item or combination of items, but shall not exceed three minutes in length. Action may be taken on any item identified on the agenda. Persons wishing to comment should submit a "Request to Speak" form to the secretary.



NEWS



LOS ANGELES COUNTY TRANSPORTATION COMMISSION .818 West Seventh Street • Los Angeles, California 90017 213 623-1194

AUGUST 14, 1990

CONTACT: CLARA POTES/STEPHANIE BRADY
TRANSPORTATION NEWS BUREAU

FOR IMMEDIATE RELEASE

LACTC NAMES PRESIDENT OF RAIL CONSTRUCTION CORPORATION

The Los Angeles County Transportation Commission (LACTC) has named Edward McSpedon as president and CEO of its subsidiary, the Rail Construction Corporation (RCC).

McSpedon was chosen after conducting a national search where more than 100 applicants were reviewed.

He will be responsible for the design and construction of a 150-mile metro rail transit system that includes the 22-mile Metro Green Line, the completion of the first 4.4 miles of the Metro Red Line and the initiation of the 6.8-mile second phase of the Metro Red Line.

McSpedon has been serving as acting president and CEO of the RCC since November 1989. During this period he was responsible for metro rail engineering and construction work, including the completion of construction and activation of the 22-mile Metro Blue Line, which opened July 14.

(MORE)

LACTC NAMES PRESIDENT OF RAIL CONSTRUCTION CORPORATION

August 14, 1990/Page 2

The new RCC president started with the Commission in 1985 as manager of preliminary engineering on the Metro Green Line being built along the median of the new I-105 freeway from Norwalk to El Segundo. He also served as director of the Commission's \$1.4 billion Design and Construction Division, overseeing the Metro Blue Line and Green Line projects.

The Rail Construction Corporation was created last year to consolidate rail design and construction in Los Angeles County.

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AUGUST 15, 1990

FOR IMMEDIATE RELEASE

CONTACT: ROBERTA TINAJERO/STEPHANIE BRADY

EXCLUSIVE TO THE DAILY REPORT

Guest Column by Neil Peterson, Executive Director

LACTC HAS AN AGGRESSIVE PLAN TO MAINTAIN MOBILITY

Morning and evening rush hours have become a part of our daily lives. On the average, we rush a full 30 minutes to get to work and return home in about 40 minutes. Rush hours exist because a majority of us live 16 miles away from where we work.

Last year, the Southern California Association of Governments (SCAG) adopted a Regional Mobility Plan that presents the the concept of attaining a balance between the location of jobs and housing. If people were able to work close to where they live, travel distances and congestion would be reduced.

There is no one solution to the growing problem of traffic congestion. The Los Angeles County Transportation Commission (LACTC) looks at "the big picture" and has an immediate action plan of several modes of transportation to reduce congestion and increase mobility in a county that encompasses 4,082 miles.

In June, voters in California passed a gas tax, that also triggered a bill which mandates the development of a Congestion Management Program in all of the state's urbanized areas. The Los Angeles County Transportation Commission (LACTC) will be assuming the lead role in the development of the county's Congestion Management Program.

The program represents a major breakthrough in transportation planning. LACTC will be working with the regional transit providers, local governments, the Southern California Association of Governments, the Air Quality Management District, and Caltrans to prepare a congestion Management Program for the county. We will be establishing levels of service for our major arterials and highways, standards for public transit and programs to analyze the impacts of land use decisions by cities on our regional transportation system.

Through this program, we will have a powerful tool to ensure that the future development does not outstrip our transportation resources and that land use decisions are not made in a vacuum without consideration of their impact on neighboring cities.



A balance between jobs and housing lies in the hands of our cities. Cities must take the initiative. Only through the adoption of local land-use policies oriented toward developing neighborhood work centers could we begin to see the jobs/housing scenario.

In the meantime, the Commission is working with cities on developing innovative strategies and programs to wean commuters from their attachment to driving alone. Carpools, vanpools, buspools and the use of public transit are some of the options for commuting to and from work.

Connected carpool lanes are being designed to encourage ridesharing by allowing commuters to travel from freeway to freeway without leaving the carpool-lane system. The "smart streets" concept employs electronic sensors under the paving and traffic signal synchronization to keep traffic flowing smoothly on major streets.

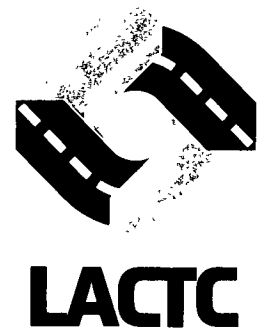
LACTC's rail construction plan is by itself a major effort toward shifting people out of their cars. The Commission's subsidiary, the Rail Construction Corporation is designing and building an integrated 150-mile rail transit system.

Rail transit lines would be served by a coordinated system of regional and community bus service, as well as expanded shuttle service for the elderly and handicapped.

LACTC is tackling today's transportation needs and is open to explore all innovative ideas. The jobs/housing concept remains a factor in our planning. In terms of creating a successful transit system--and therefore reducing traffic congestion--the concept of clustering housing, employment centers, and transit service unmistakably deserves continued research.

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LOS ANGELES COUNTY TRANSPORTATION COMMISSION .818 West Seventh Street • Los Angeles, California 90017 213 623-1194

AUGUST 17, 1990

CONTACT: ROBERTA TINAJERO/STEPHANIE BRADY
TRANSPORTATION NEWS BUREAU

FOR IMMEDIATE RELEASE

YOUNG STUDENTS PLAN METRO RED LINE STATION THROUGH LACTC'S TRANSPORTATION OCCUPATIONS PROGRAM

Ten high school students have developed plans for a Metro Red Line station and building complex for the Wilshire Boulevard and Western Avenue site as part of their participation in the Los Angeles County Transportation Commission's (LACTC) Top program. Students will present their proposal, model and floor plans for the six-story structure to rail construction and school district officials on Tuesday, August 21 at 10 a.m. at the LACTC offices at 818 W. 7th Street in downtown Los Angeles.

The Transportation Occupations Program or TOP teaches teenagers along the route of the Metro Blue Line about the engineering, construction and public process of building a major transportation project.

During the summer months, all TOP students take on internship with construction contractors or the LACTC. "The underground station and building complex was a lesson that taught students the process involved in a public/private joint development project," said Jacki Bacharach, LACTC commissioner. "The construction of our 150-mile rail transit system provides us with a multitude of benefits for our county. It gives us a

(MORE)

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YOUNG STUDENTS PLAN METRO RED LINE STATION THROUGH LACTC'S TRANSPORTATION OCCUPATIONS PROGRAM

August 17, 1990/Page 2

hands-on training ground for young people," she said. The Transportation Commission pays the students \$4.25 an hour for a 30-hour work week, that includes three days on the job and two days in the classroom. Students learn how to use survey equipment and become familiar with construction materials, compliance standards, and operation. They work with blueprints and maps, and practice drafting.

After graduating from TOP, students are prepared to pursue advanced education in engineering, architecture, construction management, urban planning or transportation. TOP is a joint project between the Los Angeles County Transportation Commission and local school districts. The LACTC spends about \$250,000 a year for scholarships, a summer jobs program, field trips, and special supplies.

"The high school students are inspired to go on to college, and for many, it's their first job experience," said Bacharach. "They're also the first generation to be educated about the new rail transit line taking shape in their neighborhoods." Last year, LACTC awarded \$30,000 in college scholarships to 22 TOP graduates.

About 55 students are enrolled in the current TOP session. For 12 hours a week during the school year, the students take classes in drafting, architectural model building, engineering math, graphic design, and technical illustration. They relate all their new skills to the real-life example before them--the design and construction of L.A.'s three rail transit lines. Field trips include on-site visits to construction projects, riding the Metro Blue Line, and visits to various transportation agency headquarters.

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NEWS



LOS ANGELES COUNTY TRANSPORTATION COMMISSION .818 West Seventh Street • Los Angeles, California 90017 213 623-1194

AUGUST 20, 1990

CONTACT: ROBERTA TINAJERO/STEPHANIE BRADY
TRANSPORTATION NEWS BUREAU

FOR IMMEDIATE RELEASE

LACTC NAMES BARNHART SOUTHEAST AREA TEAM MANAGER

The Los Angeles County Transportation Commission announced today the appointment of David E. Barnhart to the position of Area Team Manager for the county's southeast division.

Internally, the LACTC has six area teams divided along geographic lines to develop an overall countywide plan and implement multimodal solutions to congestion to improve the region's mobility. Each team has expertise in highways, transit, rail, paratransit and general transportation planning.

LACTC's southeast area team works with the cities of Artesia, Bell, Bell Gardens, Bellflower, Cerritos, Commerce, Compton, Cudahy, Downey, Huntington Park, La Habra Heights, La Mirada, Lakewood, Montebello, Norwalk, Paramount, Pico Rivera, Santa Fe Springs, Southgate, Vernon, Whittier, and the county's unincorporated areas nearby.

For the past four years, Barnhart has been with the City of Pasadena as the head of the Engineering and Transportation Division in the Public Works and Transportation Department. He has been with the division for 19 years.

(MORE)

LACTC NAMES BARNHART SOUTHEAST AREA TEAM MANAGER
August 20, 1990/Page 2

Barnhart has a Masters of Science degree in traffic and transportation engineering from the University of California at Berkeley. He is active with the League of Cities and the American Public Transit Association, as well as numerous other engineering and transportation organizations.

LACTC was created by state law in 1976 to oversee the coordination of transportation services within Los Angeles county. Its mission is to improve mobility and maximize the cost effective use of transportation dollars in the county. The Commission allocates federal, state and local funds for highway, transit, rail, bike and other transportation activities.

#

NEWS



LOS ANGELES COUNTY TRANSPORTATION COMMISSION .818 West Seventh Street • Los Angeles, California 90017 213 623-1194

AUGUST 21, 1990

CONTACT: ROBERTA TINAJERO/STEPHANIE BRADY
TRANSPORTATION NEWS BUREAU

FOR IMMEDIATE RELEASE

YOUNG STUDENTS PLAN METRO RED LINE STATION THROUGH LACTC'S TRANSPORTATION OCCUPATIONS PROGRAM

Ten high school students have developed plans for a Metro Red Line station and building complex for the Wilshire Boulevard and Western Avenue site as part of their participation in the Los Angeles County Transportation Commission's (LACTC) Top program. Students prepared a proposal, model and floor plans for a six-story structure as part of their assignment and presented their ideas to LACTC rail officials.

"The underground station and building complex was a lesson that taught students the process involved in a public/private joint development project," said Jacki Bacharach, LACTC commissioner. "The construction of our 150-mile rail transit system provides us with a multitude of benefits for our county. It gives us a hands-on training ground for young people," she said.

The Transportation Occupations Program or TOP teaches teenagers along the route of the Metro Blue Line about the engineering, construction and public process of building a major transportation project.

During the summer months, all TOP students take on internships with construction contractors or the LACTC.

(MORE)

YOUNG STUDENTS PLAN METRO RED LINE STATION THROUGH LACTC'S TRANSPORTATION OCCUPATIONS PROGRAM

August 21, 1990/Page 2

The Transportation Commission pays the students \$4.25 an hour for a 30-hour work week, that includes three days on the job and two days in the classroom. Students learn how to use survey equipment and become familiar with construction materials, compliance standards, and operation. They work with blueprints and maps, and practice drafting.

After graduating from TOP, students are prepared to pursue advanced education in engineering, architecture, construction management, urban planning or transportation. TOP is a joint project between the Los Angeles County Transportation Commission and local school districts. The LACTC spends about \$250,000 a year for scholarships, a summer jobs program, field trips, and special supplies.

"The high school students are inspired to go on to college, and for many, it's their first job experience," said Bacharach. "They're also the first generation to be educated about the new rail transit line taking shape in their neighborhoods." Last year, LACTC awarded \$30,000 in college scholarships to 22 TOP graduates.

About 55 students are enrolled in the current TOP session. For 12 hours a week during the school year, the students take classes in drafting, architectural model building, engineering math, graphic design, and technical illustration. They relate all their new skills to the real-life example before them--the design and construction of L.A.'s three rail transit lines. Field trips include on-site visits to construction projects, riding the Metro Blue Line, and visits to various transportation agency headquarters.

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NEWS



LACTC

LOS ANGELES COUNTY TRANSPORTATION COMMISSION .818 West Seventh Street • Los Angeles, California 90017 213 623-1194

AUGUST 22, 1990

FOR IMMEDIATE RELEASE

CONTACT: STEPHANIE BRADY/ROBERTA TINAJERO
TRANSPORTATION NEWS BUREAU

FOR IMMEDIATE RELEASE

AIR QUALITY MEASURES NEED ADDITIONAL FUNDS

The Los Angeles County Transportation Commission (LACTC) today voted to support recommendations to improve the air quality in the Southern California air basin, deemed the worst in the nation. To finance the air quality measures related to transportation in the Air Quality Management Plan, the county is short \$32 billion.

One of the main expenditures is the conversion of over 2500 buses in the county to alternative fuels like methanol, or to be electrically powered.

Some of the air quality measures would require cities to develop plans to reduce congestion by developing rideshare and public transit incentives, and other trip-reduction strategies such as telecommuting and flexible work schedules.

(MORE)

AIR QUALITY MEASURES NEED ADDITIONAL FUNDS
August 22, 1990/Page 2

The Commission endorsed measures that give the county's local governments the flexibility and help in designing local programs to meet regional growth management, air quality and mobility requirements.

The air quality recommendations are part of the Southern California Association of Government's (SCAG) Growth Management and Transportation Task Force Report that would be incorporated into the 1991 Air Quality Management Plan amendment. (The amendment updates the air quality plan to meet state guidelines for 1991.)

"The funds generated by Propositions 111 and 108 are being put to work to expand and improve highways, and build rail lines both locally and statewide. Not all our county mobility needs are being met," said LACTC Executive Director Neil Peterson.

"This is one of the reasons we need an additional half-cent sales tax to finance transportation projects that help to reduce congestion and clean up the air."

The "Anti-Gridlock Transit Improvement Fund" sales tax initiative is on the November, 1990 ballot. It would generate approximately \$400 million a year. "These funds would help reduce the cost of air quality compliance," said Peterson.

"LACTC will take a critical role in assisting local governments to implement their transportation and air quality control measures. We will have a visible role through our six area staff teams, as well as through the coordinated support of local, state, and federal agencies, community organizations and the private sector to promote greater mobility and clean air," said Peterson.

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NEWS



LOS ANGELES COUNTY TRANSPORTATION COMMISSION .818 West Seventh Street • Los Angeles, California 90017 213 623-1194

AUGUST 22, 1990

CONTACT: Stephanie Brady
TRANSPORTATION NEWS BUREAU

FOR IMMEDIATE RELEASE

COMMISSION STUDIES MAGLEV PRIVATIZATION PROPOSAL FOR PALMDALE/LAX HI SPEED ROUTE

The Los Angeles County Transportation Commission today heard a presentation from a private business consortium proposing to build a high-speed magnetic levitation (maglev) transit system running between Los Angeles International Airport (LAX) and Palmdale. A representative from Perini/DMJM/HSST detailed the plans to build the transit project utilizing highly advanced technology. Travelling at speeds up to 100 MPH, it would carry passengers across one of the most congested corridors in the Southern California area.

The system would be built in two sections: the first would link LAX with Santa Clarita; the second leg would extend up to Palmdale along Route 14, ultimately creating a link between the Palmdale airport and Los Angeles International Airport.

(MORE)

**COMMISSION STUDIES MAGLEV PRIVATIZATION PROPOSAL
FOR PALMDALE/LAX HI SPEED ROUTE**

August 22, 1990/Page 2

The LACTC is reviewing the LAX/Santa Clarita/Palmdale maglev proposal, which would operate with six stations along the route, because it is consistent with its own 150-mile Prop. A corridor system. It correlates with mobility improvement goals of the Commission because it would:

- * Relieve congestion on the 405 freeway
- * Provide mobility in the San Fernando Valley
- * Link the two airports
- * Connect with the Green Line north coast extension
- * Connect with the Metro Rail in the Valley at the San Diego Freeway
- * Possibly connect with a spur to the Las Vegas/Los Angeles maglev system

Prior to today's presentation, the LACTC staff had reviewed the consortium's proposal and found the costs, fare structure, operations, and maintenance projections to be sound. The staff also studied the range of ridership projections and determined they required further analysis to provide more reliable data.

According to Neil Peterson, Executive Director of the Los Angeles County Transportation Commission, "if we are going to be serious about attracting private dollars to build transit systems, we must be able to develop new, different and more reliable ridership projections to be presented to the financial institutions. We need to determine ridership figures that accurately reflect today's trends in transportation. Yesterday, it was said that the Southern California motorist wouldn't leave his car. Look at what the success of the Blue Line is telling us. Listen to the results of the polls taken recently in the Valley with the public demanding a rail system to relieve gridlock."

(MORE)

**COMMISSION STUDIES MAGLEV PRIVATIZATION PROPOSAL
FOR PALMDALE/LAX HI SPEED ROUTE**

August 22, 1990/Page 3

The Perini/DMJM/HSST consortium proposal is to be submitted to Caltrans as a part of the recently passed legislation, AB 680, soliciting privatization partnerships to design, build and operate four privately financed transportation demonstration projects in California. This is the only submission which would be built in Los Angeles County. The selection of the four projects for further study by Caltrans will occur in mid-September. Executed agreements to begin project development should be reached by December.

The construction of this maglev project will be privately financed. The private consortium will assume the risks of any costs overruns and the utilization of the advanced technology.

Depending on ridership estimates, there may be an opportunity for profit sharing or a need for public risk-sharing on this project. Under normal conditions in building public transit systems, the public would contribute the total dollar investment. In this privatized venture, in order to attract private capital, the public may have to share the ridership risks with the private sector. In the worst case scenario on this mag-lev system, the public would risk 30-cents for a dollar's worth of benefit. On the upside, should the ridership figures exceed the estimations, the public stands to accrue additional revenues from the success of the operation.

#

JACE and consortium will
work on developing a financial plan
will be back to the commission

Feith Piori

~~Feith Piori~~

924-9221

Pete Waller

JA Times

NEWS



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AUGUST 22, 1990

CONTACT: ROBERTA TINAJERO/STEPHANIE BRADY
TRANSPORTATION NEWS BUREAU

FOR IMMEDIATE RELEASE

LONG BEACH TO GET BACK ON TRACK WITH BLUE LINE "LOOP"

The Metro Blue Line will run an extra two miles and serve four additional stations located around the Long Beach Civic Center beginning Saturday, September 1. A kick-off ceremony, themed "Back on Track in Long Beach" is set for 10:30 a.m. at 1st Street in the Promenade, co-sponsored by the Los Angeles County Transportation Commission and several Long Beach organizations.

Trains will continue to travel down Long Beach Boulevard on one track from the Anaheim station, which is the current terminus, head west on 1st Street, north on Pacific Avenue, and east on 8th Street going back toward the boulevard.

The loop station sites are located at:

5th Street and Long Beach Boulevard,
(serves the Long Beach Plaza shopping center);

1st Street and Long Beach Boulevard,
(serves the Long Beach Convention Center and the Promenade shopping center);

LONG BEACH TO GET BACK ON TRACK WITH BLUE LINE "LOOP"
August 22, 1990/Page 2

1st and Pine Avenue in the Transit Mall,
(serves the Long Beach Civic Center, the Promenade, walking distance to the World Trade Center, shuttle service to Shoreline Village and a major bus transfer point for RTD, Long Beach Transit, OCTC, and Torrance Transit);

5th and Pacific Avenue
(Also a major bus transfer point.)

Long Beach City Councilman and LACTC Vice Chair Ray Grabinski will serve as Master of Ceremonies for the loop's opening. Several Long Beach public officials have been invited to speak. A brief performance by dancers and musicians will take a nostalgic theme centered around early modes of transportation, including the old Pacific Electric Red Cars and antique automobiles. Exhibits and entertainment on the Promenade between 1st Street and Broadway are scheduled from 10 a.m. to 3 p.m. Co-sponsoring the festivities with the LACTC are the City of Long Beach, the Downtown Long Beach Association, the Long Beach Area Chamber of Commerce, the Long Beach Area Convention and Visitors Council, and the Queen Mary/Spruce Goose.

The loop construction project involved several street improvements for the area, including widening the street, upgrading the traffic-signal systems, and installing new street lighting. Many of the palm trees which were removed for construction were brought back and replanted.

The Long Beach transit mall, a major stopping point for buses and shuttles on 1st Street also got a facelift as part of the construction project. The mall's three blocks were widened and new bus benches, sidewalks, and information kiosks were installed.

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LOS ANGELES COUNTY TRANSPORTATION COMMISSION .818 West Seventh Street • Los Angeles, California 90017 213 623-1194

AUGUST 23, 1990

FOR IMMEDIATE RELEASE

CONTACT: ROBERTA TINAJERO/STEPHANIE BRADY
TRANSPORTATION NEWS BUREAU

LONG BEACH IS READY TO WELCOME BLUE LINE RIDERS

LONG BEACH--Metro Blue Line riders landing in Long Beach on Saturday, September 1 will be blitzed with information on activities occurring in the seaside city. The Downtown Long Beach Business Associates (DLBA) and the Los Angeles County Transportation Commission (LACTC) have organized exhibits and entertainment in the Promenade for the first day of Blue Line "loop" service through the civic center area.

Since service began in July, trains have made their final stop at Anaheim Street and riders have been able to catch a bus shuttle into the downtown area. Beginning next month, the trains will travel two extra miles and serve four additional stations, giving riders access to restaurants, shops, and popular entertainment spots.

Free information that will be available to the public between 10 a.m. and 3 p.m. on September 1 in the Promenade will include the Long Beach Plaza map, The Convention and Visitors Council "Quick City Guide," DLBA's "Discover Downtown" directory, the city's Economic Development Department's restaurant/entertainment guide, and bus schedules from Long Beach Transit.

(MORE)

Sightseers can also take advantage of several discount promotions being offered by Long Beach businesses including the Shoreline Village shopping center and the Queen Mary. Several restaurants will feature "Blue Line" specials.

A permanent information center is located near the Transit Mall station operated by Long Beach Transit. Visitors to the city can receive route maps and schedules to several bus lines. People looking for information can also walk to the Visitors and Convention Bureau at Long Beach and Ocean boulevards.

"The opening of the loop will provide greater accessibility to commercial areas in Long Beach, not only to its residents, but also to many people who live along the route and ride the Blue Line," said Neil Peterson, LACTC Executive Director.

The single-track loop begins at the Anaheim station, runs south on Long Beach Boulevard, heads west on 1st Street, north on Pacific Avenue, and east on 8th Street going back toward the boulevard.

#



SEPTEMBER 1, 1990

CONTACT: CLARA POTES/STEPHANIE BRADY
TRANSPORTATION NEWS BUREAU

FOR IMMEDIATE RELEASE

BLUE LINE'S LONG BEACH "LOOP" OPENS

A nostalgic trip to the past, featuring costumed dancers and musicians, an old Pacific Electric Red Car, and antique and classic automobiles, inaugurated the Metro Blue Line's Long Beach "Loop" Saturday.

The Long Beach "Loop" adds two miles of track to the Metro Blue Line route and four stations around the city's civic center.

The "Loop" was added to the Blue Line project after the design of the rest of the line had been finalized. It was built at the request of Long Beach City officials who thought a ring of tracks encircling the civic center and downtown Long Beach would best serve the transportation needs of its residents.

The Los Angeles County Transportation Commission, the City of Long Beach, Chamber of Commerce and Downtown Long Beach Business Associates sponsored the nostalgic trip down memory lane to celebrate the completion of the "Loop."

(MORE)

BLUE LINE'S LONG BEACH "LOOP" OPENS
September 1, 1990/Page 2

The "whistle-stop" tour back in time began with the all-new Queen Mary "Voyage to 1939," which featured flashy live stage shows, like the "Bon Voyage Party" and "1939 Motorcar Mania."

Spectators then relived the heyday of the Red Car, the city's first public transportation system which began running in 1902.

The show moved forward through the decades as Bobby Cochran's band and the Rock Around the Clock Review revived the 1950s.

Memories of the Sixties, during which the Red Car was shut down was celebrated by a "Goodbye Red Car! Hello Blue Line!" salute, as the old mode of transportation made way for the new.

"Welcome to the 1990s" was performed by a group of Lambada dancers who celebrated Long Beach's new era of transportation. The Blue Line arrived carrying passengers clothed in bright outfits from the 1990s.

Ray Grabinski, Long Beach City councilman and vice chair of the LACTC, then declared the Long Beach "Loop" of the Metro Blue Line officially opened.

The Blue Line was launched on July 14, 1990, covering a 19-mile route from Los Angeles to a temporary terminus at Anaheim Street in Long Beach. Riders had been provided a bus shuttle into the Long Beach downtown area.

Since its opening, more than 1 million passengers have traveled the Blue Line. That includes approximately 15,000 weekday riders and 40,000 weekend riders. Daily ridership is expected to increase with the opening of the Blue Line "Loop."

(MORE)

BLUE LINE'S LONG BEACH "LOOP" OPENS
September 1, 1990/Page 3

The Loop's four new stations are located at Fifth Street and Long Beach Boulevard, First Street and Long Beach Boulevard, Pine Avenue and First Street and the terminus at Pacific Avenue and Fifth Street. With the opening of the "Loop" the Blue Line has 21 miles and 21 stations. The downtown Los Angeles 1-mile extension to Seventh and Flower streets will be completed in early 1991.

A permanent transportation information center is located near the Transit Mall Station (Pine Avenue and First Street) where visitors can have rail/bus route maps and schedules. People looking for more information can also walk to the Visitors and Convention Bureau at Long Beach and Ocean Boulevards.

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SEPTEMBER 1, 1990

CONTACT: CLARA POTES/STEPHANIE BRADY
TRANSPORTATION NEWS BUREAU

FOR IMMEDIATE RELEASE

LONG BEACH'S ART DECO STATIONS INSPIRED BY HERITAGE OF THE CITY

Long Beach's Metro Blue Line stations have a distinctive Art-Moderne architecture inspired by the the Art Deco heritage of the city.

"The stations were designed to establish a separate identity for the city of Long Beach within the Metro Blue Line system," said Sean Clerkin, architect of La Canada Design Group, Inc, design architects of the Long Beach stations.

"Long Beach has a number of Art Deco buildings and we wanted to incorporate that theme in the stations," Clerkin said.

Although the basic open-air structure and platform were predetermined by LACTC, each Blue Line station was designed to reflect the surrounding community.

All Blue Line stations have an entry ramp, metal canopy at the entry, metal columns with lighting, and platforms.

The city of Long Beach invested \$200,000 from its Proposition A dollars to enhance the canopy design, platform finishes and columns.

(MORE)

LONG BEACH'S ART DECO STATIONS INSPIRED BY HERITAGE OF THE CITY
September 1, 1990/Page 2

The wing-like form of the canopy recalls the streamlined aesthetic of the 1930s and the old Pacific Electric Red Car logo. Free standing columns heighten the visual impact of the station and can support future canopy expansions.

Canopies and columns are finished with high-gloss pearl-grey coating. Bright-blue steel pipes form a system of handrails, benches, sign and light supports. Platforms are covered with 12 X 12 crushed granite pavers which echo Long Beach Art Deco motifs.

The city of Long Beach enhanced the landscaping with trees, bushes and palm trees planted on the sidewalks and on the median.

Long Beach's eight stations are located at Wardlow Rd. and Pacific Ave.; Willow St. and Long Beach Blvd.; Pacific Coast Hwy. and Long Beach Blvd.; Anaheim St. and Long Beach Blvd.; 5th St. and Long Beach Blvd.; 1st St. and Long Beach Blvd.; 1st St. and Pine Ave.; and 5th St. and Pacific Ave.

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SEPTEMBER 7, 1990

CONTACT: CLARA POTES/STEPHANIE BRADY
TRANSPORTATION NEWS BUREAU

FOR IMMEDIATE RELEASE

A ONE-STOP TRANSIT SHOP OPENS IN POMONA

The Los Angeles County Transportation Commission and the Pomona Valley Transportation Authority announced the opening of a Transit Store at the Indian Hill Mall in Pomona today.

The Transit Store is a one-stop shop for monthly passes and tickets for RTD, Foothill Transit, PVTA, and Omnitrans buses.

At the store, the public can obtain information about routes, fares and schedules of bus companies serving Pomona Valley, West San Bernardino County, and Los Angeles County.

"For the first time, Pomona Valley residents will have timely information on specific travel needs, such as a ride to the airport, how to join a van pool or how to get grandma to the seniors center," said George Sparks, administrator of the Pomona Valley Transportation Authority. The community will have access to this information by calling (714) 622-8686.

(MORE)

A ONE-STOP TRANSIT SHOP OPENS IN POMONA
September 7, 1990/Page 2

Commuter Transportation Services information on ridesharing, as well as information on air quality provided by the South Coast Air Quality Management District, also will be available.

In the near future, the Transit Store will offer instant computer printouts for riders requesting specific trip itineraries.

"The new store is part of an overall plan to promote public transit, reduce freeway congestion and improve air quality," said Neil Peterson, executive director of the LACTC. "We hope to replicate the success of this program in other communities."

The Transit Store is funded by the LACTC's Special Demonstration Incentive Fund and by PVRTA's local Proposition A funds. It will be staffed and operated by the Pomona Valley Transportation Authority.

The store started serving the public Friday, September 7, at the Indian Hill Mall, 1460 E. Holt Ave., Pomona. Store hours are 10 a.m. to 5 p.m., Monday through Saturday.

#

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LOS ANGELES COUNTY TRANSPORTATION COMMISSION .818 West Seventh Street • Los Angeles, California 90017 213 623-1194

SEPTEMBER 10, 1990

CONTACT: CLARA POTES/STEPHANIE BRADY
TRANSPORTATION NEWS BUREAU
(213) 236-9566/236-4792

FOR IMMEDIATE RELEASE

FIRE SAFETY PREVENTION AND ACTION PLAN REVIEWED AT THE RAIL CONSTRUCTION CORPORATION

Ed McSpedon president of the Rail Construction Corporation reviewed today with the RCC board, nine fire safety measures implemented on Metro Rail tunnel construction sites, since the July 13 tunnel fire.

The new fire prevention plan includes the following steps:

1. A 24-hour dedicated fire watch, seven days a week, at project construction sites. At selected sites there will be an on-going yet random schedule of check-in/check-out procedures.
2. Presence of pressurized water hoses at tunnel sites.
3. Issuance of burn permits for all such work in exposed lagging areas by PDCD resident engineers.
4. Soaking of timber before and after any burning operation.
5. Use of fireproof mats during burning operations.
6. An additional, site-specific fire watch during any burn or cutting procedure and for 30 minutes following such a procedure.

(More)

FIRE SAFETY PLAN REVIEWED AT THE R.C.C.
September 10, 1990/Page 2

7. Increased security at sites:
 - o Improved perimeter fencing.
 - o Workers tagged on ID boards to account for their location during tunnel excavation.
 - o Use of additional security forces to further protect against unauthorized access.
- (Hal Storey →) 8. The head of construction and safety for the RCC is being directed to personally walk the tunnel alignments on a weekly basis and report back to the RCC president.
9. Use of outside auditors to provide additional oversight and confirmation of the implementation of these measures.

"The safety program being implemented at the Metro construction exceeds the safety measures of tunnel construction in other parts of the country," said Neil Peterson, LACTC executive director. "We have tightened up safety measures to prevent a fire from ever happening again."

An investigation of a fire which occurred at a Metro Red Line tunnel construction site July 13, 1990, is in progress. With the assistance from an Independent Investigation Team, assembled immediately after the fire broke out, the RCC intends to determine the cause of the fire.

The RCC, a subsidiary of the Los Angeles County Transportation Commission, is responsible for the design and construction of the Metro Rail project.

#

Safety measures adopted

*Metro Rail seeks
to avoid new fire*

By TOM CHORNEAU
Daily News Staff Writer

Seeking to avoid a repeat of the July 13 fire in a Metro Rail subway tunnel, officials announced the adoption Monday of new safety measures — including a 24-hour fire watch and tightened security on the project.

No cause has been determined for the fire, which occurred in a tunnel under construction near Union Station and forced closure of the Hollywood Freeway for three days.

Neil Peterson, executive director of the Los Angeles County Transportation Commission, said that the new program is meant to prevent any further incidents.

"The safety program being implemented at the Metro construction exceeds the safety measures of tunnel construction in other parts of the country," he said in a statement. "We have tightened up safety measures to prevent a fire from ever happening again."

Ed McSpedon, president of the Rail Construction Corp. — a subsidiary of the Transportation Commission — said that the cost of implementing the measures has not been determined.

"What we're doing here is looking around at the job site and asking if we're doing everything we can to prevent another fire," said McSpedon. "These plans will call for added costs but I don't think they will be significant."

The plan includes:

- A 24-hour, 7-day-a-week fire watch that calls for safety engineers to monitor the entire tunnel construction area continuously.

- ~~Increased number~~ Presence of pressurized water hoses.

- Requiring workers to obtain "burn permits" before any flame-related jobs can be done.

- Soaking the tunnel's wood timber support beams before any burning or welding operation.

- Use of fireproof mats during welding or burning operations.

- A 30-minute fire watch following any welding or burning job.

- Increased security by improved fencing around the entire project and use of additional security patrols.

- Personal inspections at least once a week by the head safety engineer of the Rail Construction Corp.

- Use of outside auditors to ensure that safety measures are met.

NEWS

*NIT
PICS*



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SEPTEMBER 13, 1990

FOR IMMEDIATE RELEASE

SEVENTH & FLOWER STATION BLUE LINE TESTING PROCEDURE

~~This is an engineering test.~~ *and test* LACTC engineers will ~~be~~ *not* monitoring the Blue Line vehicle running through the tunnel at the 7th and Flower Station, *in a tunnel* *from 12th and Flower to*

This is the first time *just not* the Blue Line vehicle runs *will* through the tunnel using its own power.

generally Testing points:

1. Height of station platform in relation to the car.
2. Horizontal gap between the station platform and the car.

These measurements are important to allow a smooth movement of wheelchairs across the door, and to prevent pedestrian accidents.

3. Alignment of the overhead wire with the train's power collector, known as pantograph.

Perfect alignment of the pantograph ensures power transmission to the vehicle.

The Seventh and Flower station will be known as the **7th Street/Metro Center**. This is a subway station and future transfer point to the Red Line. The station is scheduled to be completed by mid-1991 *and ready to start*

The Metro Blue Line was launched on July 14, 1990. At the present time the line has 21 miles and 21 stations from the Pico Station in downtown Los Angeles to the terminal in Long Beach. Once the 7th Street/Metro Center station is completed the Blue Line will have 22 miles and 22 stations.

Blue Line ridership is now averaging 16,900, far beyond the original estimate of 7,000 per day.

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NEWS



LOS ANGELES COUNTY TRANSPORTATION COMMISSION 818 West Seventh Street • Los Angeles, California 90017 213 623-1194

September 18, 1990

CONTACT: CLARA POTES/STEPHANIE BRADY
TRANSPORTATION NEWS BUREAU

FOR IMMEDIATE RELEASE

LACTC SEEKS "ULTRA-CLEAN" TECHNOLOGY

A feasibility study to assess the use of electric buses over diesel buses will be requested of the Planning and Mobility Improvement Committee of the Los Angeles County Transportation Commission Sept. 19.

The preliminary feasibility study would provide an assessment of trolley bus technology and other electric bus technologies, comparing ~~such performance characteristics as travel time, noise, structural aesthetics, electro-magnetic effects and ride quality.~~

In addition, it would identify corridors in the San Fernando and San Gabriel valleys and in central, south central and western Los Angeles for potential conversion from diesel bus to trolley bus operations.

Cost, financing options and implementation also would be considered by the study.

"The project is part of the Commission's commitment to promote a balanced program for achieving a clean-air transit fleet," said Neil Peterson, LACTC executive director. "Trolley bus technology appears to allow the Commission to begin meeting the Air Quality Management District mandates in a timely manner."

(MORE)

LACTC Seeks "ULTRA CLEAN" Technology
September 18, 1990/Page 2

Those mandates require that all bus routes operating every 15 minutes or less be electrified by 1998. Remaining routes must be electrified by the year 2010.

"To implement the bus electrification project, voter approval of Proposition C the 1/2-cent sale tax proposed for Los Angeles County in the November 1990 ballot will be critical," Peterson said.

"With the current oil crisis, we know gas prices will continue to increase. It will be much better if we invest our money at home developing creative energy-efficient projects, rather than paying the high prices imposed by foreign oil suppliers," he said.

LACTC intends to electrify the most heavily traveled bus routes recently identified by an LACTC analysis of the eight most congested corridors in the county. That analysis defined heavy traveled bus routes as those with 20,000 or more riders a day.

Electric buses would interface with the newly opened Metro Blue Blue Line, the Metro Red Line subway and the Metro Green Line under construction between Norwalk and El Segundo.

The project will bring about improved bus service, alleviate traffic in the most congested corridors, help reduce oil consumption as well as improve air quality.

The bus electrification study will be completed in 60 days. A recommendation on a future course of action will follow the study's completion.

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LACTC Seeks "ULTRA CLEAN" Technology
September 18, 1990/Page 2

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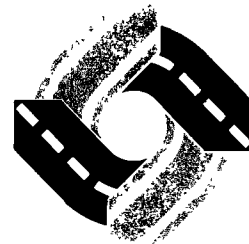
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The bus electrification study will be completed in 60 days. A recommendation on a future course of action will follow the study's completion.

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NEWS



LACTC

LOS ANGELES COUNTY TRANSPORTATION COMMISSION .818 West Seventh Street • Los Angeles, California 90017 213 623-1194

September 20, 1990

CONTACT: CLARA POTES/STEPHANIE BRADY
TRANSPORTATION NEWS BUREAU

FOR IMMEDIATE RELEASE

STATE SUPPORTS LOS ANGELES RAIL, DELAYS HIGHWAY AND STREET IMPROVEMENTS

The California Transportation Commission (CTC) approved a total of \$1.709 billion for rail and highway projects to be spent in the next seven years in Los Angeles County. Of this, \$1.38 billion is designated for rail projects in the 1990 State Transportation Improvement Program (STIP). However, only \$274 million was programmed for the county's new highway and street improvements under this year's Flexible Congestion Relief program.

"Los Angeles County was severely short-changed in its allocation of highway funds," according to Neil Peterson LACTC executive director. It received only 10% of the state funds available under the new gas tax known as Proposition 111. Caltrans has been spending \$280 million a year on highway projects. That will drop to \$70 million a year toward the end of the next seven years.

"The insufficient funding will cause years of delay in the completion of our regional highway system and in the implementation of projects to improve mobility and air quality. In particular, Caltrans District 7 may have problems getting projects ready for construction in the 1992 STIP cycle," said Jerry Baxter Caltrans District Director.

(more)

STATE SUPPORTS LOS ANGELES RAIL, DELAYS HWY AND STREET IMPROVEMENTS
September 19, 1990/Page 2

The LACTC had proposed \$691 million for 60 new projects, including highway gap closures, street widening, and High Occupancy Vehicle (HOV) lanes. The CTC approved funding for only 15 new projects.

Los Angeles County was given fewer highway dollars because the State combined the rail and highway totals to target the county minimum required by law. Additionally, we did not have matching dollars to provide in the form of "self-help" dollars. Los Angeles County does not have a tax to fund highway projects. There is a sales tax proposal on the November ballot to increase local transportation revenues.

"It is imperative that Los Angeles County voters support the new 1/2-cent sales tax in November, known as Proposition C," Peterson said. "It will raise nearly \$400 million a year to do both the rail acceleration and highway and street work that is so badly needed, such as: the installation of carpool lanes, the synchronization of signals, the closure of freeway gaps, and other transit related improvements."

The tax money could be used to fund the following projects which were excluded:

- \$95.4 million for Route 30 gap closure from Foothill Blvd. to Williams Ave. City of La Verne. Phase 2 (construction)
- \$16.9 million to complete 405 HOV line from Normandie Avenue to the Route 710. Scope of the project was reduced to Route 710 to Orange County Line
- \$20 million to advance the Countywide Signal Synchronization Program. Reduced by 50% from \$40 million to \$20 million.
- \$12.3 million for Ventura/Victory Corridor computer coordinated traffic signal synchronization system to improve traffic flow in 246 intersections.
- \$708,000 for signal synchronization on Telegraph Rd between Olympic Boulevard and Imperial Highway.

(more)

STATE SUPPORTS LOS ANGELES RAIL, DELAYS HWY AND STREET IMPROVEMENTS
September 19, 1990/Page 3

- \$89.4 million for the extension of the Route 10 Busway Stages 1 and 2.
- \$27.2 million for Route 118 widening from the Ventura County Line to Route 5.
- \$17.5 for Route 57 widening for HOV Lane from Route 60 to Orange County Line.
- \$142,000 for synchronization of Valley Boulevard signals from Prospect Avenue to Fairway Drive.
- \$7.2 million for Route 126 from San Fernando Road to Magic Mountain Parkway.
- 5.8 million for Rosecrans & Aviation intersection widening.
- \$13.300 million for Route 605 widening for HOV line from Orange County Line to South Street.
- \$116,000 for Sepulveda & Artesia Boulevards intersection.
- \$1.1 million for signal synchronization on Slauson Avenue, Wilton/Stamy.
- \$25 million for widening Alameda Street from Route 91 to Route 105.
- \$1 million for installation of turning lanes on Peck Road and Valley Boulevard in El Monte, and widening of on-ramp onto Route 10.
- \$860,000 for widening of 4th Street in Santa Monica.
- \$820,000 for widening Allen Avenue left and right turn lanes in Pasadena.
- \$685,000 for widening of Foothill Boulevard from Daleridge Avenue to Oakgrove Dr. in La Canada Flintridge.
- \$100,000 for signal upgrading at Del Amo and Palo Verde Avenue in the city of Lakewood.
- \$700,000 for addition of turning lanes at the intersection of Amar Road and Azusa Avenue in the city of West Covina.
- \$6.6 million for grade separation of Pacific Coast Highway at traffic circle in Long Beach.

(more)

STATE SUPPORTS LOS ANGELES RAIL, DELAYS HWY AND STREET IMPROVEMENTS
September 19, 1990/Page 4

- \$713,000 for widening of Palmdale Boulevard from 10th Street west to 30th Street East, in Palmdale.
- \$384,000 for signal synchronization of Prairie Avenue from 104th Street to Redondo Beach Boulevard in L.A. County.
- \$246,000 for signal synchronization of Hollywood Way in Burbank.
- \$636,000 for Avenue J and Sierra Highway widening in Lancaster
- \$54.7 million for Route 10 Busway extension Stage 3 from Puente Avenue to Citrus Avenue.
- \$1.1 million for signal synchronization Myrtle Avenue/Peck Road-Foothill Boulevard to Carson Street in L.A. County.
- \$500,000 for Lancaster citywide bottleneck removal-Var locs.
- \$25 million for Route 60 widening from Route 57 to San Bernardino County Line.
- \$18.7 million for Route 710 gap closure from Route 210 to Route 10. Phase 2.
- \$5.7 million Route 138 widening from Route 14 to Route 18 in the Antelope Valley and city of Palmdale.
- \$1.3 million for flaring intersection of 26th Street at Wilshire Boulevard and San Vincente.
- \$56,000 for Arrow Highway widening in San Dimas/
- \$742,000 for El Segundo Boulevard signal synchronization from Main Street to Santa Fe in Compton.
- \$138,000 for Grand Avenue signal synchronization from Gladstone Street to Holt Avenue in Covina.
- \$459,000 for Beverly Boulevard signal synchronization from 3rd Street to Pioneer Boulevard in Montebello.
- \$1.6 million for Clark Avenue intersection improvements in Long Beach.
- \$2.6 million for Del Amo Bridge widening at Coyote Creek in the City of Cerritos.

(more)

STATE SUPPORTS LOS ANGELES RAIL, DELAYS HWY AND STREET IMPROVEMENTS
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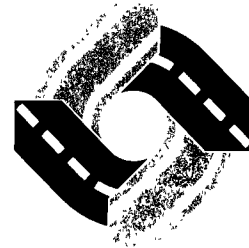
- \$606,000 Garvey Avenue signal upgrade and synchronization from Potrero Road to Ramona Road in Montebello.
- \$1.3 for flaring Lincoln Boulevard intersections with Wilshire Boulevard and Montana Avenue in Santa Monica.
- \$2 million for intersection flaring at 26th Street & Santa Monica Boulevard, and at Broadway and Colorado Avenue in the the City of Santa Monica
- \$4 million for Canwood Street extension from Derry to Chesebro in Agoura Hills.
- \$5 million for Alameda Street widening from to Route 105 to Route 10.
- \$3.5 million for Route 72 widening from Pico Rivera to Garfield Avenue in Montebello.
- \$5 million for Route 71 gap closure from Holt Avenue to Mission Boulevard in Pomona.

"The Los Angeles County Transportation Commission is pleased with the CTC's allocation to rail," said Neil Peterson, LACTC executive director. Los Angeles County received 54% of the rail bond funds available statewide for commuter and urban rail projects. The funding will enable LACTC to continue with plans for the construction of light-rail and heavy-rail subway extensions as well as a network of commuter rail lines connecting Los Angeles and surrounding counties.

However, it still leaves the County short of funds to complete the east-west rail extension in the San Fernando Valley as soon as we would like," according to Peterson. With additional money this link could be completed in 1995 instead of 1998.

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LACTC

LOS ANGELES COUNTY TRANSPORTATION COMMISSION .818 West Seventh Street • Los Angeles, California 90017 213 623-1194

SEPTEMBER 26, 1990

CONTACT: STEPHANIE BRADY/CLARA POTES
TRANSPORTATION NEWS BUREAU

FOR IMMEDIATE RELEASE

FINDINGS OF INDEPENDENT INVESTIGATION OF METRO RAIL TUNNEL FIRE

September 26, 1990--Los Angeles. A restriction against the use of certain flammable construction materials in all future Metro Rail tunnel projects was announced today by the Rail Construction Corporation (RCC), a subsidiary of the Los Angeles County Transportation Commission. This action is a result of information from the report of the Independent Investigation Team commissioned by the RCC to investigate the July 13, 1990 Metro Rail tunnel fire.

The report determined the combination of certain building materials in the tunnel at the time of the fire significantly contributed to the intensity of the blaze. While the Los Angeles City Fire Department has not officially determined the cause of the fire, the Independent Investigation Team has determined that the most probable cause was accidental and that the combination of two specific construction materials caused the unusual

(more)

INVESTIGATION METRO RAIL TUNNEL FIRE/PAGE 2

intensity of this fire. These materials were the wood lagging installed to shore up the tunnel until concrete lining could be poured and the plastic liner used to prevent any possibility of methane gas intrusion into the tunnel.

The most probable chain of events as outlined in the report went as follows: fire from an unknown source -- probably from a metal cutting torch used to trim steel spikes on or near the timber lagging. The resulting fire may have smoldered undetected for eight to nine hours before erupting into an intense fire. The tunnel fire itself was so intense because of the combined burning of the wood lagging used to support the earth during construction and the polyethylene plastic liner used to prevent any possible intrusion of methane gas into the tunnel.

In tests conducted specifically for this investigation, the high density polyethylene (HDPE) liner used for the gas shield has been found to generate combustible gases at its burning point. A fire involving HDPE in combination with wood is much more intense than a fire involving either one of them alone.

Ed McSpedon, president and CEO of the Rail Construction Corporation, stated today, "While the official determination of the cause of the fire is the responsibility of the Los Angeles City Fire Department, it is the professional opinion of the Independent Investigation Team (IIT) that the most probable cause was accidental and resulted from the use of a cutting

(more)

INVESTIGATION OF METRO RAIL TUNNEL FIRE/PAGE 3

torch with an open flame against the timber lagging. Regardless of the actual cause, it is the opinion of the Independent Investigation Team that the use of timber lagging in combination with the HDPE liner creates an unacceptably high risk of an intense fire."

McSpedon also announced today that revised construction specifications will effectively eliminate the use of this hazardous combination of materials in future Metro Rail tunnels. Henceforth, standardized use of pre-cast concrete liner will eliminate the use of timber in tunnel construction except in a few unique situations. McSpedon added that, "In those rare occasions when timber must be used as support, its use will be carefully managed to reduce the risk of fire and extreme fire safety rules will be in force."

Prior to this report, the RCC instituted a 9-point safety prevention and action plan which will remain in effect and subject to continual review. They include:

- 1) A 24-dedicated fire watch, seven days a week, at project construction sites. At selected sites there will be an on-going though random schedule of check-in/check-out procedures.
- 2) Presence of pressurized water hoses equipped with nozzles at tunnel sites.
- 3) Issuance of burn permits before all such work in exposed lagging areas by resident engineers.
- 4) Soaking of timber before and after any burning operation.
- 5) Use of fireproof mats during burning operations.

(more)

INVESTIGATION OF METRO RAIL TUNNEL FIRE/PAGE 4

- 6) An additional, site-specific fire watch during any burn or cutting procedure and for 30-minutes following such a procedure.
- 7) Increased security at sites:
 - * Improved perimeter fencing.
 - * Workers tagged on ID boards to account for their location during tunnel excavation.
 - * Use of additional security forces to further protect against unauthorized access.
- 8) The head of construction and safety for the RCC has been directed to personally walk the tunnel alignments on a weekly basis and report back to the RCC president.
- 9) Use of outside auditors to provide additional oversight and confirmation of the implementation of these measures.

The summary report was issued today by the Independent Investigation Team of nationally recognized experts that was TUNNEL assembled by the RCC, a subsidiary of the Los Angeles County Transportation Commission (LACTC). Since the fire on July 13, 1990, the team has been examining physical evidence gathered at the site, reviewing volumes of documents, conducting over a hundred personal interviews, and performing tests to determine what might have caused this fire and to recommend any needed changes to prevent another such incident.

(more)

INVESTIGATION OF METRO RAIL TUNNEL FIRE/PAGE 5

Neil Peterson, Executive Director of the LACTC, said, "Our objective in this investigation is to learn from events. We want to do everything possible to reduce the possibility of this occurring again in the next several years of Metro Rail construction. We are committed to improving mobility for all residents of Los Angeles County and we will do so in the safest possible construction environment."

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NEWS



LOS ANGELES COUNTY TRANSPORTATION COMMISSION .818 West Seventh Street • Los Angeles, California 90017 213 623-1194

SEPTEMBER 28, 1990

CONTACT: CLARA POTES/STEPHANIE BRADY

FOR IMMEDIATE RELEASE

LACTC CONSIDERS NEW RAIL CAR PROCUREMENT PROGRAM TO SAVE MORE THAN \$40 MILLION IN THE NEXT 10 YEARS

The Los Angeles County Transportation Commission approved Wednesday a proposal that may save more than \$40 million in rail car purchases for future lines.

The Commission's action contingent upon the passage of Proposition C (the 1/2-cent sales tax proposed for Los Angeles county on the November ballot) calls for the procurement of new and replacement rail cars under one comprehensive purchase program.

"The action is in response to strong Metro Blue Line ridership and clear public sentiment for expanded rail service," Neil Peterson, LACTC executive director, said.

"The passage of Proposition C will make it possible to purchase the rail cars for the Metro Rail 150-mile system at a savings to the taxpayer. It ensures that we will be able to carry the increasing number of passengers anticipated as a result of the popularity of the Blue Line," he said.

(more)

**LACTC CONSIDERS NEW RAIL CAR PROCUREMENT PROGRAM TO SAVE MORE
THAN \$40 MILLION IN THE NEXT 10 YEARS
SEPTEMBER 28, 1990/PAGE 2**

Initial projections for the Green and Red Lines call for 10-minute headways (time between trains arriving in stations). "This procurement would allow rail operations with only five minute headways, providing the type of high-quality, fast, efficient service that will attract riders," Peterson said.

The construction of rail maintenance facilities also will be included within the new procurement program.

Currently, each rail line's vehicles and maintenance facilities are procured in a separate package, and the cost is included in the construction budget of each project.

"Procuring cars in large orders for the Red Line, Green Line, Pasadena Line, Green Line Northern Extension and the San Fernando Valley Rail Line, will allow us to obtain lower unit prices and avoid cost escalation associated with incremental procurements," Peterson said.

He said savings from these purchases could be applied to the construction of new lines to expand the Los Angeles Metro Rail system.

In addition, 5% of the Proposition C funds are set aside for rail and bus security. "That infusion of funds will ensure the continuation of Metro Rail's strong emphasis on security.

"One of the major reasons we have been able to attract riders to the Blue Line has been the strong presence of the Los Angeles County Sheriffs and the clean condition of the rail cars which are graffiti-free," Peterson said.

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**THE LACTC REACHES CROSS-BORDER LEASING AGREEMENT AND RECEIVES
\$4 MILLION DISCOUNT ON PURCHASE OF 54 RAIL CARS FOR THE METRO
BLUE LINE**

The Los Angeles County Transportation Commission reached a leasing agreement that saves more than \$4 million in the \$80 million purchase of 54 rail cars for the Metro Blue Line.

The savings occur from the cross-border leasing transaction by which the LACTC will sell its vehicles to Japanese investors, then lease them back for use on the 22-mile Metro Blue Line. The LACTC saves money because the deposit fees paid to execute the deal are still less than the original cost of the rail cars, since the Japanese tax savings are passed on to the Commission.

"By paying the lease payments and residual purchase options up-front," says Christine Reed, chair of LACTC, "we've saved a significant amount of money, and also eliminated the currency exchange risk."

CROSS-BORDER LEASING AGREEMENT

2-2-2

Under the agreement, Diamond Leasing Company Limited, an affiliate of Mitsubishi Bank, arranged an investors' syndicate to buy the 54 rail vehicles from the manufacturer, Sumitomo/Nippon Sharyo. Although the cross-border leasing contract runs for a 16-year term, U.S. law recognizes that the LACTC has purchased the vehicles and carries the titles.

Currently, the LACTC has received 20 rail cars and expects delivery of the remaining cars before May 31, 1990.

The Metro Blue Line, the first segment of a 150-mile light rail transit system planned for L.A. County, opens July 1990. The \$752 million rail project is funded with money from Proposition A, the 1980 voter-approved half-cent sales tax measure.

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NEWS



LOS ANGELES COUNTY TRANSPORTATION COMMISSION .818 West Seventh Street • Los Angeles, California 90017 213 623-1194

OCTOBER 10, 1990

CONTACT: STEPHANIE BRADY/CLARA POTES
TRANSPORTATION NEWS BUREAU

FOR IMMEDIATE RELEASE

LACTC PROPOSES TRANSPORTATION PRIVATE SECTOR PROGRAM

The Los Angeles County Transportation Commission announced a Transportation Private Sector Program urging private business interests to provide financing of public transportation projects needed to fight traffic congestion in Los Angeles County. Under the program, the LACTC will solicit bids from companies interested in financing, designing and building transportation facilities.

Just last month Los Angeles County was left out of private sector projects under a similar program being administered by the State.

"Our transportation needs are greater than the public resources available to address them," Los Angeles County Supervisor Ed Edelman said. "The private sector program will enable us to provide more transportation facilities in a shorter period of time."

(more)

**LACTC PROPOSES TRANSPORTATION PRIVATE SECTOR PROGRAM
OCTOBER 10, 1990/PAGE 2**

The LACTC is looking for any and all solutions to improve mobility and alleviate congestion throughout the region. It is particularly interested in proposals to alleviate gridlock on the east-west and north-south corridors in the San Fernando Valley.

At a news conference held this morning overlooking the Hollywood Freeway, a cross section of political philosophies joined forces to urge the private business sector to come forward with new ideas and advanced technologies.

Los Angeles Mayor Tom Bradley said, "Traffic congestion--whether on Ventura Boulevard or on the Hollywood Freeway--affects every commuter and every company in the city of Los Angeles. A few months ago, I endorsed a plan that would have provided an innovative, cost-effective rail system from Palmdale-to-LAX. While the state rejected the proposal, the concept of private sector assistance is an idea whose time has come. The public will be the chief beneficiary with more transportation options and less traffic on our streets and highways."

LACTC had also expressed an interest in the Perini/DMJM/HSST 69-mile high-speed train project between Los Angeles and Palmdale. Although Caltrans did not select this proposal, LACTC believes that the project deserves further consideration as a means to improve mobility from the Antelope and Santa Clarita valleys to LAX.

"This train represents a 21st Century solution to today's gridlock," said Assemblyman Richard Katz, Chairman of the Assembly Transportation Committee. "As one of the first supporters of this project, I am pleased that the LACTC has shown the insight that Caltrans lacks."

(more)

**LACTC PROPOSES TRANSPORTATION PRIVATE SECTOR PROGRAM
OCTOBER 10, 1990/PAGE 3**

"I wholeheartedly support the LACTC's efforts in developing the private construction and operation of a high-speed monorail or maglev line connecting the Antelope Valley with LAX," said Los Angeles County Supervisor Mike Antonovich.

To implement the local privatization program, LACTC will issue a Request for Qualifications for private sector projects, to be followed by a Request for Proposals.

Proposals will be evaluated on the basis of patronage projections, financial feasibility, potential impact on previously committed Commission projects, maximum use of already publicly-owned rights-of-way and compatibility with Commission transportation corridor needs and plans.

Caltrans has assured the LACTC it will provide the necessary rights-of-way once the projects are selected.

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OCTOBER 30, 1990

CONTACT: ROBERTA TINAJERO/CLARA POTES
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FOR IMMEDIATE RELEASE

OPEN HOUSE SET FOR NEW METRO INFORMATION CENTER

Downtown workers and residents are invited to the open house of a new "Metro Information Center" in the Civic Center area on Thursday, November 8 from 11 a.m. to 2 p.m. The office, at 206 South Hill Street in the Kawada Building, is near the middle of the 4.4-mile Metro Red Line. Representative from the Rail Construction Corporation (RCC), a subsidiary of the Los Angeles County Transportation Commission, will be available to answer questions on the subway project.

Brochures and fact sheets will be available and photos of underground construction will be on display at the Metro Information Center.

The first segment of the Metro Red Line encompasses five stations located between Union Station and Wilshire Boulevard/Alvarado Street. The total cost of the 4.4-mile segment is \$1.4 billion, from a combination of federal funds, Proposition A monies, the state, the city of Los Angeles, and local benefit assessment. A second Metro Information Center is located at 713 W. 7th Street.

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John Pinalo
John Pinalo

News



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NOVEMBER 16, 1990

CONTACT: STEPHANIE BRADY/ROBERTA
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TRANSPORTATION NEWS BUREAU

FOR IMMEDIATE RELEASE

AUDIT RELEASED ON METRO RED LINE, PHASE I

The first complete review of the projected cost to complete the first segment of the Metro Rail Red Line since taking over the project in July has been completed by the Rail Construction Corporation (RCC), a subsidiary of the Los Angeles County Transportation Commission (LACTC). According to the outside audit, which will be presented to the RCC Board of Directors on November 6, the estimate of the final cost to build the first segment of the subway has risen \$65 million to \$1.45 billion. This reflects a 4.7% increase over the last study in 1989.

The report is the result of an exhaustive examination of expenditures already made, currently committed to, and those projected on the first phase of the Los Angeles subway system. The current evaluation was begun in July, 1990 when the LACTC officially took over the Metro Rail contracts from the Southern California Rapid Transit District (SCRTD).

According to Ed McSpedon, President & CEO of the Rail Construction Corporation, "These new numbers give our best and most honest calculation of what we anticipate spending to complete this portion of the Metro Rail project. We believe we have a responsibility to

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the RCC Board and to the residents of Los Angeles County to report our best estimates of actual costs to eliminate surprises or later disappointments generated by soft numbers."

The \$65 million increase in cost estimate is primarily attributed to three factors: increased real estate costs, the need for additional professional services, and higher contingency plans. The audit report recommends actions to be taken to control the increase.

Real Estate (\$27 million):

Higher than expected jury awards on real estate condemnations were granted by the courts. There were additional property acquisitions not included in the original plans, such as a parcel adjacent to Union Station to be used for park and ride lots.

RECOMMENDATION: Negotiate out-of-court settlements wherever possible. Identify and purchase property needed for future segments of the Metro Red Line earlier at less costly prices.

Professional Services (\$18 million)

The LACTC initiated several measures when it took over the project from the RTD, including hiring of a claims consultant to manage unresolved construction claims and disputes; heightening security and safety measures at all construction sites; increasing design and construction management staff resources to prevent construction delays and maintain the completion schedule.

RECOMMENDATION: Build in cost incentives with consultants to share the risks associated with delays and, thereby, prevent cost overruns. This action will improve the level of work performance and minimize professional services costs.

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Contingency Funds (\$20 million):

These additional funds are a more accurate reflection of risk associated with the remaining three years of work on Metro Rail Phase I.

RECOMMENDATION: The LACTC and the RCC will institute every available management action to minimize downside risks. The key to controlling costs will be to keep the project moving ahead on schedule and to responsively address issues and problems as soon as they are identified so that they can be resolved at the lowest possible cost.

This audit report will be presented to the RCC Board with a Management Action Plan which will include the above recommendations. McSpedon added, "while we are confident that we can and will substantially improve the cost performance of this project, it is important to understand exactly where this project currently stands. We want the public to have realistic expectations so that we stay properly focused on the Management Action Plan."

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NOVEMBER 19, 1990

CONTACT: ROBERTA TINAJERO/JESSICA CUSICK
NEWS BUREAU A-R-T PROGRAM
(213) 236-9565 (213) 236-9556

FOR IMMEDIATE RELEASE

LACTC'S A-R-T PROGRAM ANNOUNCES ARTISTS FOR THE METRO RED LINE

The Los Angeles County Transportation Commission (LACTC) today announced the selection of two groups of artists for its Art for Rail Transit (A-R-T) program, who will develop works for the eight stations on phase two of the Metro Red Line. Five artists will collaborate on design teams for five of the new subway stations, while nine other artists will prepare site-specific proposals for work at the remaining three stations.

These commissions will have a major impact on the visual environment of L.A.'s new transit system, and taken together, they demonstrate LACTC's commitment to making the public's experience using transit as pleasant and rewarding as possible.

Each of the five design team artists will collaborate with the station architects, beginning at the conceptual stage of the design process and continuing with the project through construction until the stations are opened in 1998. Their most concentrated work will occur in the stations' design phase, long

(more)

**LACTC'S A-R-T PROGRAM ANNOUNCES ARTISTS FOR THE METRO RED
LINE/PAGE 2**

before construction begins, with the artists working full time with the architects to produce a finished design. The artists and architects have been assigned to stations as follows:

Vermont/Beverly Station:	Richard Stone and Anil Verma Associates, Inc.
Vermont/Santa Monica Station:	Robert Millar and Ellerbe Becket, Inc.
Vermont/Sunset Station:	Michael Davis and Edward C. Barker & Associates
Hollywood/Western Station:	May Sun and Escudero-Fribourg Associates
Hollywood/Vine Station:	Gilbert Lujan (Magu) and Miralles Associates

Nine other artists have been invited to prepare site-specific proposals for three Red Line stations on Wilshire Boulevard, stations previously planned as part of the subway's phase one. The nine proposals will be reviewed in December, and one commission will be awarded for each station. The artists and their stations are as follows:

Wilshire/Vermont Station:	Robert Delgado, Mineo Mizuno and Peter Shire
Wilshire/Normandie Station:	Rod Baer, Barry Fahr and Frank Romero
Wilshire/Western Station:	Mineko Grimmer, Hye Sook and Richard Wyatt

LACTC's Art for Rail Transit program was created in July of 1989 to commission permanent works of art for all rail stations on the Metro system. Five station designs for the Metro Green Line have already been completed using the design team approach, and a major commission for a site-specific work in the Blue Line's Flower Street tunnel will be announced soon. As many as two dozen other commissions, for the Metro Blue and Metro Green Lines, are expected in the coming year.

(more)

**LACTC'S A-R-T PROGRAM ANNOUNCES ARTISTS FOR THE METRO RED
LINE/PAGE 3**

"All these commissions reflect our goal of making the average commuter's experience with the system more pleasant and rewarding," said Neil Peterson, LACTC executive director. "Artists will create for each station a unique visual identity that highlights the cultural and ethnic resources of the communities near the stations."

In each case, the artists were selected by an art panel which included both art professionals and members of the local community. An important aspect of the selection process was the creation of a "community profile" for use by the artists, describing such factors as the history, demographics, economic and social conditions, and aspirations of the residents and business people in the neighborhoods near the stations. The A-R-T program's active involvement of the community in the selection of artists has come to be recognized in public art circles as a model for other programs.

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NOVEMBER 19, 1990

CONTACT: STEPHANIE BRADY/ROBERTA TINAJERO
TRANSPORTATION NEWS BUREAU

FOR IMMEDIATE RELEASE

**SANTA ASCENDS FROM THE METRO RAIL TUNNEL
TO ANNOUNCE 7TH STREET RENOVATION**

Santa Claus made an earlier than usual appearance today to announce the opening of the year's busiest shopping season and to officially declare the reopening of Seventh Street in downtown Los Angeles. The street, which has been the site of the Metro Rail construction for two and a half years, is open and clear in time for the busiest shopping season. The Los Angeles County Transportation Commission (LACTC) and the (merchants association) hosted the gala ceremony.

"Today we are celebrating an important milestone in the construction of Los Angeles County's Metro Rail System," said LACTC Vice Chair and Long Beach City Councilman Ray Grabinski. "The boarded streets and the temporary sidewalks are gone, and we are returning the streets and sidewalks to the community," he said.

"At times, the construction was a great inconvenience for the tenants on 7th and Flower streets and I commend the community for their patience and cooperation," said Grabinski.

The area has been renovated as part of the Metro Red Line construction. Sidewalks have been widened, new landscaping is planned and 1930's-style ornamental street lights will be installed.

(more)



7TH STREET CELEBRATION/PAGE TWO

Downtown workers and residents were able to stroll Seventh Street this afternoon and enjoy live music provided by the Los Angeles Police Department's 30-piece band and a dance performance by the "Kids Unlimited" troupe. Emerging from the underground tunnel in a bright red construction hard hat, Santa Claus declared the opening of the shopping season.

Seventh and Flower streets is where the underground station will open next year for the Metro Blue Line. In 1994 it will be the connecting pint of the Metro Blue Line to the Metro Red Line.

"This part of downtown will be a hub of activity when the Metro Blue Line reaches this point," said Neil Peterson, LACTC executive director. The Los Angeles rail transit system will alleviate transportation-related smog and ease the stress on our streets and highways."

The Seventh Street merchants are offering shopping discounts during the "grand opening" week of November 18. Participating businesses are Micro Age Computer, Plaza Street Clothiers, Seventh Street Bistro, G.Hq, C & R Clothiers/Broukim, Silverwoods, Roosevelt Pharmacy, Judy's, Grand Expressions, Casual Corner, Kinko's Copy Center, De Sumrak Jewelry, Napoleon Pastry, Jewelry Pavilion, and The Brasserie at the Hyatt.

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NOVEMBER 26, 1990

CONTACT: STEPHANIE BRADY/ROBERTA TINAJERO

FOR IMMEDIATE RELEASE

**RCC ANNOUNCES METRO RAIL MANAGEMENT INITIATIVES
TO TIGHTEN BUDGET AND SCHEDULE**

The Rail Construction Corporation, (RCC), the engineering and construction subsidiary of the Los Angeles County Transportation Commission today announced significant changes in the management approach for the construction of the Metro Red Line subway project. This aggressive action plan is directed toward strengthening cost-efficiency, schedule adherence, quality and safety measures.

New management practices in overseeing the projects include:

- Streamlining decision-making by giving more authority and responsibility to managers on the construction sites, allowing them to respond directly and professionally to on-the-spot situations.
- Establishing "full service" field offices that put cost estimators, schedulers, contract administrators and designers on site, breaking down management layers and lag time.
- Increasing construction managers and contractors accountability by basing their profits on project performance rather than on number of hours worked.

(more)

- Upgrading the professional capabilities of safety engineers and resident engineers on construction sites by setting more stringent and demanding criteria and job qualifications.
- Retaining specialized assistance to resolve construction disputes and claims.

"These actions put more authority out on the job sites and improve managers' qualifications and accountability. We believe that these steps will create a dramatically improved management environment on the Red Line, significantly effecting the budget, schedule, safety and quality performance of this important project," said Ed McSpedon, RCC president/CEO.

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**Los Angeles County
Transportation Commission**

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NOVEMBER 28, 1990

CONTACT: STEPHANIE BRADY/ROBERTA TINAJERO
TRANSPORTATION NEWS BUREAU

FOR IMMEDIATE RELEASE

LACTC VOTES TO ACCELERATE CONSTRUCTION, OPEN SUBWAY STATION EARLY

The Los Angeles County Transportation Commission voted today to accelerate construction to open the Metro Blue Line's underground station at 7th and Flower streets in downtown L.A. on February 14, 1991, four-and-a-half months ahead of schedule. The underground station will eventually be the transfer point for the Metro Red Line subway, scheduled to open in late 1993.

Currently the Metro Blue Line's northern terminus is at Pico and Flower streets. The underground station was still in construction and not scheduled to open when the Blue Line began service on July 14, 1990. A free shuttle service carries passengers into the heart of downtown from the Pico station. "Eliminating this train to bus transfer will save five minutes of commute time," said Neil Peterson, LACTC executive director.

"We also expect this extension of the Blue Line to entice more riders since it gives them a straight shot into downtown," he said. Another advantage is that we're reducing street traffic by eliminating the shuttle bus service," said Peterson.

(more)

LACTC VOTES TO ACCELERATE CONSTRUCTION, OPEN SUBWAY STATION EARLY
Page 2

There will be a \$956,500 net cost to accelerate the construction. Increased expenditures for additional workers, multiple work shifts and overtime work during the next two-and-a half months will enable us to avoid over \$3 million in shuttle bus service costs and overhead costs for construction contractors who can now finish their work early and close up shop on the Metro Blue Line," said Ed McSpedon, president and CEO, Rail Construction Corporation.

The opening of this first segment of the Metro subway ahead of schedule marks the first major accomplishment by the RCC, the new manager of all rail transit projects in the county. "This early opening of the station is the beginning of a turnaround in the management of this important project," said RCC Chairman David Anderson.

When the station opens in February, work will continue on the lower level of the bi-level station in preparation for the Metro Red Line. Barrier walls will separate Metro Blue Line passengers from construction noise and dust of ongoing Metro Red Line construction.

The underground station is being built in two parts. The \$44 million contract to build the basic concrete structure was awarded to Granite Construction Company of Watsonville, CA. A \$19 million effort to install the station's architectural finish work is being carried out by Tutor-Saliba., Inc of Los Angeles, CA.

The Metro projects are now managed by the Rail Construction Corporation, the engineering and construction subsidiary of the LACTC.

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DECEMBER 3, 1990

CONTACT: CLARA POTES/JON MOYNES
NEWS BUREAU/ART PROGRAM

FOR IMMEDIATE RELEASE

FIRST PUBLIC ART FOR METRO RAIL SYSTEM

The first public art project on L.A.'s new Metro Rail system was unveiled today in a ceremony thirty feet underground at the Metro Blue Line's Flower Street Tunnel--the light rail system's entry into downtown Los Angeles.

LACTC Chairman, Supervisor Ed Edelman introduced Los Angeles artist Tom Eatherton, designer of Unity, a two-thousand-foot fiber optic light painting that will grace the central portion of the Flower Street Tunnel, where the Metro Blue Line dives underground to meet the Metro Red Line subway.

In announcing the award, Supervisor Edelman praised Eatherton for his response to a unique and challenging problem--bringing the tunnel alive in a display of light and color. "Eatherton's joining of fiber optic materials with his unique abstract vocabulary have made Unity a piece that will be different for everyone who sees it, and different every time one sees it. Always changing, always delightful, it symbolizes the experience of living in Los Angeles."

(more)

FIRST PUBLIC ART FOR METRO RAIL SYSTEM/PAGE 2

For Eatherton, the Flower Street Tunnel is the culmination of a life of experimentation with light, color and abstract form. Known to many as a painter, Eatherton has long experimented in his public art with the use of lighted panels as a way of intensifying the experience of his work. Eatherton's use of fiber optics in Unity is an innovation, not only in his own work, but also in the art world, which is just beginning to experiment with the new medium.

Unity will employ fifty separate light installations, images nearly four feet high set just at the level of the windows on the Blue Line cars. Patterns of concentric circles will alternate with points of light, called "point sets" by Eatherton, in a design that will be animated by the motion of the train itself. "The patterns I'll be using," said Eatherton, "come from work that I've done for thirty years. These patterns are basic to all art, and people have an automatic response to them."

Eatherton was selected for this commission from a field of more than one hundred artists, from whom five artists or artists groups were selected to prepare proposals specifically for the Flower Street Tunnel. In addition to Eatherton, the finalists in the competition were Ben Moritz Livingston and Paul Matthew Sabal of Austin, Texas and Baltimore, Maryland; Liz Mapelli of Portland, Oregon; Anna Valentina Murch of San Francisco; Richard Posner of Saint Paul, Minnesota; and Larry Kirkland, Bill Will, Don Merkt, and Jim Blashfield of Portland, Oregon.

The selection was made by a panel of five artists, arts professionals, and members of the downtown community. Participating were Carl Cheng, Michael Davis, Donna Graves, Judith Johnston-Weston, and John Outterbridge.

(more)

FIRST PUBLIC ART FOR METRO RAIL SYSTEM/PAGE 3

The Flower Street tunnel marks the entrance of the Metro Blue Line into the heart of Los Angeles, running from Twelfth Street, just north of the Blue Line station at Pico Boulevard, to the line's northern terminus at Seventh and Flower Streets, where Blue Line passengers will connect with the Metro Red Line subway.

The Flower Street Tunnel competition was made possible in part by a grant from Pacific Enterprises, a Los Angeles-based holding company which owns Southern California Gas Co., the nation's largest natural gas distribution utility. Pacific Enterprises also owns Thrifty Corporation, a leading drug store and sporting goods chain retailer, and Pacific Enterprises Oil Company, an oil and gas exploration and production company headquartered in Dallas, Texas.

Pacific Enterprises was the first corporation to participate in LACTC's A-R-T program, which is funded by a set-aside of one half of one percent of construction costs for the project.

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Video of the installation
available.

How many feet apart



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~~DECEMBER 10, 1990~~ *Not yet.*

**CONTACT: ROBERTA TINAJERO/STEPHANIE BRADY
TRANSPORTATION NEWS BUREAU**

FOR IMMEDIATE RELEASE

FIRST CONTRACT AWARDED FOR HOLLYWOOD LEG OF METRO RAIL SUBWAY

The Rail Construction Corporation (RCC) today approved a recommendation to award the first construction contract on the second segment of the Metro Rail subway project. Shank-Healy of Los Angeles will be awarded the \$46 million contract to do the tunneling work from the Wilshire and Alvarado station to the Wilshire and Vermont Station.

"The extension of the Metro Red Line to Hollywood and eventually to the San Fernando Valley is an important milestone for transit in Los Angeles County," said RCC Chairman David Anderson. The RCC is the building and engineering subsidiary of the Los Angeles County Transportation Commission.

Workers will use two construction methods to build the one-mile segment. The "cut and cover" method involves excavation of the tunnel from ground level; then construction of a concrete box housing the subway tracks; followed by covering the box with soil and restoring the surface. This work, to be done over a 1,200-foot segment, requires the draining and excavation of MacArthur Park Lake. Underground boring will tunnel a 3,400-foot segment from the west side of the park, under Wilshire Boulevard to the station at Vermont Avenue.

(more)

FIRST CONTRACT AWARDED FOR HOLLYWOOD LEG OF METRO RAIL SUBWAY
PAGE 2

Only a short section of pavement on Alvarado Street will be involved in the cut and cover construction. Wood decking will be installed to allow traffic to continue using the street, while work occurs underground. All tunnelling will be done using precast concrete segments as the primary lining rather than wooden lagging.

Twin tunnels will be built, allowing trains to operate in both direction. Depth of the tunnels will vary from about 60 to 90 feet. Each tunnel will be about 20 feet in diameter.

The contract also calls for the renovation of the lake area and beautification of the park. Workers will install a new lake lining, aeration system and fountain, as well as new sidewalks, planters, benches and storm drains. The City of L.A. is working with the State Game and Fish Department to protect the park's wildlife during construction.

Construction through the lake is scheduled to begin in January, 1991 and will be completed in two years. Construction of the tunnels from the west side of MacArthur Park will take a year longer.

The lead firm of the Shank-Healy joint venture, Shank, had two tunneling contracts for the first segment of Metro Rail in downtown Los Angeles, from 5th and Hill streets to 7th and Flower streets, and from that point to Wilshire Boulevard and Alvarado Street.

The 6.7-mile second segment is an extension of the first 4.4-mile Metro Red Line now under construction from Union Station to Wilshire/Alvarado. The extension is scheduled to be opened in two segments during the next eight years. The first segment from the Wilshire/Alvarado station to the Wilshire/Western station is scheduled to begin serving the public in 1996. The northern extension from the Wilshire/Alvarado station along Vermont Avenue to Hollywood and Vine is scheduled to open in 1998.

The recommendation must be formally approved by the Los Angeles County Transportation Commission on December 19.

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DECEMBER 13, 1990

CONTACT: ROBERTA TINAJERO/STEPHANIE BRADY
TRANSPORTATION NEWS BUREAU

FOR IMMEDIATE RELEASE

SECOND PEDESTRIAN BRIDGE OVER METRO BLUE LINE TRACKS OPENS

The Rail Construction Corporation, (RCC), the engineering and construction subsidiary of the Los Angeles County Transportation Commission, officially opened the second new pedestrian bridge today over the Metro Blue Line tracks at Caldwell Street and Willowbrook Avenue in the City of Compton.

The bridge replaces a street-level pedestrian crossing and provides a safe and convenient way to cross the tracks for residents and hundreds of students attending the Robert F. Kennedy Elementary School and the Headstart preschool located near the new bridge.

Completion of the bridge was celebrated with a ribbon-cutting ceremony attended by Howard Caldwell, Compton city manager; Jacki Bacharach, LACTC commissioner; Maxey Filer, Compton mayor pro tem; Patricia A. Moore, Bernice Woods, Jane D. Robbins, Compton city councilmembers; Riley Johnson, Compton Unified School District, along with students from the Robert F. Kennedy school.

"The construction of this bridge is another measure to enhance safety along the Blue Line's mid-corridor section," said LACTC Commissioner Jacki Bacharach. "We want the line to be safe for passengers, motorists and pedestrians."

(more)

PEDESTRIAN BRIDGE OVER METRO BLUE LINE TRACKS OPENS/PAGE 2

The 144-foot bridge was designed in a joint effort between the LACTC/RCC and the City of Compton.

The \$500,000 pedestrian bridge was built by construction contractor, Morrison-Knudsen, the contractor who built all the train stations in the mid-corridor.

Another pedestrian bridge was built in the Watts community at 105th Street and Grandee Avenue to make it easier for residents to cross both the freight and the Blue Line tracks.

The Rail Construction Corporation is implementing other safety measures to further protect pedestrians and drivers. Some of them include tapering the wrought-iron fencing near the intersections to improve driver visibility of the Blue Line trains and adding new bi-lingual warning signs at all grade crossings to increase pedestrian awareness of approaching trains.

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