



JANUARY 2, 1992

**MEDIA ADVISORY**

CONTACT: CLARA POTES-FELLOW/STEPHANIE BRADY  
LACTC TRANSPORTATION NEWS BUREAU  
(213)244-6566/244-6792

**EAST L.A. COMMUNITY INVITED TO METRO RAIL INFORMATION MEETINGS**

The public is invited to learn about the proposed alternatives to extend the Metro Rail subway to East Los Angeles at various open house sessions sponsored by the Los Angeles County Transportation Commission.

Four open house sessions are scheduled in January:

Tuesday January 14, 1992  
Resurrection Parish  
3324 Opal St.  
6:30 p.m. to 8:30 p.m.

Thursday, January 16, 1992  
East Los Angeles Service Center  
133 North Sunol Dr.  
Auditorium  
1 p.m. to 3 p.m.

Friday January 17, 1992  
LACTC Headquarters  
818 W. 7th St.  
11th Floor, Long Beach Room  
11 a.m. to 1 p.m.

Tuesday January 21, 1992  
White Memorial Hospital  
Conference Room A and D  
1720 Brooklyn Ave.  
9 a.m. to 11 a.m.

Five alignments are being considered stretching from downtown's Union Station to the intersection of the Santa Ana Freeway (I-5) and Atlantic Boulevard.

The community is strongly encouraged to attend.

For further information in English or Spanish, please contact the Eastside Metro Hotline (213)244-6834.

# # #

9:INFOMTG:ADV  
CPF:ma:01.02.92



JANUARY 9, 1992

CONTACT: STEPHANIE BRADY  
LACTC NEWS BUREAU  
(213) 244-6792

FOR IMMEDIATE RELEASE

**LACTC ANNOUNCES NEGOTIATIONS BETWEEN  
SUMITOMO AND MORRISON KNUDSEN FOR COOPERATIVE RELATIONSHIP**

The Los Angeles County Transportation Commission has clearly heard the concerns expressed by the public and elected representatives concerning the Metro Green Line and specifically the rail car procurement.

We take seriously our responsibility to balance important issues such as cost, schedule, and public safety with the need to retain the local, state and national economic return of Los Angeles County's transportation investment.

Serious negotiations are underway between Sumitomo Corporation of America and Morrison Knudsen Corporation (MK) to establish an arrangement that will make the American company, Morrison Knudsen, a serious and substantive participant in building the Metro Green Line car.

In discussions which took place between executives of both companies, Sumitomo expressed its willingness that Morrison Knudsen be a member of its team, in building the Green Line vehicles, and MK indicated that it was receptive to further discussions towards that end. Although details remain to be resolved, the goals of a cooperative working relationship between Sumitomo and MK, as defined by these negotiations, include:

**(MORE)**

**LACTC ANNOUNCES NEGOTIATIONS BETWEEN  
SUMITOMO AND MORRISON KNUDSEN FOR COOPERATIVE RELATIONSHIP  
IN BUILDING METRO GREEN LINE CARS**

January 9, 1992

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- Advancing the success of the Metro Green Line
- Strengthen the Team / Hold or Reduce Costs and Risks
- Add U.S. Content and Jobs
- Add Local Content and Jobs
- Add participation by Disadvantaged and Minority Business
- Los Angeles County and both firms benefit and come out stronger

In this regard, Sumitomo has committed that it will seek to reassign work currently planned in its contract for Japanese firms to Morrison Knudsen. Sumitomo has also assured LACTC that there will be no reduction or impact upon work which it had committed for U.S. and local firms.

LACTC believes that a cooperative working relationship by Sumitomo and Morrison Knudsen will enable Los Angeles to combine the best talents and resources possible in building the Metro Green Line Cars. Should a more detailed agreement by Sumitomo and Morrison Knudsen be reached, an announcement will be made.

# # #

# BUSINESSWIRE

3600 Wilshire Boulevard, Suite 2226, Los Angeles, California 90010

213/380-8383

( BW) (SUMITOMO-CORP-OF-AMERICA) Sumitomo Corporation of America issues statement

Business/News Editors & Transportation Writers

LOS ANGELES--(BUSINESS WIRE)--The following statement was released Wednesday by Kenji Miyahara, president, Sumitomo Corporation of America in response to the Los Angeles County Transportation Commission's vote to terminate the \$121.8 million contract it awarded to Sumitomo to build 41 cars for the Green Line rail project.

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``For the last two years, all concerned parties knew the ground rules for awarding the contract as well as the identities of the bidders. Nevertheless, our contract was cancelled for non business-related reasons.

``Sumitomo Corporation of America is deeply disappointed with the decision by the Los Angeles County Transportation Commission (LACTC) to terminate its contract with our company to build 41 rail cars for the Green Line system.

``We are considering how to respond to this action.

``Sumitomo acted responsibly in following all of the requirements of our customer, the LACTC. We met or exceeded all contractual requirements for utilization of L.A. County and disadvantaged business enterprise and women-owned labor participation, and U.S.-based content requirements.

``We were selected by the Commission on our merits because of our experience, technical superiority, and past history of delivering world-class products on schedule and within budget.

``The bids for this contract were evaluated by the Commission staff and an independent panel of transit experts. Our company received the highest ratings in both evaluations.

``Our disappointment, however, does not diminish our long-term and enthusiastic commitment to the United States marketplace where we have operated successfully for 40 years. We are a U.S. corporation and employ more than 1,000 people in this country. Last year, we exported approximately \$1.7 billion worth of goods manufactured in the United States.

``We also have been active in Los Angeles for 30 years and will continue to make a contribution to the health of its economy.''

--30--JP/1a

CONTACT: Gordon Earle or Steve Sugerman, 213/937-7460





JANUARY 14, 1992

CONTACT: ROBERTA TINAJERO/STEPHANIE BRADY  
LACTC TRANSPORTATION NEWS BUREAU  
213/244-6565;6792

FOR IMMEDIATE RELEASE

### **MURRAY APPOINTED TO RAIL CONSTRUCTION CORPORATION**

John W. Murray, Jr. has been appointed to the Rail Construction Corporation, the subsidiary of the Los Angeles County Transportation Commission (LACTC) that manages the design and construction of rail transit projects in Los Angeles County.

The RCC Board consists of three appointees from the Los Angeles County Transportation Commission, three appointees from the RTD, and a seventh member chosen by the original six. Murray replaces the vacancy left by RTD appointee Dr. Herbert Carter.

Murray is an L.A. City Commissioner on the Board of Public Works where he oversees operations on a variety of public services including street lighting and maintenance, contract administration, engineering, and sanitation.

"I look forward to the exciting and challenging times ahead for the RCC," said Murray. "The Metro Rail transit system that the RCC is building today will increase mobility and improve the quality of life for all of Southern California. The opportunity for minorities and women to participate in this project are of particular importance to me," he said.

**(MORE)**

**MURRAY APPOINTED TO RAIL CONSTRUCTION CORPORATION**

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Murray has served on the board of the local chapter of the NAACP and on the LA Unified School Districts's personnel commission.

His career history includes serving as Chief Administrative Deputy to L.A. City Councilmember Robert Farrell, and as a top manger with First Nationwide Bank's lending, real estate management and savings divisions. He also served as assistant director of L.A. Fair Housing Congress.

He attended Pepperdine University, Cal State University Dominguez Hills, and the University of West Los Angeles College of Law.

# # #



JANUARY 17, 1992

CONTACT: MICHAEL BUSTAMANTE/STEPHANIE BRADY  
LACTC TRANSPORTATION NEWS BUREAU  
(213) 244-6591/6792

**FOR IMMEDIATE RELEASE**

**ASSEMBLYMAN POLANCO, LACTC COMMISSIONERS ANNOUNCE  
LEGISLATION TO GIVE PREFERENCE TO LOCAL COMPANIES**

State legislation that would grant preference to local businesses vying for transportation construction contracts was announced today by Assemblyman Richard Polanco. Joining Polanco were Mayor Tom Bradley and Los Angeles County Transportation Commission (LACTC) Chairman Ray Grabinski and Commissioners Richard Alatorre and Nick Patsaouras.

"This legislation will create a level playing field for the companies that are competing for transportation construction contracts with Los Angeles County Transportation Commission," said Assemblyman Richard Polanco (D-55). "Los Angeles County taxpayers need to know that we intend to keep tax dollars here in Los Angeles and the workers of this county deserve the chance to compete and be awarded those contracts that will be the life blood of our economy in the future."

Specifically, the bill would expand the LACTC's ability to award construction contracts to businesses located within the geographic area of Los Angeles County and provide for the LACTC to adopt methods, procedures, and systems of operation and management for such a local business preference.

**(MORE)**

**ASSEMBLYMAN POLANCO, LACTC COMMISSIONERS ANNOUNCE  
LEGISLATION TO GIVE PREFERENCE TO LOCAL COMPANIES**

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"Assemblyman Polanco should be commended for authoring such important state legislation," said Mayor Tom Bradley. "Today's announcement is good news for the workers of Los Angeles County who are out of a job and are eager to participate in the construction of one of the largest public works projects in the nation."

Given a downward-spiraling local economy due to defense and aerospace plant closures, the legislation will help to pump local dollars slated for transportation construction into Los Angeles' ailing economy.

"Los Angeles County is shifting from a defense and aerospace economy to a peacetime/transportation economy," said LACTC Chairman and Long Beach City Councilman Ray Grabinski. "The LACTC intends to invest \$150 billion dollars over the next 30 years in transportation improvements. Today's announcement will give the Commission a better chance to award contracts to local businesses and also help companies who have lost out to more experienced firms the opportunity to compete. We need this legislation to accomplish our goal of enhanced local participation."

Noting that a recent contract was awarded to a Japanese firm instead of a U.S. firm because of the former's experience, the Commissioners made it clear that this state legislation would provide for U.S. firms to gain the experience necessary to compete on the world market.

"We have always understood the need to assist American firms and not perpetuate the awarding of contracts to non-American firms because of their lack of experience," said Los Angeles City Councilman and LACTC Commissioner Richard Alatorre. "The

(MORE)

**ASSEMBLYMAN POLANCO, LACTC COMMISSIONERS ANNOUNCE  
LEGISLATION TO GIVE PREFERENCE TO LOCAL COMPANIES**

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Commission has been at the forefront of promoting local and minority involvement in our projects long before it became politically expedient to focus attention on our sagging economy."

In addition to the local preference language, Assemblyman Polanco's bill also authorizes the LACTC to solicit proposals to construct, lease or otherwise acquire facilities to use for study, design or manufacturing of transit vehicles, equipment and systems. With the recently announced aerospace and defense plant closures throughout Southern California, the LACTC can begin to look at manufacturing of transportation vehicles, a proposal that LACTC Commissioner and RTD Board Member Nick Patsaouras has advocated.

"The buck comes from here, and its going to stay here," said Patsaouras. "Los Angeles County can and should become an international leader in transportation and the design and construction of transportation equipment. Our workers are the best and the brightest. There is no reason why they should not be given the opportunity to compete in the world market and this legislation we are announcing today will give them the leg up to do so."

Transportation officials also announced plans to hold an Economic Revitalization Conference, scheduled for February 27, that will bring together manufacturers, small business, suppliers and labor to address the specifics of transitioning from what was once a defense-supported economy to a transportation driven economy.

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FEBRUARY 10, 1992

CONTACT: MICHAEL BUSTAMANTE/STEPHANIE BRADY  
LACTC TRANSPORTATION NEWS BUREAU  
(213) 244-6591, 6792

**FOR IMMEDIATE RELEASE**

**TRANSPORTATION COMMISSION SEEKS LEASE PROPOSALS  
TO REDUCE OVERHEAD AS PART OF AGENCY SAVINGS MEASURE**

The Los Angeles County Transportation Commission today released a Request For Proposal (RFP) for long-term office space in downtown Los Angeles. As part of a comprehensive cost savings package, the LACTC will seek office space for a new headquarters building that is expected to significantly reduce office costs.

"We are asking interested developers, contractors or property owners, including our current landlord, to come forward with reasonable offers that will provide us with anticipated savings", said LACTC Deputy Executive Director Les Porter. "By taking advantage of existing market conditions, the LACTC could save a considerable amount of money".

Last September, the LACTC announced a revenue shortfall because of lower than expected sales tax revenues. As part of a planned 19% reduction in agency costs, the LACTC is moving forward with a plan that will help it meet the self-imposed reduction.

The LACTC's occupancy arrangement could take the form of a straight lease, a joint venture, or 100% ownership of an existing or to-be-built building.

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MARCH 20, 1992

CONTACT: ROBERTA TINAJERO; JON MOYNES  
LACTC TRANSPORTATION NEWS BUREAU  
(213) 244-6565; 244-6570

FOR IMMEDIATE RELEASE

### **A-R-T REQUESTS PROPOSALS FOR SIX BLUE LINE STATIONS**

The Art-for-Rail-Transit (A-R-T) program is inviting artists to submit proposals for public installations for Metro Blue Line stations in Long Beach.

The public art pieces would be incorporated into the Long Beach stations' "pylons" -- a series of free-standing columns extending the length of the platforms. Each Pylon is topped by a circular form echoing the logo of the old Pacific Electric Red Cars. The artists selected in this competition will create works to be installed in some or all of these circular spaces.

A preliminary design workshop to help artists with their proposals is scheduled for:

Thursday, March 12

Long Beach Convention & Entertainment Center

300 E. Ocean Blvd.

Long Beach

7 - 9 p.m.

The proposed work may be executed in any durable medium, such as metal, glass, ceramics, porcelain enamel, etc. Artists may work alone or collaborate as a team. The design

(MORE)

## **A-R-T REQUESTS PROPOSALS FOR SIX BLUE LINE STATIONS**

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concept should be preliminary in nature and will be refined by the artist if he/she is selected as one of the six finalists.

The A-R-T program commissions works which acknowledge and honor the communities served by the Metro system. For a community description and further details, call for the official Request for Proposals at 213/244-6408. Design concept proposals are due on Thursday, April 30.

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FEBRUARY 20, 1992

CONTACT: ROBERTA TINAJERO/STEPHANIE BRADY  
LACTC TRANSPORTATION NEWS BUREAU  
213/244-6565;6792

FOR IMMEDIATE RELEASE

**PUBLIC HEARING SET ON METRO RAIL EXTENSION TO PICO/SAN VICENTE**

The public is invited to comment on plans to extend the Metro Red Line subway west to the Mid-city area at Pico/San Vicente boulevards. A public hearing has been scheduled for Wednesday, February 26 by Los Angeles County Transportation Commission (LACTC). The hearing will be at 4 p.m. in the Hall of Administration, Board of Supervisors Hearing Room, 500 West Temple St., 3rd Floor.

Korean and Spanish language translators will be on hand. The 45-day comment period ends March 16. Written comments can be sent to Maria Gomez, LACTC, 818 West 7th St., Suite 1100, Los Angeles, CA 90017.

Current construction takes the Metro Red Line west to Wilshire/Western. A 2.3-mile extension would extend from the station at Wilshire/Western westerly along Wilshire, southwesterly along Crenshaw Boulevard, proceed west along Pico Boulevard to a station at Pico/San Vicente. A station would also be built at Olympic/Crenshaw.

The LACTC will consider adding the 2.3 mile extension to the Metro Red Line "Locally Preferred Alternative" this spring. A recent report reviews the 1987 Draft SEIS/SEIR to

*(MORE)*

**PUBLIC HEARINGS SET ON METRO RAIL EXTENSION TO PICO/SAN VICENTE**

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evaluate current circumstances and identify relevant impacts and mitigation measures to build the extension.

The Metro Red Line will extend in three directions; to East Los Angeles, to North Hollywood in the San Fernando Valley, and to Pico/San Vicente in the Mid-City area.

The review process includes a review by L.A. City, an LACTC public hearing in February, formal adoption of the extension by the LACTC in March, and approval of a final SEIS/SEIR by the LACTC expected in the fall, 1992.

Construction on the extension would begin in 1995.

Metro Red Line service to Wilshire/Alvarado opens in 1993; to Wilshire/Western in 1996; and in 1998 to Hollywood/Vine.

For additional information, call 213/244-6187.

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## ***PRESS RELEASE***

MARCH 5, 1991

CONTACT: MICHAEL BUSTAMANTE/STEPHANIE BRADY  
LACTC TRANSPORTATION NEWS BUREAU  
(213) 244-6591, 6792

FOR IMMEDIATE RELEASE

### **STATE COURT OF APPEALS RULES IN FAVOR OF TRANSPORTATION COMMISSION ON PROPOSITION C LITIGATION**

The California State Court of Appeal today ruled unanimously in favor of the Los Angeles County Transportation Commission on the matter of Proposition C, the half-cent sales tax measure approved by county voters in November 1990. Revenues derived from Proposition C are earmarked to provide necessary transportation improvements throughout Los Angeles County.

"We appealed to the voters in 1990 to help fund a transportation system in Los Angeles that would relieve congestion and help improve our air quality", said Mayor Tom Bradley. "The voters spoke loud and clear when they approved Proposition C amidst a time of fiscal uncertainty and the courts validated the voters desire. We have already implemented the successful Freeway Service Patrol highway program and are anxious to begin other programs that will benefit all the residents of Los Angeles."

The decision is considered a major victory for the transportation agency in that it is the first case decided since the high court ruled against the County of San Diego and its efforts to pass a sales tax measure with less than a two-thirds vote in the matter of Rider v. County of San Diego.

(MORE)

**STATE COURT OF APPEALS RULES IN FAVOR OF  
TRANSPORTATION COMMISSION ON PROPOSITION C LITIGATION**

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"The decision is particularly good news in light of the high court's recent decision involving Rider", said LACTC Commissioner and Rancho Palos Verdes Councilwoman Jacki Bacharach. "The programs we intend to implement with Proposition C revenues are critical to the economic health of our county, in addition to providing necessary improvements to our existing freeway and highway infrastructure that have for too long been ignored."

"We are obviously pleased with the unanimous decision handed down today by the Court of Appeal", said LACTC Executive Director Neil Peterson. "Given these tough economic times, the revenues generated from Proposition C will help us deliver the transportation programs we have planned for Los Angeles County. However, it isn't over just yet and we intend to continue our prudent approach by not spending the Prop. C principal until the Supreme Court determines whether or not it will also hear the case."

The California State Supreme Court has a 90-120 day period in which they may decide to hear the case.

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## **PRESS RELEASE**

CONTACT: STEPHANIE BRADY, MICHAEL BUSTAMANTE  
LACTC TRANSPORTATION NEWS BUREAU  
(213) 244-6792; 6591

### FOR IMMEDIATE RELEASE

#### **FURTHER COST REDUCTION METHODS UNDER STUDY AT LOS ANGELES COUNTY TRANSPORTATION COMMISSION**

Seeking further ways to reduce costs and make the best use of taxpayer dollars, the executive staff at the Los Angeles County Transportation Commission announced today it

[REDACTED] and will cooperate fully with auditors that may be appointed for such purposes. Today, Los Angeles County Supervisor and LACTC Chairman, Michael Antonovich, requested that the supervisors assign the County auditor to work with the LACTC to verify the [REDACTED] and work to identify other areas that might be appropriate for further cuts.

"The LACTC staff fully understands its responsibility as a public agency to stretch taxpayers dollars to meet our transportation needs." said Neil Peterson, Executive Director of the LACTC.

This statement came in the wake of criticism of past spending policies at the agency which have subsequently been corrected. According to Peterson, "in instances where misspending has occurred these costs have been recovered and tighter accounting procedures are now firmly in place."

In light of the current economic downturn, the LACTC has already announced a self-imposed [REDACTED]. A Cost Reduction and Cost Recovery Program was instituted in [REDACTED] that will reduce costs by approximately \$2.5 million by June, 1993. These have been targeted in the following areas:

(MORE)

**FURTHER COST REDUCTION METHODS UNDER STUDY AT  
LOS ANGELES COUNTY TRANSPORTATION COMMISSION**

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● TRAVEL	\$ 262,686
● BUSINESS MEALS	160,000
● AUTO/PARKING	666,063
● OFFICE SUPPLIES	<u>418,000</u>
<b>TOTAL</b>	<b>\$1,506,749</b>

Additional areas that have been identified that will create another **\$1 million** reduction in costs include:

- FURNITURE & FIXTURES
- TELECOMMUNICATIONS
- PRINTING/GRAPHICS
- COURIER DELIVERY
- RECRUITMENT/STAFFING
- TRAINING & DEVELOPMENT
- EMPLOYEE ACTIVITIES

Peterson added, "we recognize our responsibility to seek every possible means to reduce costs." We no longer reimburse expenses for working meals among staff. We have cut back on seminars and training programs involving travel outside the area. We are proud of the significant progress we have made during the past ten months to cut costs but will continue to do more. We welcome all suggestions from the political arena as well as the general public on other methods we might employ to reduce expenses."

The LACTC is the agency that is building the integrated Metro system in Los Angeles, which includes the Blue Line, the Metro Red Line subway which will open next year, the Green Line to be opened in 1994, and is a partner in the Metrolink commuter rail system which will open three lines in October of this year. It also funds the bus systems in the County, the expansion of the carpool lanes on freeways, the Metro freeway service patrol, the expansion of the cellular call boxes, and various other components to provide transportation services to the public throughout Los Angeles County.

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MARCH 10, 1992

CONTACT: ROBERTA TINAJERO/STEPHANIE BRADY  
LACTCTRANSPORTATION NEWS BUREAU  
213/244-6565;6792

FOR IMMEDIATE RELEASE

**"HANDS-ON" METRO EXHIBIT OPENS AT THE CHILDRENS MUSEUM**

Future subway riders are learning about the Metro System in an exciting, innovative way at the Los Angeles Children's Museum. A "hands-on" METRO exhibit was unveiled today specially designed to take away the mystery from subway tunnels and lead "passengers" on a visual tour of the Metro.

"This exhibit has a message for children and their parents -- that rail transit will greatly enhance our city," said Richard Alatorre, City Councilmember and Los Angeles County Transportation Commissioner. "It will help familiarize them with how to ride a bus, take a train, and understand that we are building a user-friendly mass transit system in Los Angeles," he said.

Through video messages, museum visitors have the opportunity to sit at a train operator's console, view a ticket machine, and activate a safety display.

"We're building excitement for next year's opening in June of the Metro Red Line's first segment. The museum is walking distance from the Civic Center station," said Ernest Camacho, Rail Construction Corporation Chairman.

"The RCC worked closely with museum officials to create a meaningful exhibit for children, providing them with a fun setting to learn about different aspects of the Metro system," said Alatorre.

(MORE)

**LOS ANGELES COUNTY TRANSPORTATION COMMISSION PRESENTS DRAFT  
30-YEAR PLAN TO CALIFORNIA TRANSPORTATION COMMISSION**

March 5, 1992

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Children's Museum President J. Mark Hattendorf said, "The Museum is pleased to be working with these community agencies to bring important information about the construction and operation of the new Metro system to the children of our city."

The first to enter the make-believe Metro station were children from schools near the Metro Red Line construction and winners of a poster contest on "The Future of Transportation." Students were asked to develop their ideas for improving mobility in Los Angeles in a contest co-sponsored by O'Brien-Kreitzberg and the RCC.

Brightly-colored traffic signs, a city and a station mural created by high school students from the Herbert Ryman Living Masters art program lead the way to a painted tunnel entrance. The Metro safety mascot, "Travis the Owl, is a featured part of the exhibit. His safety messages teach children how to conduct themselves near construction sites as well as how to use the rail system. The well-recognized safety mascot visited schools along rail corridors before the Metro Blue Line opened, and is now circulating through schools along the second segment of the Metro Red Line.

The Los Angeles Childrens Museum, founded in 1979, offers a hands-on participatory environment in which children ages 2 to 12 can learn by doing. Nineteen permanent exhibits help to demystify everyday experiences and monthly programming includes children's art exhibits, drop-on workshops, and live performances by professional actors, musicians and dancers. The Museum attracts more than a quarter of a million visitors annually. More than 100,000 of these are school children visiting with their teachers and their public or private school classes from throughout Southern California.

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## ***PRESS RELEASE***

MARCH 10, 1992

CONTACT: MICHAEL BUSTAMANTE/STEPHANIE BRADY  
LACTC TRANSPORTATION NEWS BUREAU  
(213) 244-6591, 6792

### **FOR IMMEDIATE RELEASE**

#### **TRANSPORTATION COMMISSION TO HOLD COMMUNITY MEETINGS FOR EXPOSITION BOULEVARD RIGHT-OF-WAY PLANNING STUDY**

The Los Angeles County Transportation Commission will be holding a series of community meetings to report consultant progress on various routes and modes of transportation under study along the 12-mile corridor connecting the Exposition Park/Coliseum area of Los Angeles to Santa Monica. Over the past six months, the LACTC has been conducting a Preliminary Planning Study to narrow and better define transportation alternatives for the right-of-way. Consultants have recommended that five of the original 16 options be further evaluated in an environmental impact report.

"Residents, businesses, community groups and associations are encouraged to attend any one of these meetings to share their thoughts on the variety of transportation modes and preliminary route options we are studying," said Westside Area Team Director Steve Lantz. "The community's involvement and input are an essential component of good, sound transportation planning. To date we have had a good response from the community. However, we are concluding the Preliminary Planning Study and wanted another opportunity to meet with residents to discuss the options that we are reviewing."

(MORE)

**TRANSPORTATION COMMISSION TO HOLD COMMUNITY MEETINGS  
FOR EXPOSITION BOULEVARD RIGHT-OF-WAY PLANNING STUDY**

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Two brief presentations will be made at each of the meeting locations and will begin at 6 P.M. and 7:30 P.M. The meeting dates are as follows:

**Tuesday, March 10, 1992**

Los Angeles Department of Water and Power  
4030 Crenshaw Boulevard  
Los Angeles

**Wednesday, March 11, 1992**

Veteran's Memorial Auditorium  
Rotunda Room  
4117 Overland Avenue  
Culver City

**Thursday, March 19, 1992**

Santa Monica Main Library Auditorium  
1343 6th Street  
Santa Monica, CA

**Monday, March 23, 1992**

Westminster Elementary School  
1010 Washington Boulevard  
Venice, CA

**Wednesday, March 25, 1992**

Temple Isaiah  
10345 West Pico Boulevard  
West Los Angeles

**Thursday, March 26, 1992**

Calif. Afro American Museum  
600 State Drive, Exposition Park  
Los Angeles

The open house meetings planned will be identical in content and are being held at different locations for convenience. There will be short presentations at 6:00 P.M. and at 7:30 P.M. with time for a question period in each session. The comments solicited and feedback from participants will be incorporated into the conclusions of the Preliminary Planning Study due for release in late April. The LACTC is expected to take action in May 1992.

For more information please call (213) 244-6896 or (213) 244-6891.

# # #

# ***PRESS RELEASE***

MARCH 11, 1992

CONTACT: NICK PATSAOURAS  
(818) 990-5690

## **FOR IMMEDIATE RELEASE**

### **LACTC COMMISSIONER CALLS FOR ACCELERATING CONSOLIDATION OF LACTC AND RTD DEPARTMENTS TO OFFSET BUDGET SHORTFALL**

Los Angeles County Transportation Commissioner and RTD Board Member Nick Patsaouras today called for the consolidation of specialized departments of the LACTC and RTD in order to realize a greater administrative savings to offset the RTD's budget shortfall -- which is now projected to be as high as \$60 million for this fiscal year -- in addition to appointing an outside auditor to act as a mediator to help the two agencies identify existing revenue sources that can help the RTD decrease their deficit.

Specifically, Patsaouras is recommending that, while awaiting the formalization of the merger between the two agencies, consolidation of some departments could begin immediately. In addition to the areas already identified by the LACTC as departments which could begin the transition -- Legal, Planning, Marketing and Personnel -- Patsaouras suggests other departments like Government Relations, Media and Community Relations should immediately be incorporated into the consolidation effort. In doing this, Patsaouras believes that an additional, significant costs savings could be realized.

(MORE)

**LACTC COMMISSIONER CALLS FOR ACCELERATING CONSOLIDATION  
OF LACTC AND RTD DEPARTMENTS TO OFFSET BUDGET SHORTFALL**

March 11, 1992

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"The LACTC has already begun to reduce their administrative costs by 19%", said Patsaouras. "By combining these departments now, the LACTC could increase that administrative savings to 25% which would allow both agencies to realize a savings sooner. Moving towards consolidation now will save money for both agencies and ultimately will translate into better service for the riding public in the future."

In addition to calling for a quicker consolidation effort, Patsaouras is also recommending that an outside auditor be appointed to resolve the extraordinary differences between the two agencies on how to find revenues to help offset the current RTD budget shortfall. By appointing an outside auditor, Patsaouras believes that the auditor can take a closer look at sources which appear to be available. One such account is the RTD's capital reserve account.

According to the RTD's auditor controller, the account shows a current balance of approximately \$47.7 million. The capital reserve account is historically used for such programs as debt service for Equipment Trust Certificates (ETC's) and financing of up to \$1.5 million annually for facility maintenance and other similar programs.

"I am not advocating we use the funds in this account", said Patsaouras. "What I am proposing is that we have an outside expert take a look at all revenue sources, including those sources we believe may not be a good idea at first glance, and determine if it would be prudent to use those funds today instead of wait until tomorrow. By then it may be too late."

These recommendations will be reviewed when the Reorganization Ad Hoc Committee, comprised of members of both agencies, meets tomorrow to continue to hammer out a resolution to creating an efficient merger, in addition to identifying early areas of consolidation.

# # #



March 13, 1992

CONTACT: PETER HIDALGO  
METROLINK MEDIA RELATIONS  
(213) 244-6142

FOR IMMEDIATE RELEASE

### **METROLINK FARE STRUCTURE PROPOSED**

Two potential fare structures for Metrolink, the Southern California regional commuter train service to start operations in October 1992 will be presented to the public for comment at public hearings in each of the Southern California Regional Rail Authority (SCRRA) member counties during April and May. Once approved, the fare structure would determine the cost passengers will pay to ride Metrolink.

Commuters will have several ticket types available to ride Metrolink. They are: one way, round-trip, 10 trips, or a monthly pass. The frequent rider would receive the most significant savings per trip. Ticket fares are based on the length of the trip.

The Moorpark to Los Angeles line is comprised of four fare zones; the Santa Clarita Line to Los Angeles is comprised of three fare zones and the line from Pomona to Los Angeles is comprised of three fare zones. Ultimately this line will run from San Bernardino totaling five fare zones.

Under the structures considered, Metrolink ticket prices could be either \$2 base cost and \$1 for each zone the passenger travels or \$2.25 base cost and 75 cents for each zone. For longer trips (over six zones), fares could be "capped" at the six zone fare. Each zone distance averages 11 miles.

The lower proposed fare structure would look like this:

NOTE: Cost is based on the purchase of a 10 trip ticket which means a weeks worth of round-trip commuting:

(MORE)

# METROLINK FARE STRUCTURE PROPOSED

March 13, 1992

Page 2

## San Bernardino Line

Pomona to Union Station	\$40 for 10 trips or \$4 one-way
Covina to Union Station	\$30 for 10 trips or \$3 one-way
Baldwin Park to Union Station	\$30 for 10 trips or \$3 one-way
El Monte to Union Station	\$30 for 10 trips or \$3 one-way
Cal State L.A. to Union Station	\$20 for 10 trips or \$2 one-way

## Moorpark Line

Moorpark to Union Station	\$50 for 10 trips or \$5 one-way
Simi Valley to Union Station	\$50 for 10 trips or \$5 one-way
Chatsworth to Union Station	\$40 for 10 trips or \$4 one-way
Van Nuys to Union Station	\$30 for 10 trips or \$3 one-way
Burbank to Union Station	\$20 for 10 trips or \$2 one-way
Glendale to Union Station	\$20 for 10 trips or \$2 one-way

## Santa Clarita Line

Santa Clarita to Union Station	\$40 for 10 trips or \$4 one-way
Sylmar to Union Station	\$30 for 10 trips or \$3 one-way
Burbank to Union Station	\$20 for 10 trips or \$2 one-way
Glendale to Union Station	\$20 for 10 trips or \$2 one-way

Under the second option considered, fares would be slightly higher for most trips.

Transfers would be issued free to connect to feeder busses or Metro Rail with single-trip tickets, round-trip tickets, and joint monthly passes. Elderly, disabled, and youth ages six to 18 years would be half-off the base fare. Children through age five would ride free. Adult students would pay regular fare.

The SCRRA plans to adopt the final fare policy at its June 12th board meeting.

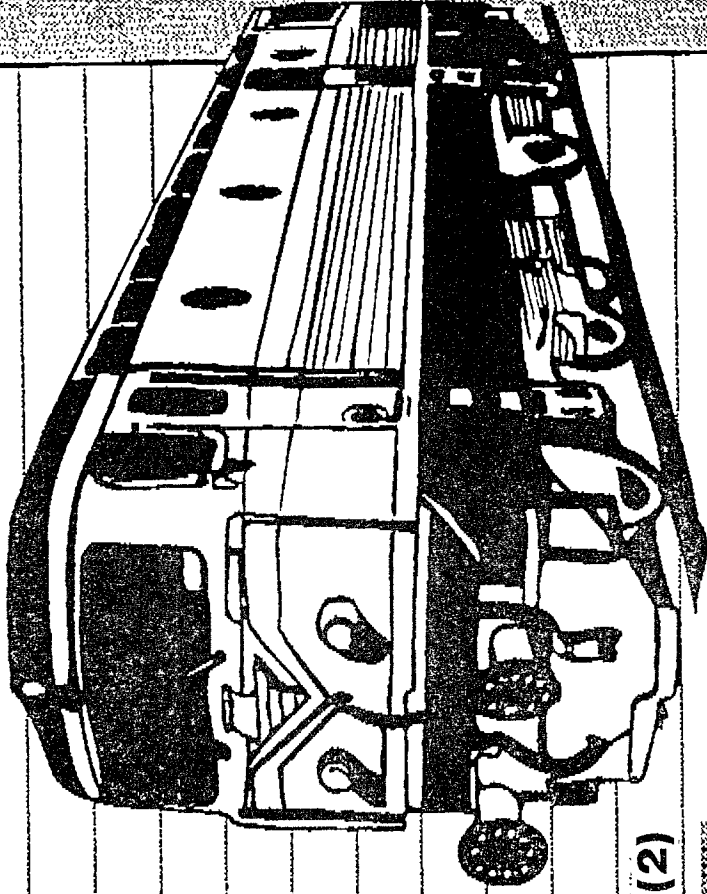
The SCRRA, based in Los Angeles was formed in August 1991 as a joint powers authority with an 11 member board representing the counties of Los Angeles, Orange, Riverside, San Bernardino, and Ventura.

# # #

# METROLINK COST COMPARISON



Drive Alone/Carpool costs based on \$0.37 per mile and \$8.00 for daily parking in downtown Los Angeles.



Drive Alone

\$29.09

Carpool (2)

\$14.55

Carpool (3)

\$9.70

METROLINK

\$6

Public Bus

\$1.45



MARCH 16, 1992

CONTACT: CLARA POTES-FELLOW/STEPHANIE BRADY  
LACTC TRANSPORTATION NEWS BUREAU  
(213)244-6566/ 244-6792

FOR IMMEDIATE RELEASE

**HOSANNA CHAPEL FOOD DISTRIBUTION CENTER TO BENEFIT FROM  
AGREEMENT WITH THE L.A. COUNTY TRANSPORTATION COMMISSION**

The Los Angeles County Transportation Commission (LACTC) has teamed up with a community church and the City of Bellflower to use railroad properties as a temporary food distribution site for families in need.

Approximately 11,500 sq. ft. of LACTC property located at the intersection of Bellflower Boulevard and Flora Vista Street in the City of Bellflower has been leased to Hosanna Chapel's Lifeguard Food Ministry to be used for office space, food storage and food distribution.

The property, a large metal warehouse and a former freight depot, is located on the West Santa Ana Branch of Southern Pacific Railroad property acquired by LACTC in October 1990 for future regional transportation use. The Food Ministry has been granted a month-to-month lease for the use of the property.

The LACTC will benefit from the Hosanna Chapel maintaining the buildings until the land is needed for transportation purposes. The food distribution program will enjoy a large and conveniently located facility to serve the community.

"The Los Angeles County Transportation Commission is committed to working with the communities along the rights-of-way it owns to make a positive contribution towards

(MORE)



**HOSANNA CHAPEL FOOD DISTRIBUTION CENTER TO BENEFIT FROM AGREEMENT WITH THE L.A. COUNTY TRANSPORTATION COMMISSION**

March 16, 1992

Page 2

improving the overall quality of life for Los Angeles County residents," said Los Angeles County Supervisor Deane Dana.

"The recent agreement reached between the LACTC and Hosanna Chapel Lifeguard Food Ministry, located in my district in the City of Bellflower is an example. For over two years, Hosanna Chapel has been helping our community by providing food to families that have been hit hard during these tough economic times. Hosanna receives food donations from local and surrounding area stores, bakeries, restaurants and the Los Angeles Produce Market and distributes the food at a small storefront only a few feet away from the warehouse site. The efforts of Hosanna and, in particular, its staff, should be commended for such a worthwhile effort. They presently provide a week's supply of food to nearly 2,000 people a week.

"I am pleased that the LACTC could play a role in helping Hosanna -- and the families that have been hit hard during these times -- by allowing Hosanna to use the right-of-way property we recently purchased for a future transportation use. Since the property can serve a better purpose in the interim, we decided to work with Hosanna to better serve the needs of the community.

"LACTC and the staff of my district office worked diligently with both Hosanna and the City of Bellflower to expedite an agreement for this very important endeavor. We all look forward to the long success of Hosanna and wish its staff all the very best."

Hosanna Chapel's Lifeguard Food Ministry has been in operation for about two years. They provide a week's supply of food to 1,500 to 2,000 people per week.

# # #



# News

MARCH 18, 1992

CONTACT: MICHAEL BUSTAMANTE/STEPHANIE BRADY  
LACTC TRANSPORTATION NEWS BUREAU  
(213) 244-6591, 6792

## FOR IMMEDIATE RELEASE

### **EARLY WARNING SYSTEM DETECTS MINOR LEVELS OF GAS IN METRO RAIL RED LINE TUNNEL**

An early warning detection system discovered about a 28 parts per million level of methane gas in the Metro Red Line tunnel today, temporarily halting construction of the Red Line. At approximately 2:00 pm, the detection system automatically activated a fan system in the tunnel and a determination was made to evacuate the tunnel.

The detection system employed in the tunnel is state-of-the-art and provides early warning levels of methane well below the state and federal standards. The system will notify the Central Control Facility operator when methane is detected at 15 parts per million. At 25 parts per million, a fan system located throughout the length of the tunnel automatically activates. According to CalOSHA standards, workers must be evacuated from a tunnel when 10,000 parts per million are detected. While only 28 parts per million were detected in the tunnel, 25 workers were evacuated as a precautionary measure. The lowest ignition point for methane gas is 50,000 parts per million.

"There was a very minor level of methane gas found at the construction site", said Los Angeles City Fire Department, Division 1 Assistant Chief Alan Schroeder. "We were notified and worked closely with Fire Department staff of the RCC to determine the actual level of methane throughout the Red Line tunnel between 7th Street and MacArthur Park. The tunnel, as of 4:00 pm has been re-opened." Metro safety officials will be monitoring the Red Line tunnel over the next 24 hours as a precautionary measure.

Service on the Metro Blue Line was uninterrupted and there were no injuries reported.

# # #



MARCH 18, 1992

CONTACT: ROBERTA TINAJERO/STEPHANIE BRADY  
LACTC TRANSPORTATION NEWS BUREAU  
213/244-6565;6792

**LACTC REVIEWS TRAFFIC CONGESTION OPTIONS  
TO COMPLY WITH STATE-MANDATED CONGESTION PROGRAM**

Los Angeles County Transportation Commissioners today reviewed options for easing traffic congestion created by new commercial or residential developments. Four options are being explored as part of plans to comply with the Congestion Management Program (CMP), a state requirement that calls for the linking of land use, transportation, and air quality.

A set of alternative "land use impact analysis" options were presented today:

- Site-Specific Impact Approach -- Cities and/or local agencies would be responsible for monitoring and addressing traffic problems caused by new development on the regional transportation system, including freeways, on a project-by-project basis.
- Countywide Deficiency Approach -- The LACTC assumes responsibility for gathering complex traffic information and identifying congestion impacts on a countywide basis. Cities and the county, in turn, prepare the plans to address the predicted impacts of their developments.
- Corridor-Level Approach -- Similar to the above plan, the LACTC would collect all the necessary data for mobility improvements -- but within defined corridors -- then work with jurisdictions on selecting the appropriate strategies.

(MORE)



# NEWS



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Los Angeles County Transportation Commission • California Department of Transportation

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March 20, 1992

## **ADDITIONAL L.A. COUNTY TRANSPORTATION PROJECTS PROPOSED FOR STATE FUNDING**

In addition to Route 30 the Los Angeles County Transportation Commission and Caltrans presented the following projects for funding in the 1992 STIP:

- ▲ \$20.7 million for construction of the south half of the interchange of the 405 Freeway with Arbor Vitae Avenue near the Los Angeles Airport. Construction of this interchange will provide a direct route to LAX parking lots C and D, as well as improving access to the major regional destinations in Los Angeles and Inglewood.
- ▲ \$20.4 million for Route 138 near the city of Palmdale from Avenue T to 90th Street. Upgrading of this route linking Los Angeles and San Bernardino counties is crucial to provide safe and efficient regional transportation and access to this rapidly growing region. This highway carries over 21,000 vehicles per day. Twenty five traffic fatalities have occurred during the past five years on Route 138.
- ▲ \$10.2 million for construction of a four-lane overcrossing in the City of Carson on Del Amo Boulevard across the San Diego Freeway. Completion of this arterial will accommodate regional travel between Orange and Los Angeles counties and improve mobility to the San Diego and Harbor freeway interchange.
- ▲ \$9.2 million for construction of the Imperial Highway overcrossing at Wilmington Avenue to eliminate the at-grade intersection of the Metro Blue Line at Imperial Highway. There are approximately 232 Blue Line trains and 12 freight trains crossing Imperial Highway daily. Construction of this grade separation will eliminate significant congestion problems and Blue Line accidents.

(MORE)

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**ADDITIONAL L.A.COUNTY TRANSPORTATION PROJECTS  
PROPOSED FOR STATE FUNDING**

Page 2

- ▲ \$8.2 million for modifications of intersections, ramps, traffic controls and street widths on the Atlantic Boulevard Mixmaster -- a six-legged intersection including Atlantic Boulevard, Goodrich Boulevard, Ferguson Drive, Telegraph Road, Triggs Street and the on/off ramps of the Santa Ana Freeway (Route 5). This project will relieve a historic and critical bottleneck and resolve complex jurisdictional issues requiring agreements among Caltrans, County of Los Angeles, City of Commerce and the contiguous business and residential communities. The City of Commerce has committed to funding 50% of the project.
- ▲ \$7.5 million for widening intersections, restriping and posting of peak hour parking restrictions on Valley Boulevard from Route 710 to Santa Anita Avenue in the San Gabriel Valley. This project will improve mobility at five key intersections and provide a third lane in each direction during peak periods. Running parallel to the 10 Freeway, Valley Boulevard serves as an alternative route to the east/west traffic traversing the San Gabriel Valley.
- ▲ \$1 million for widening of Route 138 in the City of Palmdale; \$700,000 for an access road to the Chatsworth Metrolink Station and \$700,000 for reconstruction of the intersection of Rosecrans and Aviation Boulevard.
- ▲ \$10.6 million to help fund construction of Metrolink stations in Van Nuys, Baldwin Park, Glendale, Sylmar/San Fernando, Santa Clarita, Chatsworth, El Monte, Norwalk, Burbank and Covina.
- ▲ \$4 million for the Electric Trolley Bus program

The commuter rail stations and Electric Trolley Bus program funding has been requested under the state's Transit Capital Improvement Program.

All these projects are major elements of the Los Angeles County Congestion Management Program and of the proposed LACTC 30 Year Integrated Transportation Plan.

# # #



Larry Crowe/Daily Bulletin

Caltrans and city officials huddle under umbrellas at end of Foothill Freeway to announce new funding for extension.

# Valley highway, rail projects funded

By Randy Drummer  
Daily Bulletin

State officials generously funded Inland Valley highway and rail projects Friday, highlighted by allocations totaling \$283 million for a 28-mile extension of the Foothill Freeway.

The funding, approved by the California Transportation Commission in the state's seven-year, \$7.6 billion program for highway and rail transit, includes money for the 1996 construction of a major Foothill Freeway interchange at Interstate 15.

Other key projects funded at a commission meeting in Sacramento were \$40 million for construction of car pool lanes on the Pomona Free-

***"This has been an extremely successful year for us. It's the most money we've ever pulled down."***

**—Wes McDaniel, Associated Governments executive director**

way between I-15 and the county line, and \$3.5 million for a commuter rail station in downtown Ontario.

"This has been an extremely successful year for us," said San Bernardino Associated Governments Executive Director Wes McDaniel. "It's the most money we've ever pulled down."

Extending the 210 freeway from La Verne to Interstate 215 in San Bernardino is vital to traffic mobility

in the booming Inland Empire, said Caltrans District 7 Director Jerry Baxter.

"It's going to get us started with getting this project under construction," Baxter told reporters at a rain-soaked briefing on top of the dead-end freeway in La Verne. "These foothill communities need help, and we need to get traffic off their streets and back onto the freeway."

See **FOOTHILL/B7**

# Foothill/from B1

Claremont Mayor Nick Prescan said that although some opposition persists in his city, "90 percent" of residents support the freeway. Most residents are weary of gridlock on Interstate 10, Foothill Boulevard and Base Line Road.

"With all the development taking place to the east, we're just totally impacted," he said.

The eight-lane freeway is scheduled to open in 2001, although the timetable could be advanced if more funds become available, Caltrans officials said.

The \$154 million in federal money allocated for the I-15 interchange is especially important since interstate funds have nearly dried up, said San Bernardino County Supervisor Jon Mikels.

"In that sense, it's a double victory," he said.

Money allocated to Los Angeles County includes \$19.5 million for a freeway interchange

at Foothill Boulevard in La Verne and \$110 million for construction of four freeway miles. Commission staff cut \$99 million for a two-mile freeway segment through La Verne, however.

Also cut from the program Friday was \$22 million for purchase of freeway property on the San Bernardino County side.

Officials are confident the state will fund the rest of the freeway the next two-year funding cycle, although La Verne Councilman Patrick Gatti expressed some concern about the missing gap.

"I don't want to be left behind, with development taking place all around us."

San Bernardino County, which will use Measure I sales tax money to build the freeway's eastern section, already has \$60 million set aside to buy freeway land, said McDaniel.



MARCH 20, 1992

CONTACT: CLARA POTES-FELLOW/STEPHANIE BRADY  
LACTC TRANSPORTATION NEWS BUREAU  
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**FOR IMMEDIATE RELEASE**

**LACTC RECEIVES STATE FUNDING FOR CRITICAL HIGHWAY  
AND COMMUTER RAIL PROJECTS**

The California Transportation Commission (CTC) today awarded \$256.8 million to fund 19 highway construction projects within the Los Angeles County. The funds were requested by the LACTC under the Flexible Congestion Relief project nomination process for fiscal years 1997/98 and 1998/99.

Funding includes \$207.8 million for construction of new highway and local arterial projects, \$12.7 million for construction of freeway soundwalls and \$36.3 million for completion of highway projects under construction.

"We are very pleased with the 1992 State Transportation Improvement Program (STIP) allocations to the Los Angeles County," said Supervisor Mike Antonovich, LACTC chairman. "The LACTC has received \$65.3 million above the Los Angeles County minimum."

Among the projects funded is the extension of the Route 30 corridor from Foothill Boulevard to the San Bernardino County line. Funding for this project includes \$109.7 million for construction of six freeway lanes and one carpool lane; and \$19.5 million for construction of the freeway interchange with Foothill Boulevard.

**(MORE)**



**LACTC RECEIVES STATE FUNDING FOR CRITICAL HIGHWAY  
AND COMMUTER RAIL PROJECTS**

March 20, 1992

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- ▲ \$10.2 million for construction of a four-lane overcrossing in the City of Carson on Del Amo Boulevard across the San Diego Freeway. Completion of this arterial will accommodate regional travel between Orange and Los Angeles counties and improve mobility to the San Diego and Harbor freeway interchange.
- ▲ \$9.2 million for construction of the Imperial Highway overcrossing at Wilmington Avenue to eliminate the at-grade intersection of the Metro Blue Line at Imperial Highway. There are approximately 232 Blue Line trains and 12 freight trains crossing Imperial Highway daily. Construction of this grade separation will eliminate significant congestion problems and Blue Line accidents.
- ▲ \$8.2 million for modifications of intersections, ramps, traffic controls and street widths on the Atlantic Boulevard Mixmaster -- a six-legged intersection including Atlantic Boulevard, Goodrich Boulevard, Ferguson Drive, Telegraph Road, Triggs Street and the on/off ramps of the Santa Ana Freeway (Route 5). This project will relieve a critical bottleneck and resolve complex jurisdictional issues requiring agreements among Caltrans, County of Los Angeles, City of Commerce and the contiguous business and residential communities. The City of Commerce has committed to funding 50% of the project.

**(MORE)**



# NEWS



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Los Angeles County Transportation Commission • California Department of Transportation

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CONTACT: RUSSELL SNYDER, Caltrans  
(213) 897-0849

March 20, 1992  
FOR IMMEDIATE RELEASE

CLARA POTES, LACTC  
(213) 244-6566

## **ROUTE 30 EXTENSION, TOP L.A. COUNTY PRIORITY, INCLUDED IN PROPOSED STATE FUNDING PLAN**

The extension of Route 30 to San Bernardino County, rated a top congestion-relief measure by Caltrans and the Los Angeles County Transportation Commission, has been included in the proposed \$7.6 billion State Transportation Improvement Program, transportation officials announced today.

The seven-year STIP includes projects to enhance transportation with rail transit, new highway projects, car-pool lanes and local road projects. The California Transportation Commission was scheduled to formally adopt the STIP at its meeting today in Sacramento.

At the top of the list locally is \$129.2 million to partially fund a 6-mile extension of Route 30 from Foothill Boulevard in La Verne to the San Bernardino County line. The project is designed to help close the 28.2-mile gap between the Foothill Freeway (210) and the Barstow Freeway (215).

"Closure of the Route 30 gap is a high-priority project for Los Angeles County," said Supervisor Mike Antonovich, LACTC chairman. "Completion of this project will improve mobility on major arteries such as Foothill Boulevard and Base Line Road

**-MORE-**

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**ROUTE 30 FUNDING  
ADD 1-1-1**

and on Interstate 10 in Los Angeles County.”

The STIP is a list of transportation improvement projects that will be funded over seven years with local, state and federal taxes. The projects are included on the list based on relative importance and the funds available. The STIP is updated every two years, and the 1992 edition includes some \$1.5 billion in new projects added since the 1990 STIP.

Caltrans and LACTC have identified the Route 30 extension as vital to meeting the transportation needs of one of the fastest growing areas in the nation.

“This project is part of Caltrans’ goal to finish off the freeway system we started a half-century ago,” said Caltrans District 7 Director Jerry B. Baxter. “Closing this gap will ease congestion in the area, cut down on air pollution and make the entire freeway system more efficient.”

Funding for three sections of the Route 30 extension were scheduled to be approved today by the CTC. They included \$19.5 million to build the interchange at Foothill Boulevard and Base Line Road in La Verne, \$37.7 million to build the interchange and freeway from Padua Avenue in Claremont to the county line, and \$72 million to build the freeway from Towne Avenue to Padua Avenue. A fourth project to complete the 6-mile L.A. County extension is expected to be included in the 1994 STIP.

Route 30 is scheduled to begin construction in 1998, with all lanes opening in the year 2001. The schedule may be moved up if additional funds become available. The project consists of three mixed-flow lanes plus a car-pool lane in each direction. It is designed to help relieve congestion on Base Line Road and Foothill Boulevard, as

**-MORE-**

**ROUTE 30 FUNDING**  
**ADD 2-2-2**

well as on the San Bernardino (10) and Pomona (60) freeways.

“This is an exciting milestone that Route 30 is included in the proposed STIP,” said state Sen. Bill Leonard, R-Upland. “This is a necessary step to get construction underway.”

The Los Angeles County portion of Route 30 is designed to link up with a planned westward extension of Route 30 from San Bernardino, which will be paid for largely through local sales taxes.

**# # #**



## ***PRESS RELEASE***

MARCH 23, 1992

CONTACT: ROBERTA TINAJERO/STEPHANIE BRADY  
LACTC TRANSPORTATION NEWS BUREAU  
213/244-6565;6792

### FOR IMMEDIATE RELEASE

#### **MERGER OF OVERSIGHT ROLE CAN SAVE \$33 MILLION FOR METRO RED LINE**

A proposal from the Los Angeles County Transportation Commission (LACTC), which could save the Southern California Rapid Transit District (RTD) up to \$33 million, will be taken under consideration. An independent task force agreed with the recommendation to examine the potential for duplication of effort in the performance of audits of the Metro Red Line Segment 1.

Representatives from the consulting firms of Booz, Allen & Hamilton, Inc., John T. Doolittle & Associates, Inc., and The Wilfong Group agreed to explore the recommendation that all federal grantee responsibility lie with a single agency, therefore consolidating project oversight responsibilities. To accomplish this, the federal funding contract for design and construction of the Red Line's Segment 1 would be amended to transfer the grantee authority from the Southern California Rapid Transit District (RTD) to the Los Angeles County Transportation Commission (LACTC).

Both Boards must approve a motion supporting federal legislation to amend the contract. The Federal Transit Administration (FTA) has stated that federal funding for Metro Rail

(MORE)



MARCH 25, 1992

CONTACT: MICHAEL BUSTAMANTE/STEPHANIE BRADY  
LACTC TRANSPORTATION NEWS BUREAU  
(213) 244-6591, 6792

**FOR IMMEDIATE RELEASE**

**COMMISSION APPROVES FOUR-POINT PLAN TO  
REDUCE SCR TD BUDGET SHORTFALL**

The Los Angeles County Transportation Commission today approved a four-point plan to reduce the RTD's projected Fiscal Year-1992 shortfall of \$50.4 million. The LACTC determined, based on the recommendations put forth by a Third-Party Task Force appointed by a joint LACTC/RTD Board, that up to \$46.3 million could be saved through:

- Allocating at least \$21 million from the RTD's TDA Capital Funds Account;
- Expending \$10 million through a combination of funds from the LACTC's Rail Commitments in Non-Rail accounts and reducing the RTD's insurance reserves;
- Seeking a legal opinion from County Counsel regarding RTD's eligibility for STA funds totalling \$15.3 million if it is determined that the RTD is eligible to receive them; and
- Reviewing a yet-to-be-determined amount of Retained Earnings available to help offset a portion of the shortfall.

(MORE)

**TASK FORCE MAKES RECOMMENDATIONS TO  
REDUCE SCRTPD BUDGET SHORTFALL**

March 25, 1992

Page 3

By combining oversight responsibilities on the MOS-1 (Metro Red Line-Segment 1) project, the RTD and LACTC could potentially save as much as \$33 million. At current, the RTD's grant oversight role is estimated to cost \$70.3 million for the duration of the MOS-1 project. The Task Force concluded that the LACTC and RTD examine the potential for duplication of efforts and seek federal legislation changes, if determined combining efforts is appropriate, and seek approval by both boards.

Among the other ideas suggested is that of LACTC Commissioner and RTD Board member Nick Patsaouras. Patsaouras is recommending that, while awaiting the formalization of the merger between the two agencies, consolidation of some departments could begin immediately. In addition to the areas already identified by the LACTC as departments which could begin the transition -- Legal, Planning, Marketing and Personnel -- Patsaouras suggests other departments like Governmental Relations, Media and Community Relations should immediately be incorporated into the consolidation effort. In doing this, Patsaouras believes that an additional, significant cost savings could be realized.

"The LACTC has already begun to reduce administrative costs by 19%", said Patsaouras. "By combining the departments I've outlined now, the LACTC could increase that administrative savings to 25% which would allow both agencies to realize a savings sooner. Moving towards consolidation now will save money for both agencies and ultimately will translate into better service for the riding public in the future."

The Third Party Task Force, which has been meeting for the past two weeks, is comprised of consultants from Booz Allen & Hamilton, The Wilfong Group, and John T. Doolittle and Associates.

# # #



MARCH 25, 1992

CONTACT: ROBERTA TINAJERO/JESSICA CUSICK  
LACTC TRANSPORTATION NEW BUREAU  
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FOR IMMEDIATE RELEASE

## **METRO RED LINE STATION RECEIVES PRESTIGIOUS ARCHITECTURAL AWARD**

The design team for a Metro Red Line station was recognized today by the Los Angeles County Transportation Commission for garnering the prestigious Progressive Architecture award. The team was praised for creating an underground space "that is more than just a one-story tunnel." The Vermont/Sunset station, one of 13 projects out of 760 entries, is the first subway station to receive the design honor.

"This is a significant achievement for an architectural team and we are extremely proud to be presenting their award-winning project to the people of Los Angeles," said Neil Peterson, LACTC executive director.

The architectural firm of Ellerbe Becket with lead architect Mehrdad Yazdani and artist Robert Millar conceived of the project as a series of layers - above ground, at the surface, a transitional pedestrian space, and below ground -- treating each in a different way. Marking the entry to the station is an almond-shaped canopy.

"The underground passage to the station has a glass block ceiling presenting natural light as well as a sensation of being out in the open," said Millar. "The plaza shops, which are a direct response to the pedestrian nature of the area, are just one of the many community-oriented solutions that we developed for this public space."

(MORE)





MARCH 29, 1992

CONTACT: CLARA POTES-FELLOW/STEPHANIE BRADY  
LACTC TRANSPORTATION NEWS BUREAU  
(213) 244-6566 (213) 244-6792

FOR IMMEDIATE RELEASE

### **LACTC ANNOUNCES \$2.5 MILLION TO FUND BIKEWAYS FOR COMMUTERS**

Clean air and bicycling advocates received a boost in Los Angeles today as the County Transportation Commission (LACTC) announced \$2.5 million in funding for construction of 15 new bicycle projects throughout the county.

"The bikeways planned in and around the City will not only offer Angelinos a fun and healthy form of recreation, they will also create an innovative alternative for commuters," said John Ferraro, President of the Los Angeles City Council. "Many people would like the option of riding their bikes to work, which would reduce traffic on our congested roadways and also help reduce air pollution."

An estimated 200 cyclists were invited to the park to celebrate the announcement. The LACTC presented them with a copy of the 1992 Los Angeles County Bike Map.

A key project for the City of Los Angeles is the 16-mile commuter bike path from North Hollywood to downtown Los Angeles. This path will run along the Los Angeles River connecting residential areas of North Hollywood, Van Nuys and the San Fernando Valley to employment centers in Studio City, Universal City and downtown Los Angeles. Other components of the project include bicycle storage facilities and use of parking lots to provide proper interface with automobiles, public buses and the rail system.

**(MORE)**

## **LACTC ANNOUNCES \$2.5 MILLION TO FUND BIKEWAYS FOR COMMUTERS**

March 29, 1992

Page 3

"The bikeway program announced today is a giant step towards a better, cleaner Los Angeles," said Tim Little, executive director of the Coalition for Clean Air. "Bicycling is one of the cleanest methods of transportation. It releases no pollutants, is relatively inexpensive and provides the commuter with healthy exercise."

Other elements of the bikeway program funded by the LACTC and the California Transportation Commission include:

- ▲ A bike path along the Santa Clara River Trail in the City of Santa Clarita, connecting regional employment centers such as the Valencia Industrial Center, Magic Mountain Amusement Park, The Valencia Town Center Mall and the future Valencia Commerce Center, to major residential areas in the Canyon Country, Newhall, Sagus and Valencia. The Santa Clara River Trail will also provide access to the Metrolink commuter rail station and public bus stations in the city of Santa Clarita.
- ▲ A bike lane which ultimately will connect San Fernando Valley to Westwood. The project includes installation of bike lanes on both sides of Sepulveda Boulevard between Moraga Drive and Mulholland Tunnel.
- ▲ Installation of rubberized pads at bikeways crossed by railroad tracks. The rubberized material will provide safer and smoother travel over railroad crossings for bicyclists.

(MORE)

**Los Angeles County Transportation Commission Fiscal Year 1991/92 Bicycle Program**

**Transportation Development Act Program – Article 3 Discretionary Funds**

**Proposition 116 – Clean Air And Transportation Improvement Act**

Applicant / Project Description	TDA 3 Discretionary Funds	Proposition 116 Funds	Total Funds
Hermosa Beach: Strand Reconstr. (FY 1990-91)	\$218 000		\$218 000
Hawaiian Gardens: 1991 Bikeway Improvement Proj.	\$51 200	\$80 000	\$131 200
Santa Clarita: Santa Clara River Trail		\$800 000	\$800 000
Lancaster: 5-Year Master Plan	\$400 000		\$400 000
L.A. City: East Tujunga Wash Phase I	\$100 000	\$200 000	\$300 000
Diamond Bar: Diamond Bar	\$98 000		\$98 000
L.A. City: East Tujunga Wash Phase II	\$150 000 *	\$100 000	\$250 000
L.A. City: Sepulveda Blvd.	\$100 000 *		\$100 000
Claremont: Commuter Bicycle Facilities – Parking		\$24 100	\$24 100
Los Angeles: Railroad Crossing Bikeway Improvements		\$100 000	\$100 000
Los Angeles: Plummer Street Bike Lanes – Class II		\$30 000	\$30 000
Whittier: Bicycle Storage and Lighting – Parking		\$39 000	\$39 000
Lancaster: Bicycle Locker/Rack Installation – Parking		\$19 500	\$19 500
Southern California RTD: Blue Line Bicycle Parking		\$39 960	\$39 960
West Hollywood: West Hollywood Bikeways – Cl. III, Parking, Signs		\$37 000	\$37 000
<b>Total</b>	<b>\$1 117 200</b>	<b>\$1 469 560</b>	<b>\$2 586 760</b>

\* Funding contingent on carryover from prior years and negotiation of bikeway maintenance funding policy.



MARCH 30, 1992

CONTACT: ROBERTA TINAJERO/JESSICA CUSICK  
LACTCTransportation NEWS BUREAU  
213/244-6565;6556

FOR IMMEDIATE RELEASE

**METRO'S ART-FOR-RAIL TRANSIT PROGRAM ON DISPLAY  
AT FINE ARTS BUILDING**

Models, sketches and prints of public art projects planned for Metro Rail stations are on display during the months of April and May in the lobby of downtown's Fine Arts Building.

Artists have been commissioned to participate in the design of stations for the Metro Red, Blue and Green Lines through the Los Angeles County Transportation Commission's Art-For-Rail-Transit Program.

One half of one percent of Metro construction costs go toward the creation of art for the system. "Architects and artists are coming together to create public spaces that entice transit users," said Jessica Cusick, A-R-T director.

Metro Red Line works include colorful tile paintings by Francisco Letelier whose wall murals are part of the Wilshire/Alvarado "Westlake Station"; drawings by May Sun, who has designed a terrazzo floor with symbols drawn from the cultures of the many ethnic groups in the area of the Hollywood/Western Station; a photo of the Hollywood/Vine plans that highlight a traditional Hollywood theme of glitz and glamour by Gilbert Lujan (Magu); and two original paintings by Richard Wyatt whose ceramic tile murals are planned for the Wilshire/Western station.

(MORE)



MARCH 30, 1992

CONTACT: ROBERTA TINAJERO/STEPHANIE BRADY  
LACTCTRANSPORTATIONNEWSBUREAU  
213/244-6565;6792

FOR IMMEDIATE RELEASE

### **METRO TUNNELLING EQUIPMENT QUIETLY REACHES ITS 1ST DESTINATION**

The huge 200-ton tunnel boring machine that is carving the Metro Red Line twin tunnels has quietly reached its first destination, the underground station construction site at Wilshire Blvd. and Vermont Avenue, as scheduled.

Traveling at depths ranging from 60 to 80 feet, the mammoth equipment went unnoticed by street life and left the above ground structures unscathed.

The 185 foot-long tunnel boring machine and extensions set off from MacArthur Park earlier this year, advancing approximately 69 feet a day. The equipment mostly travelled under Wilshire Blvd. An average of 950 cubic yards of dirt is dug out daily.

The tunneling machine will continue its westward journey, working its way to the station site at Wilshire/Normandie. When it reaches the Western station site, the equipment will be lifted from a construction shaft and returned to MacArthur Park to begin a parallel tunnel.

The cutter or "tunnel shield" is 22 feet in diameter. It advances with the help of hydraulic push cylinders. The twenty-four 100 ton push "rams" are capable of exerting six million pounds of force on the cutting edge.

(MORE)



APRIL 2, 1992

CONTACT: ROBERTA TINAJERO/STEPHANIE BRADY  
LACTC TRANSPORTATION NEWS BUREAU  
(213) 244-6565;6792

IMMEDIATE RELEASE

### **PILOT PROJECT PROVIDES TRANSPORTATION FOR THE DISABLED**

"Metro Access," the region's first transportation program to respond to the Americans With Disabilities Act, was officially dedicated today in the San Gabriel Valley. The specialized program establishes an expanded transit service for severely disabled individuals unable to use regular bus service.

"Metro Access" is part of the new services of the innovative Transit Store, a feature of the Indian Hill Mall in Pomona, where a variety of transit options are made easily accessible to people in the area.

Fifteen cities are participating in the pilot program, funded by the Los Angeles County Transportation Commission (LACTC) and operated by the Pomona Valley Transportation Authority (PVTA).

"Metro Access goes beyond regular local dial-a-ride services. Curb-to-curb trips are provided to anywhere in the current service area, meaning a disabled person can get to a job, a doctor's appointment, the movies, or any other destination," said Michael Antonovich, L.A. County Supervisor and LACTC chair.

(MORE)

## **PILOT PROJECT PROVIDES TRANSPORTATION FOR THE DISABLED**

April 2, 1992

Page 3

"Metro Access is the start of a bigger plan to coordinate all paratransit providers and establish a countywide network that expands the travel area for the disabled," said Antonovich.

"Los Angeles County will have the largest coordinated paratransit program in the country" said Richard DeRock, administrator of LACTC's subsidiary charged with coordinating the operations of all paratransit providers, the Consolidated Transportation Services Agency (CTSA). "Our efforts are providing a model coordination plan for transit agencies nationwide that are attempting to establish similar services for the disabled."

Cost of the pilot program for the initial year is approximately \$1.3 million, funded by Proposition C dollars. Plans for Metro Access expansion to nearly all urbanized areas in the county is proposed in the "LA County Coordinated Complementary Paratransit Plan" to be adopted by the LACTC in June.

# # #



APRIL 8, 1992

CONTACT: MICHAEL BUSTAMANTE/STEPHANIE BRADY  
LACTC TRANSPORTATION NEWS BUREAU  
(213) 244-6591, 6792

FOR IMMEDIATE RELEASE

**TRANSPORTATION COMMISSION UNVEILS  
30-YEAR INTEGRATED METRO PLAN**

The Los Angeles County Transportation Commission's Planning and Mobility Improvement Committee today approved the proposed draft 30-Year Integrated Transportation Plan. The Plan goes to the full Commission for approval at its meeting on April 22. The proposed plan reflects extensive public input and updated revenue forecast as a result of the current recession and is a long-range strategic transportation blueprint for Los Angeles County. The Plan will be implemented through separate, specific Commission action on each program, policy and project included in the Plan.

The proposed 30-Year Plan emphasizes (1) the critical role a well-developed highway program performs as the backbone of the overall transportation system in Los Angeles County which will now be enhanced through carpool lanes, signal synchronization, incident management and other system improvements; (2) the need to expand bus service early in the plan as the rail system is being built, as well as the critical role performed by the bus system in improving local circulation, providing service on the extensive carpool lane network, and supporting the rail system with feeder service to stations; (3) strong public support for rail system development; and (4) preserving the flexibility to select non-rail alternatives in designated corridors if the planning process and affected communities so elect.



**TRANSPORTATION COMMISSION UNVEILS REVISED DRAFT  
OF 30-YEAR INTEGRATED METRO PLAN**

April 8, 1992

Page 3

- Route 134
- Route 170
- Route 405 (Orange County Line to I-5)
- Route 605 (Route 405 to Route 10)

With regard to the bus program, the Plan shows the financial capacity to significantly grow the peak bus fleet by 100 buses in each of the first six years of the Plan. The bus program is projected to continue to grow to a level of 3,900 peak buses countywide by the end of the 30 year period.

Over the next ten years, the rail program includes:

- Blue Line extension to Pasadena to be completed by FY 1996-97;
- Red Line-Segment 1 (Union Station to Wilshire/Alvarado) to be completed FY 1993;
- Red Line-Segment 2A (Wilshire/Alvarado to Wilshire/Western) completed FY 1996-97;
- Red Line-Segment 2B (to Hollywood/Vine) completed FY 1998-99;
- Red Line-Segment 3 (Hollywood/Vine to Lankershim/Chandler) completed FY 2000-01;
- Orange Line-Segment 1 (Union Station to Eastside) completed FY 2000-01
- Orange-Western Segment 1 (Wilshire/Western to Pico/San Vicente) completed FY 2000-01;
- Red Line-San Fernando Valley (Lankershim/Chandler to Sepulveda) completed FY 2001-02; and
- Green Line (Norwalk to El Segundo) completed FY 1994.

(MORE)



APRIL 9, 1992

CONTACT: ROBERTA TINAJERO/STEPHANIE BRADY  
LACTC TRANSPORTATION NEWS BUREAU

213/244-6565;6792

### **METRO RED LINE'S OVERSIGHT RESPONSIBILITIES TO BE CONSOLIDATED**

The Los Angeles County Transportation Commission (LACTC) and the Southern California Rapid Transit District (RTD) are working together to consolidate all Metro Red Line Segment 1 project oversight responsibilities under LACTC.

"This move puts us one step closer to cutting costs caused by duplicate work being done by the two agencies on Red Line oversight matters," said Michael Antonovich, LACTC chair and L.A. County supervisor. "The transfer of the grantee role provides an opportunity for early consolidation of function between the LACTC and the RTD."

The Federal Transit Administration (FTA) has assured the agencies that federal funding for Metro Rail is not jeopardized by this transfer as long as the supporting federal legislation is developed. Both Boards must approve a motion supporting federal legislation to amend the contract.

Although the subway project is being built by LACTC's subsidiary, the Rail Construction Corporation, the grantee authority for the federal funds has remained with the RTD, the original builder of Segment 1. LACTC is the grantee for the Red Line's Segment 2 and 3. "The action to put all the Metro Red Line work under one roof makes good sense at a time when we must be especially attentive to cost-cutting measures," said Neil Peterson, LACTC executive director.

# # #



April 10, 1992

CONTACT: ROBERTA TINAJERO/STEPHANIE BRADY  
LACTC TRANSPORTATION NEWS BUREAU  
213/244/6565;6792

IMMEDIATE RELEASE

**CLIPPERS RECOGNIZE LOCAL TEENS FOR TOP EDUCATIONAL EFFORTS  
AND JOIN IN SPREADING RAIL SAFETY MESSAGE**

The Los Angeles Clippers have joined forces with the Rail Construction Corporation (RCC) to promote and recognize the educational efforts of local teens involved in the Transportation Occupations Program (TOP). Participating students will be featured guests at the Clipper's Saturday night game at the Sports Arena.

TOP students, from school districts located along the 22-mile Metro Blue Line and the 23-mile Green Line, are participants in an innovative educational program that provides career path study and training, with an emphasis in transportation-related fields.

TOP is an ongoing partnership between the Los Angeles County Transportation Commission's subsidiary, the Rail Construction Corporation, and the Los Angeles, Long Beach and Compton Unified School Districts.

"Working together, the Clippers are helping us emphasize the importance of teamwork in obtaining educational goals," said Ed McSpedon, RCC CEO and President. He continued, "The TOP is an excellent example of various entities joining forces to achieve a goal. This program involves school districts, private firms, students and us, all working in concert to help young adults reach their educational goals."

(MORE)



APRIL 10, 1992

CONTACT: CLARA POTES-FELLOW/STEPHANIE BRADY  
LACTC NEWS BUREAU  
(213) 244-6566/244-6792

FOR IMMEDIATE RELEASE

**"CREATING MOBILITY: ECONOMIC OPPORTUNITIES IN TRANSPORTATION"  
FORUM TO DISCUSS CREATING NEW JOBS AND RETAINING HIGH-TECH  
BUSINESSES IN CALIFORNIA**

Leaders from the private and public sectors met today to discuss the creation of an advanced transportation manufacturing industry in Southern California that could boost the creation of long-term jobs and reverse the trend of business relocations out of the state.

Hosted by the Los Angeles County Transportation Commission, the one-day forum was featured as an opportunity for the exchange of ideas between top engineers, educators, union leaders and transportation officials on how to build and operate a world-class transportation system.

"Southern California has all the essential elements to meet this challenging goal," said Supervisor Mike Antonovich, chairman of the Los Angeles County Transportation Commission. "Working together, we will build the best transportation system while we help our local economy and improve the quality of life for the people of Southern California."

"This joint effort will help us to create stable and long term jobs and to develop a home industry that will keep taxpayer's money right here in Southern California," said Neil Peterson, executive director of the LACTC.

(MORE)



**NEWS**

APRIL 10, 1992

CONTACT: PETER HIDALGO  
METROLINK MEDIA RELATIONS  
(213 244-6142)

FOR IMMEDIATE RELEASE

### **FIRST METROLINK PASSENGER CAR ARRIVES IN LOS ANGELES**

LOS ANGELES, CA -- In grand Southern California style, the first of 70, double-decked, Metrolink commuter passenger cars made its official debut as it arrived at Los Angeles Union Station today.

"This day marks the renaissance of passenger train travel in Southern California," said Southern California Regional Rail Authority (SCRRA) chairwoman and LACTC Commissioner Jacki Bacharach. "Union Station will once again become the hub of transportation travel for commuters when Metrolink begins service this October. In 1990, transportation officials from throughout Southern California made a commitment to voters that we would begin commuter train operation within two years. We are pleased to be one step closer to making that commitment a reality."

Painted in its periwinkle blue and white, the 85 feet long, 16 feet high and 10 feet wide car has 145 seats, can carry a full standing load of up to 300 commuters.

The first three Metrolink lines will run from San Bernardino, Santa Clarita and Moopark into downtown Los Angeles Union Station.

(MORE)

## **FIRST METROLINK PASSENGER CAR ARRIVES IN LOS ANGELES**

April 10, 1992

Page 3

locomotives purchased under a separate contract with the General Motors Corporation. The locomotives are scheduled to arrive in June.

Bombardier, Inc.'s double-decked car fleet has operated during the past two years on Tri-Rail's 60-mile line between Miami and West Palm Beach, Florida and for the past two decades on a 212-mile regional rail system serving Metropolitan Toronto (Canada) and five surrounding municipalities.

The SCRRA was established in August 1991 as a joint powers authority with an 11 member Board representing the counties of Los Angeles, Orange, Riverside, San Bernardino, and Ventura.

Metrolink lines will connect in Los Angeles with the Metro Red Line subway which will be in operation in June 1993. Metrolink is a 400-mile commuter train network being developed by the SCRRA in Los Angeles, Orange, Riverside, San Bernardino, and Ventura Counties.

###



**NEWS**

APRIL 15, 1992

CONTACT: CLARA POTES-FELLOW/STEPHANIE BRADY  
LACTC NEWS BUREAU  
(213) 244-6566/244-6792

FOR IMMEDIATE RELEASE

**\$135 MILLION OF PROP. 108 FUNDS ALLOCATED FOR COMMUTER RAIL**

The Los Angeles County Transportation Commission has received an allocation of \$135 million in Proposition 108 Rail Bond funds from the state for the construction of *Metrolink* commuter rail, and other LACTC transit projects.

"The CTC allocation shows that taxpayer dollars have been put to work on transportation projects to benefit all Southern California commuters," said LACTC commissioner Jacki Bacharach, chair of the Southern California Regional Rail Authority (SCRRA).

Proposition 108 is a \$3 billion rail bond initiative packaged in three increments over 6 years. In 1990 voters authorized the state to sell \$1 billion in general-obligation bonds for rail development. Identical \$1 billion rail proposals will be put to the voters in November 1992 and again in 1994.

"In order to maintain the momentum we have achieved and to expand both the *Metrolink* and Metro Rail projects these bond measures must pass," Bacharach said.

The majority of the funds awarded this month by the CTC, \$90 million, will be used for construction improvements, locomotives, cars and cabs on the Riverside, San Bernardino, and Moorpark *Metrolink* commuter rail lines, and for commuter rail stations in

(MORE)



APRIL 17, 1992

CONTACT: ROBERTA TINAJERO/STEPHANIE BRADY  
LACTC TRANSPORTATION NEWS BUREAU  
(213) 244-6565, 244-6792

FOR IMMEDIATE RELEASE

**RAIL TRANSIT INFORMATION TO BE FEATURED AT EARTH DAY FAIR**

Representatives from the Rail Construction Corporation (RCC) will participate in the Community Earth Day Fair on April 25 at the Hawthorne Memorial Park on El Segundo Blvd. and Prairie Ave.

"The Metro Green Line will provide thousands of workers headed toward the Hawthorne and El Segundo areas an alternate means of commuting to work when it opens in 1994," said Ed McSpedon, RCC CEO/president. "Reducing the amount of smog related to cars and other mobile sources is one of the major incentives for increasing public transit." About 200 miles of urban rail transit lines and 200 miles of commuter train service are part of the Los Angeles County Transportation Commission's 30 Year Plan.

The 20-mile Metro Green Line will begin in Norwalk and run 16.5 miles west in the center of the I-105 Glenn Anderson (Century) Freeway, and then curve south at Aviation Boulevard and Imperial Marine avenues. Passengers will be able to transfer to the Metro Blue Line at a shared station at Imperial Highway.

The Metro Blue Line vehicle model will be on display from 10 a.m. to 4 p.m. Plans are currently being developed for a standardized L.A. rail vehicle, similar to the Blue Line cars, that will serve the Metro Green Line and other future lines.

During Saturday's festivities, children will have the opportunity

(MORE)





**ORGANIZATION**

Los Angeles County Transportation Commission  
818 West 7th Street, Suite 1100  
Los Angeles, CA 90017

**CONTACT**

Roberta Tinajero  
213/244-6565

**START DATE: APRIL 26, 1992**

**STOP DATE: MAY 1, 1992**

**Reading Time: 30 SECONDS**

**Tired of Traffic? Help is on the way. See what's in store to improve LA's mobility at the Metro open house. You'll be able to climb aboard and look at the new Metro Red Line subway cars. Everyone's invited to bring a transportation-related memento for a time capsule. The event is this Saturday, May 2 at the Red Line train yard at Santa Fe Avenue and 3rd Street in downtown L.A. from 10 a.m. to 4 p.m. For information, call 213/620-RAIL.**

**SCBA FILE #: 021893-584**



APRIL 21, 1992

CONTACT: ROBERTA TINAJERO/STEPHANIE BRADY  
LACTC TRANSPORTATION NEWS BUREAU  
213/244-6565; 6792

FOR IMMEDIATE RELEASE

**TEST TRAINS ARE RUNNING IN LA'S FIRST MODERN SUBWAY LINE**

While most of the city sleeps, subway trains are running through downtown L.A.'s Metro Red Line Segment 1. Now that all heavy construction is complete on the first 4.4 miles, the testing phase is well underway.

The third rail that supplies 750 volts of electricity that power the trains has been activated, allowing trains to operate and workers to begin the test cycle for the tunnel tracks, signals and various other technological systems.

The Rail Construction Corporation (RCC), a subsidiary of the Los Angeles County Transportation Commission (LACTC), is opening the line from Union Station to MacArthur Park three months ahead of schedule in June, 1993.

The public is invited to view the first set of Metro Red Line vehicles at a Community Open House at the train yard on Saturday, May 2 from 10 a.m. to 4 p.m. The Metro Red Line maintenance yard is at 300 S. Sante Fe Avenue at 3rd Street in downtown L.A.

"The Metro Red Line subway will serve as the spine of the entire Metro system. It will serve the most densely populated areas in the city of L.A., providing high speed travel and a smooth ride below congested streets," said Council member Richard Alatorre, also an LACTC commissioner.

(MORE)

**TEST TRAINS ARE RUNNING IN LA'S FIRST MODERN SUBWAY LINE**

April 20, 1992

Page 3

directly from Italy later this week. Beginning in June trains will arrive each month.

All vehicles undergo about 20 test procedures, including performance level testing of braking, acceleration, endurance and system reliability, wet track and slide protection, and passenger loads (done with lead weights).

For more information about the Metro Red Line's Community Day, call 213/620-RAIL.

# # #



# News

RTD-068

Contact: Anthony Greno/Jim Smart

213/972-4400

April 23, 1992

**FOR IMMEDIATE RELEASE**

## **RTD APPOINTS MAS NAGAMI OF MONTEREY PARK TO RAIL CONSTRUCTION CORPORATION BOARD**

The RTD Board of Directors on Thursday, April 23, 1992 unanimously appointed Mas Nagami of Monterey Park to the Rail Construction Corporation Board of Directors.

Nagami, a retired civil engineer, was assistant director of the Los Angeles County Department of Public Works, from 1987 to 1990.

"Public transit will have a wide impact on Southern California in the coming years, and I'm happy to become part of it," said Nagami, who has 37 years' experience in public works planning, design and construction. "The RCC has done a good job, and it's an honor to join the team."

The RCC, a subsidiary of the Los Angeles County Transportation Commission, is governed by a seven-member board composed of three RTD appointees, three LACTC appointees, and a seventh elected by a majority of the six others. As a committee of the LACTC, the RCC Board of Directors is responsible for planning and administering the construction of all rail projects in Los Angeles County.

Nagami, a UCLA engineering graduate, replaces James T. Pott of Long Beach, who resigned.

# # #



APRIL 27, 1992

CONTACT: CLARA POTES-FELLOW/STEPHANIE BRADY  
LACTC NEWS BUREAU  
(213) 244-6566

CALL BOX INSTALLATION BEGINS ON Foothill FREEWAY

Foothill Freeway drivers in the San Gabriel Valley soon will have state-of-the-art cellular call boxes to use in case of emergencies on the road.

The Los Angeles County Transportation Commission (LACTC) is replacing 391 old call boxes with brand new solar powered equipment.

The call box assembly, telephone equipment, poles and signs are being replaced with new computerized communications equipment. Installation sites are being re-evaluated and relocated when necessary to improve safety.

Upgrading of the system began in October last year and is expected to be completed in Spring 1993. The LACTC allocated \$15 million to upgrade the system.

"As of today, we have replaced 1,500 call boxes," said Supervisor Mike Antonovich, chairman of the LACTC. "Once the work is complete 3,500 call boxes will be replaced and approximately 640 new ones will be added into the system."

About 145 are being installed for the first time on state highway

(MORE)

**CALL BOX INSTALLATION BEGINS ON FOOTHILL FREEWAY**

April 24, 1992

Page 2

segments such as Pearblossom Highway (Route 138), Topanga Canyon (Route 27), and Angeles Crest (Route 2).

The new equipment is powered with solar energy. The communications system is supported with cellular telephone service which is more reliable and less costly than the hardwire telephone network which served the system during the past 30 years.

Call boxes are funded with a \$1 surcharge paid by Los Angeles County motorists on the annual vehicle registrations.

The Los Angeles County freeway call box system was installed for the first time in 1962 as a roadside emergency system to report road hazards, flat tires or mechanical breakdowns. When the user pushes the red button of a call box, the system automatically sends a signal to the operator indicating the exact call box location, without the caller having to identify the box number.

The new call boxes feature automatic location identification, bilingual instructions (English-Spanish), larger pedestrian standing areas, automatic theft and vandalism alarms, and hearing aid compatibility.

# # #

## **METRO CALL BOXES NEW FEATURES**

- **CELLULAR TELEPHONE SYSTEM**
- **SOLAR POWER**
- **AUTOMATIC NUMBER IDENTIFICATION** which allows the CHP operator to identify the phone location of the caller.
- **1/4 MILE SPACING**
- **BILINGUAL (ENGLISH/SPANISH) INSTRUCTIONS**
- **HEARING AID COMPATIBILITY**
- **NOISE SUPPRESSION FEATURE** which blocks some of the freeway noise allowing easier understanding between the caller and the operator.
- **SELF-DIAGNOSTIC CIRCUITRY** that automatically reports breakdowns to a central control facility.
- **AUTOMATIC THEFT AND VANDALISM ALARMS**
- **LARGER PEDESTRIAN STANDING AREAS**
- **CELLULAR TELEPHONE SYSTEM**
- **CALL BOX OPERATORS LINKED TO THE METRO FREEWAY SERVICE PATROL** which allows faster response during peak hours.

# # #



APRIL 29, 1992

CONTACT: ROBERTA TINAJERO/STEPHANIE BRADY  
LACTC TRANSPORTATION NEWS BUREAU  
213/244-6565;6792

FOR IMMEDIATE RELEASE

**PUBLIC HEARINGS SET ON DRAFT PLAN  
OF TRANSPORTATION SERVICE FOR THE DISABLED**

The public is invited to comment on a draft plan of a countywide transportation project that will serve severely physically or mentally disabled persons at a public hearing organized by the Los Angeles County Transportation Commission.

The plan is federally mandated by the Americans with Disabilities Act of 1990 (ADA) which calls for demand-responsive transportation service to be provided to those persons with disabilities who cannot board, ride or disembark from a regular bus or rail system.

The interim plan proposes to establish a "network" of public and private paratransit operators who will provide service to ADA eligible individuals without duplicating existing dial-a-ride and other specialized transit services throughout the county.

The public hearings are:

**Tuesday, May 5**

2:00 to 4:00 p.m.

State Office Building, Room 1138

107 So. Broadway

Los Angeles

**Wednesday, May 6**

10:00 a.m. to Noon

West Covina City Council Chambers

1444 West Garvey Ave.

West Covina

(MORE)





MAY 5, 1992

CONTACT: MICHAEL BUSTAMANTE/STEPHANIE BRADY  
LACTC TRANSPORTATION NEWS BUREAU  
(213) 244-6591, 244-6792

FOR IMMEDIATE RELEASE

**ANTONOVICH ANNOUNCES FISCAL REFORMS  
TO CONTROL TRANSIT AGENCY COSTS**

"Major reforms designed to save taxpayer dollars and improve efficiency in the management of the Los Angeles County Transportation Commission (LACTC)," have been announced by County Supervisor Mike Antonovich.

Antonovich, who serves as chairman of the LACTC, said "all credit cards issued to the staff have been canceled, and the number of vehicles assigned to staffers has been drastically reduced."

Those changes and other recommendations of a special County-City audit, initiated by Antonovich and Los Angeles City Mayor Tom Bradley, already have been implemented including the elimination of off-site meetings and new limits placed on the LACTC meal policy.

Antonovich said also that he and Bradley intend to propose the establishment of a standing audit committee to oversee commission activities. His proposal also would direct the LACTC's internal Audit Committee to report to the independent audit panel as well as to the LACTC director.

(MORE)



MAY 7, 1992

CONTACT: ROBERTA TINAJERO/STEPHANIE BRADY  
LACTC TRANSPORTATION NEWS BUREAU  
213/244-6565;6792

FOR IMMEDIATE RELEASE

**METRO TRAIN YARD OPENS ITS DOORS FOR THE PUBLIC AT OPEN HOUSE**

The Metro Red Line subway trains will be presented for viewing to the public for the first time at a Community Open House on Saturday, May 16 at the new train yard at 300 South Santa Fe Street in downtown L.A. from 10 a.m. to 4 pm.

The yard is the home to all the vehicles that will run the 17.5 mile Metro Red Line, as well as the vehicles for the future extensions to east and west Los Angeles.

The event is hosted by the Los Angeles County Transportation Commission's building subsidiary, the Rail Construction Corporation (RCC), in conjunction with the Southern California Rapid Transit District.

The event's theme "Transportation in Time" focuses on the past, present and future of transportation in Los Angeles County. "At the open house, people will be able to learn about what's planned to fight traffic congestion and improve our mobility and air quality," said Neil Peterson, LACTC executive director. "A variety of transportation forms can work in concert to relieve gridlock."

A series of exhibits will feature plans for 200 miles of Metro urban rail transit lines, as

**(MORE)**

MAY 8, 1992

CONTACT: CLARA POTES-FELLOW/STEPHANIE BRADY  
(213)244-6566 (213)244-6792

FOR IMMEDIATE RELEASE

**LACTC RECEIVES STATE FUNDING TO ADVANCE METROLINK  
AND METRO RED LINE CONSTRUCTION**

The *Metrolink* commuter train project and the Metro Red Line subway took a boost today as the California Transportation Commission CTC allocated \$210.6 million to further construction of these and other projects transportation projects.

"More than 153 million dollars were allocated to advance construction of the Metrolink project," said Jacki Bacharach, chair of the Southern California Regional Rail Authority (SCRRA) and commissioner of the LACTC. "These allocations show the strong partnership between the State and the SCRRA and true commitment to meet the October deadline for the opening of this premium train service."

The CTC action included allocations to the following projects:

- The Fullerton to Los Angeles *Metrolink* line received \$42.6 million in Proposition 116 funds for capital improvements, including crossovers installation and track upgrading.

**(MORE)**

**LACTC RECEIVES STATE FUNDING TO ADVANCE METROLINK  
AND METRO RED LINE CONSTRUCTION**

May 7, 1992

Page 2

- The San Bernardino to Los Angeles *Metrolink* line received \$67.4 million in Proposition 116 funds for improvements of approximately 60 miles of track currently owned by the SCRRA member agencies.
- Segment two of the Metro Red Line subway was allocated \$53 million for design, construction and right-of-way acquisition.
- The Ventura to Los Angeles *Metrolink* line received \$17.3 million for track and signal work between the Burbank junction and Moorpark as well as for the purchase of rail passenger cars.
- The *Metrolink* maintenance facility to be located in Taylor Yard was awarded \$22.1 million for construction.
- TCI funds also were allocated to *Metrolink* stations in Glendale \$2 million, El Monte \$235,000, Burbank \$573,000, Covina \$650,000 and Chatsworth \$791,000.

In a separate action, the CTC allocated \$4 million to the Electric Trolley Bus project also known as ZEV (*Zero Emission Vehicle*) to be used for preliminary engineering, urban design, environmental analysis, route refinement and development of vehicle specifications.

**(MORE)**

**LACTC RECEIVES STATE FUNDING TO ADVANCE METROLINK  
AND METRO RED LINE CONSTRUCTION**

May 7, 1992

Page 3

Proposition 116 is the Clean Air and Transportation Improvement Act approved by voters in June 1990. This Proposition authorized the sale of \$1.99 billion in General Obligation Bonds for rail and mass transportation.

# # #



MAY 13, 1992

CONTACT: MICHAEL BUSTAMANTE/STEPHANIE BRADY  
LACTC TRANSPORTATION NEWS BUREAU  
(213) 244-6591, 6792

**FOR IMMEDIATE RELEASE**

**LACTC COMMITTEE MOVES FORWARD WITH ENVIRONMENTAL IMPACT  
REPORT STUDY OF EXPOSITION RIGHT-OF-WAY OPTIONS**

The Los Angeles County Transportation Commission's Planning and Mobility Improvement Committee today recommended that it move forward with an Environmental Impact Report (EIR) for transportation options and route corridors for the Exposition Boulevard right-of-way (r-o-w) and issue a Request For Proposal (RFP) for a consultant to prepare the EIR.

"Preparation of an EIR will assist the Commission in identifying its preferred transportation project for this corridor and in meeting state environmental planning requirements under the California Environmental Quality Act", said Westside Area Team Director Steve Lantz. "We have met with the communities affected by this corridor over the course of several months during the Preliminary Planning Study phase to narrow the options to be considered for an EIR. Now that we have this input, we can proceed with looking to further narrow the options to be considered for the Exposition right-of-way."

The Preliminary Planning Study objective was to evaluate sixteen route and transportation mode alternatives for the r-o-w to determine which of the alternatives

(MORE)



MAY 13, 1992

CONTACT: MICHAEL BUSTAMANTE/STEPHANIE BRADY  
TRANSPORTATION NEWS BUREAU  
(213) 244-6591, 6792

**FOR IMMEDIATE RELEASE**

**LACTC REVIEWS ROLE IN HELPING WITH REBUILD L.A. EFFORT**

The Los Angeles County Transportation Commission's Planning and Mobility Improvement Committee reviewed recommendations presented by staff to determine what role the LACTC can play in the Rebuild L.A. effort. The committee reviewed and recommended that the LACTC:

- Accelerate Metro Orange and Red Line construction by postponing the federal match requirements and also seek new federal and state monies;
- Assist in the economic revitalization of properties in proximity to transit stations which were damaged by looking at joint development opportunities for those properties;
- Accelerate the Crenshaw Boulevard transit corridor study and other corridors for transportation uses;
- Aggressively move forward with telecommuting options to bring services into the affected communities;
- Work with organization to determine the best use of LACTC funds and resources, like "Operation Bread Basket"; and
- Consider acceleration of the Alameda Corridor Project if new monies should become available.

**(MORE)**



MAY 14, 1992

CONTACT: MICHAEL BUSTAMANTE/STEPHANIE BRADY  
LACTC TRANSPORTATION NEWS BUREAU  
(213) 244-6591, 6792

**FOR IMMEDIATE RELEASE**

### **SUPREME COURT UPHOLDS PROPOSITION C RULING**

The California State Supreme Court announced today it has denied the petition of the Libertarian Party to review *Vernon v. State Board of Equalization*, the case involving Proposition C, the half-cent sales tax measure approved by voters in 1990. By denying the petition to review the matter, the Supreme Court ends the lengthy case.

"We are very pleased with the Supreme Court's decision not to review the case," said Mayor Tom Bradley, an LACTC Commissioner. "We can now proceed with the types of vital transportation programs voters approved nearly two years ago -- improved bus and rail service, and providing for greater incident management on our streets and highways. That will go a long way towards helping to rebuild our communities and provide jobs to the Southern California region."

The monies derived from Proposition C, estimated to be approximately \$400 million annually, are broken down into five categories:

- 40% Discretionary;
- 25% Transit-Related Improvements for Streets and State Highways;
- 20% Local Return;

(MORE)



## **SUPREME COURT UPHOLDS PROPOSITION C RULING**

April 14, 1992

Page 3

commitment to the voters, in my 20-point plan for transportation, that we would begin to deliver highway improvements as soon as Prop. C was approved. The Freeway Service Patrol has been an extremely successful program that has helped more than 100,000 motorists in less than one year. It is these types of programs that the voters can look forward to as the LACTC begins to disburse Proposition C funds."

Ten percent of the funds derived from Prop. C, approximately \$40 million, will be used to increase funds for Commuter Rail and the construction of Transit Centers, Park-and-Ride lots, and freeway bus stops. The funding will accelerate commuter rail services and will provide for rail capital and operating expenses.

Nearly \$20 million will be earmarked under the Proposition C guidelines to increase security on the bus and rail system countywide. "A great deal of the success of the Blue Line is owed to the commitment we made to provide a safe ride for the passengers," said LACTC and RTD Commissioner Nick Patsouras. "We are making that same commitment to the bus riders of Los Angeles by expanding and improving existing security on all bus lines."

Perhaps the most important element of Proposition C is the 20% local return portion which will be distributed among the 87 cities and Los Angeles County for public transit, paratransit, and related services including improved and expanded supplemental services the cities now provide and intend to deliver with these funds. It is estimated that the cities will share approximately \$80 million annually.

"The Commission has been working in anticipation of the final passage of Prop. C to structure and approve guidelines for the allocation of these funds in order for the

(MORE)



Hosts  
Hon. Richard Katz  
California State Assembly  
Chair, Assembly  
Transportation Committee  
Ray Grabinski  
Chair, Los Angeles County  
Transportation Commission

MAY 17, 1992

**CONTACT: MICHAEL BUSTAMANTE/STEPHANIE BRADY  
LACTC TRANSPORTATION NEWS BUREAU  
(213) 244-6591, 6792**

**FOR IMMEDIATE RELEASE**

**TRANSPORTATION CONFERENCE DONATES \$40,000 TO PROVIDE  
CAB RIDES, FOOD, SUPPLIES TO RIOT VICTIMS**

At a make-shift "tent city" in riot-torn South Central Los Angeles, Assemblyman Richard Katz and Los Angeles County Transportation Commissioner Ray Grabinski today presented a check for \$40,000 to Operation Foodbasket to help provide free or low-cost cab rides to victims of the civil unrest which occurred two weeks ago.

The donation will expand the services of Operation Foodbasket, a program sponsored by L.A. Taxi, which provides residents with transportation to and from markets and medical facilities. The \$40,000 was made up of remaining privately-raised sponsor funds from the "New Transportation for a New Century" Conference held last October and co-chaired by Katz and Grabinski.

**(MORE)**

**TRANSPORTATION CONFERENCE DONATES \$40,000 TO PROVIDE  
CAB RIDES, FOOD, SUPPLIES TO RIOT VICTIMS**

May 17, 1992

Page 3

The four locations to be opened with the donation are:

- South Central Multi-Purpose Center located at 7813 So. Central Avenue, where they distribute food to seniors and shut-ins;
- Southern Christian Leadership Conference located at 4181 So. Central Avenue;
- Los Angeles Child Guidance Center located at 746 W. Adams Boulevard, where they provide crisis counseling for children and families affected by the riots. Bilingual services are available; and
- Los Angeles Church of God and Christ located at 3045 Crenshaw Boulevard.

For more information about L.A. Taxi's Operation Foodbasket, please call the cab company at (213) 715-1968.

# # #



MAY 18, 1992

CONTACT: Roberta Tinajero/Stephanie Brady  
LACTC Transportation News Bureau  
(213) 244-6565, 6792

**FOR IMMEDIATE RELEASE**

**NAGAMI APPOINTED TO RAIL CONSTRUCTION CORPORATION**

Mas Nagami has been appointed to the board of the Rail Construction Corporation (RCC). A subsidiary of the Los Angeles County Transportation Commission (LACTC), RCC manages the design and construction of rail transit projects in Los Angeles County.

The RCC Board consists of three appointees from the Los Angeles County Transportation Commission, three appointees from the RTD, and a seventh member chosen by the original six. Nagami fills the vacancy left by RTD appointee James Pott, who recently retired.

Nagami is a consultant with MN Associates, an engineering firm where he works on municipal civil engineering projects. Until 1990, he was an Assistant Director for the Los Angeles County Department of Public Works, where he was responsible for planning, design, construction, operation and maintenance of highway and flood control systems.

"I'm very excited to be a part of a project this large and this significant," said Nagami. "The Metro Rail system will change the way Los Angeles thinks about transportation and I'm proud to be a part of that."

Nagami received his B.S. in engineering from the University of California at Los Angeles.

# # #

9:NAGAMI.RLS  
RT:se:05.18.92



MAY 19, 1992

CONTACT: MICHAEL BUSTAMANTE/STEPHANIE BRADY  
LACTC TRANSPORTATION NEWS BUREAU  
(213) 244-6591, 6792

**FOR IMMEDIATE RELEASE**

**GOVERNOR WILSON SIGNS AB152 REORGANIZATION BILL**

Governor Pete Wilson today signed AB 152, the reorganization bill authored by Assemblyman Richard Katz (D-Panorama City), which paves the way for the merging of the Los Angeles County Transportation Commission (LACTC) and the Southern California Rapid Transit District. The bill, approved unanimously by both the Senate and Assembly, enjoyed widespread support among cities throughout Los Angeles County in addition to being sponsored by both agencies.

"This is a major step forward towards the development of a comprehensive transportation system for Los Angeles County," said Los Angeles County Supervisor and LACTC Chairman Mike Antonovich. "The merger will save millions of dollars and eliminate costly bureaucratic duplication of transit agencies which often went in opposite directions."

"With Governor Wilson's signing of AB 152, we can continue the work of determining the best way to merge the two agencies," said LACTC Commissioner and Rancho Palos Verdes Councilwoman Jacki Bacharach. "For months we have been meeting with staff from both agencies to work out an orderly transition. This will greatly improve

(MORE)



MAY 20, 1992

CONTACT: MICHAEL BUSTAMANTE/STEPHANIE BRADY  
LACTC TRANSPORTATION NEWS BUREAU  
(213) 244-6591, 6792

**FOR IMMEDIATE RELEASE**

**TRANSPORTATION COMMISSION UNVEILS PROPOSED FISCAL YEAR  
BUDGET BEFORE FINANCE AND PROGRAMMING COMMITTEE**

The Los Angeles County Transportation Commission today presented its draft Fiscal Year 1992-93 budget. The \$1.682 billion budget, unveiled at a special workshop of the Finance and Programming Committee, reflects current economic conditions by decreasing agency administrative costs while maintaining the agency's aggressive schedule of rail building and expanded transportation services countywide. When the reality of the reduced revenues is matched against the public's demand for mobility improvement and the aggressive program outlined in the 30-Year Plan to meet the public's demand, the transportation industry faces a year of austerity.

Agency costs account for less than 1% of the total program budget and have been decreased by more than 6.4% from last year's budgeted level. The proposed budget also recommends that LACTC staff not receive a Cost Of Living Adjustment (COLA) which will amount to a substantial savings of more than \$1.5 million.

As a result of an aggressive cost savings program, the agency has reduced administrative expenditures by at least 23% in the current fiscal year, saving more than \$4 million. The proposed budget reflects those savings and proposes reductions over the current level of spending in numerous categories which include:

(MORE)

**TRANSPORTATION COMMISSION UNVEILS PROPOSED FISCAL YEAR  
BUDGET BEFORE FINANCE AND PROGRAMMING COMMITTEE**

May 20, 1992

Page 3

During the 1992-93 fiscal year, the first year of the 30-Year Plan, the LACTC will be responsible for programming more than \$3 billion in federal, state and local funds (including Prop C revenues) to implement the Metro transportation system. The LACTC's capital program (Prop C not yet included) will account for 66% of the total budget (\$1.5 billion) while the operating portion of the budget accounts for 34% (\$816 million). Capital budget items include the building of the Metro Red Line segments 1 and 2, Green Line construction, expanded bus services, streets and highways improvements, in addition to Los Angeles county's portion of the commuter rail service, Metrolink, scheduled to begin this October.

The proposed budget also recommends only 16 new staffing positions plus 7 other positions to be paid for by other counties to staff Metrolink. Further efficiencies will be derived when the reorganization merger of the LACTC and RTD takes place during the later part of the fiscal year. By reducing duplicative work, both agencies will be able to realize savings until the Los Angeles County Metropolitan Transportation Authority (MTA) is formally created.

The workshop is the first step in the budget process. The Finance Committee members will have the opportunity to review and make recommendations to the proposed budget. Once recommendations are received by Finance Committee members and other Commissioners, the budget will be revised and a public hearing held on June 10, 9:00 a.m., at the LACTC's Finance and Programming Committee meeting. The full Commission is expected to approve the final version of the budget at its June 24 meeting.

# # #



**RTD**

# News

RTD-094

Contact: Greg Davy/Jim Smart

(213) 972-4400

May 21, 1992

FOR IMMEDIATE RELEASE

**RTD TEMPORARILY LOWERS BUS TICKET FARE  
TO 50 CENTS TO HELP THOSE AFFECTED  
BY RIOTS AND 22-MONTH-LONG RECESSION**

On June 1, 1992, RTD will begin selling special discounted 50-cent tickets good for regular fare on all District bus service effective through Sept. 30, 1992.

The RTD Board of Directors approved by a vote of 10-0 the discounted ticket fare at a special meeting of the Board May 21, 1992. The tickets are sold in books of 10 which are normally priced at \$9. Effective June 1 through Sept. 30, 1992, the books will cost \$5, and will be date-stamped to expire Sept. 30.

The discounted tickets will be good for the regular fare on all RTD buses. The regular cash fare of \$1.10 remains in effect, with 25-cent transfers available to everyone. Discount tickets will not be honored on Blue Line trains.

"The Board's decision to offer the discounted tickets continues the leadership RTD has shown since the civil unrest earlier this month," said Antonio Villaraigosa, the RTD Board member who spearheaded the discount fare effort.

"This special discount ticket will give those most affected by the civil unrest, as well as the recession, a chance to get on

more ...





Add 1

with their lives. We believe this will help people throughout the region heal from the suffering of the civil strife, and recover from the worst recession in decades," he said.

The lowered fare also will help boost RTD ridership, which has sagged in recent months, largely because of the recession.

"The Board took this action because it recognizes the essential need of our transit services to hundreds of thousands of people in the region," RTD Board President Marvin Holen said. "We hope this helps."

Holen said the Board considered instituting a discounted fare in one or more defined areas in the District's service area, but decided against the idea.

RTD Board member Mas Fukai, who is County Supervisor Kenneth Hahn's chief deputy and Supervisor Hahn's appointee to the RTD Board, said Hahn earlier committed up to \$2 million to help defray the cost of the fare discount.

"Mr. Hahn wanted to be sure the program was available 24 hours a day throughout Los Angeles County," Fukai noted. "The RTD's program meets these guidelines."

"Everyone has been negatively affected either by the civil unrest, or the recession, or both," Holen said. "It was for these reasons that we decided to go with a region-wide program."

RTD General Manager Alan F. Pegg said that subsidies would be sought from the federal level on down to offset the loss of

more ...

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revenue from selling the discounted tickets, and the cost of providing added service to RTD's already overcrowded bus lines.

"We believe that local officials will recognize the importance of this program," Pegg said. "We also believe that both the federal and state government may provide some funding assistance. We are discussing proposals with them at this time."

Pegg estimated the program would cost up to an additional \$3 million each month it is in effect.

The special ticket books will be available at all RTD Customer Service Centers, as well as the 250 RTD pass sales outlets that normally sell booklets of discount tickets. For information on where to obtain a book of tickets, customers can call (213) 626-4455 in greater Los Angeles and (818) 246-2593 in the San Fernando Valley.

more ...

Add 3

**NEW RTD FARE STRUCTURE**

	<b>Rider pays</b>	<b>Transfer</b>
<b>Cash</b>		
Discount ticket.....	\$ 0.50	\$ 0.25
Regular base fare.....	1.10	0.25
Express (per zone).....	0.40	0.25
Seniors, disabled.....	0.55	0.25
Students.....	1.10	0.25
College.....	1.10	0.25
Tickets, tokens.....	0.90	0.25
<b>Passes</b>		
Regular.....	\$42.00	----
Express stamp.....	12.00	----
Seniors, disabled.....	10.00	----
Students.....	18.00	----
College.....	25.00	----

Source: Southern California Rapid Transit District.

# # #

Note: Discount tickets of 50 cents each available in booklets of 10 effective June 1, 1992 through Sept. 30, 1992 under Board of Directors decision of May 21, 1992.



## News

RTD-094s

Contactos: Anthony Greno/Jim Smart

213/972-4400

Mayo 21 de 1992

PARA USO INMEDIATO.

### FIJO EL RTD UN PASAJE DE 50 CENTAVOS MEDIANTE BOLETOS DE DESCUENTO EXPEDIDOS EN LIBRETAS DE DIEZ CADA UNA

Con carácter de emergente y motivado por los recientes disturbios cíviles, el Consejo de Administración del Servicio Rápido de Transportes RTD, fijó el jueves 21 un pasaje reducido de 50 centavos de dólar mediante boletos de descuento que serán emitidos en libretas de diez cada una, con un costo de 5 dólares a partir del próximo 1° de junio y vigente hasta el 30 de septiembre.

Encabezado por el vocal Antonio Villaraigosa, representante de la supervisora Gloria Molina en el consejo del RTD, el proyecto de reducción de pasaje para ayudar a los damnificados de los motines, tuvo aceptación unánime en votación de 10 a 0. El vocal Richard Alatorre, no asistió la sesión extraordinaria que se realizó en la mañana del jueves.

"La decisión del Consejo de Administración de ofrecer boletos a descuento es una muestra más del apoyo al público que ofrece el RTD desde el momento de los recientes disturbios", dijo Villaraigosa. "El pasaje a descuento coadyuvará en apuntalar la economía precaria de muchas personas dependientes del transporte público".

(sigue)

boletos--2

Los pasajeros que utilizan el boleto de descuento de a 50 centavos, podrán adquirir cupones de transbordo o sea "transfers" por el precio acostumbrado de 25 centavos cada uno.

El resto de la estructura de pasajes y pases mensuales del RTD, queda sin variación. De esta manera, los usuarios que pagan su pasaje en efectivo, seguirán pagando \$1.10 por viaje.

El presidente del Consejo de Administración del RTD Marvin Holen dijo por su parte que "Todo mundo ha resentido un efecto negativo sea por la recesión económica o por los motines, o bien por ambos fenómenos y esos fueron los dos factores por los cuales instauramos los boletos de a 50 centavos".

Para aprovechar el pasaje reducido de 50 centavos, se puede adquirir las libretas de diez boletos en los más de 250 expendios particulares de pases mensuales en la ciudad de Los Angeles, así como en los diez Centros de Atención al Público que opera el RTD en distintas partes de la ciudad, inclusive el Este de Los Angeles.

Funcionarios técnicos del RTD estimaron que el empleo de los boletos de a 50 centavos resultará en un costo adicional de entre \$2.5 millones y \$3 millones mensuales al organismo paraestatal.

# # #

**NEW RTD FARE STRUCTURE**

	Rider pays	Transfer
<b><u>Cash</u></b>		
Discount ticket.....	\$ 0.50	
Regular base fare.....	1.10	\$ 0.25
Express (per zone).....	0.40	0.25
Seniors, disabled.....	0.55	0.25
Students.....	1.10	0.25
College.....	1.10	0.25
Tickets, tokens.....	0.90	0.25
<b><u>Passes</u></b>		
Regular.....	\$42.00	----
Express stamp.....	12.00	----
Seniors, disabled.....	10.00	----
Students.....	18.00	----
College.....	25.00	----

**Source: Southern California Rapid Transit District.**

# # #

Note: Discount tickets of 50 cents each available in booklets of 10 effective June 1, 1992 through Sept. 30, 1992 under Board of Directors decision of May 21, 1992.



RTD-095

Contact: Rick Jager/Jim Smart

(213) 972-4400

May 26, 1992

FOR IMMEDIATE RELEASE

RTD SCALES BACK ITS PARTICIPATION  
IN UPCOMING RAIL CONFERENCE

The RTD has decided to scale back its participation in an upcoming rail conference scheduled to be held in Los Angeles in June.

"The District recognizes the importance of the conference as a training forum and information exchange for RTD and other local transit officials, however, as a result of the recent civil unrest and our budget shortfall we have decided to limit our expenditures in connection with the event," said Alan F. Pegg, RTD General Manager.

Pegg noted the three-day conference will draw some 1,000 rail transit officials and experts from around the nation and Canada, and that as a result the local economy will benefit from the money spent at hotels and restaurants. He estimated the local economic benefit at more than \$1 million.

Pegg noted that the national event was scheduled to be held in Los Angeles in 1986. He said the RTD had planned to expend up to \$50,000 to host the event, but that RTD costs would be limited to about \$13,000, the cost of operating shuttle bus service for conference attendees to enable them to view exhibits, RTD rail facilities and rail construction sites.

# # # # #



MAY 27, 1992

CONTACT: MICHAEL BUSTAMANTE/STEPHANIE BRADY  
LACTC TRANSPORTATION NEWS BUREAU  
(213) 244-6591, 6792

FOR IMMEDIATE RELEASE

**LACTC MOVES AHEAD WITH ACCELERATION OF TRANSPORTATION  
STUDIES FOR CRENSHAW CORRIDOR**

The Los Angeles County Transportation Commission today agreed to accelerate studies of potential transportation options and alternatives for the Crenshaw Boulevard corridor as part of its effort to provide essential services to the affected communities in South Los Angeles. Already considered a Candidate Corridor in the LACTC's 30-Year Expanded Plan, accelerating the study would not only improve community mobility but also provide additional employment opportunities.

Among the alternatives which could be explored when the LACTC develops a scope of work for the Crenshaw Corridor include expanded bus services, an Electric Trolley Bus (ETB), a light rail system, or use of a new technology called Suspended Light Rail Technology (SLRT) which would connect with the planned extension of the Orange Line and the Metro Green Line, scheduled to open in November 1994. The Federal Transit Administration recently announced in the Federal Register a competition for grants to support a SLRT pilot project.

"Recent disturbances in Los Angeles have significantly impacted the mobility of residents in the affected areas," said Mayor Bradley. "We will make every effort to increase

(MORE)





MAY 28, 1992

CONTACT: ROBERTA TINAJERO/STEPHANIE BRADY  
LACTC TRANSPORTATION NEWS BUREAU  
213/244-6565; 6792

FOR IMMEDIATE RELEASE

## **U.S. SECRETARY OF TRANSPORTATION CARD VISITS METRO CONSTRUCTION**

At a ceremony held 60 feet below ground, the steel wall that separates two Metro Red Line tunnel projects was axed down today by U.S. Department of Transportation Secretary Andrew Card. The separating wall was at the western end of the Westlake/MacArthur Park station. The station is part of Segment 1 where all heavy construction is complete and testing of trains is well underway to open the subway next year. The underground work that is part of Segment 2 has advanced west and east from the park's lakebed, where it has met up the Segment 1 station.

While in Los Angeles, Secretary Card toured sections of South Central Los Angeles where the Los Angeles County Transportation Commission (LACTC) is discussing accelerating and expanding several transportation projects. Under consideration are a Crenshaw Boulevard transit corridor study, an acceleration of extensions of the Metro Red Line into the mid-city area and east Los Angeles, and exploring joint development opportunities at transit stations along the Metro Blue Line route. An apprenticeship program is also being recommended.

On a test ride through the downtown Metro Red Line Segment 1, Secretary Card met with high school students from L.A., Compton and Long Beach Unified School Districts. The teens are involved in LACTC's Transportation Occupations Program (TOP).

(MORE)

**U.S. SECRETARY OF TRANSPORTATION CARD VISITS METRO CONSTRUCTION**

May 28, 1992

Page 3

incorporating several safety measures recommended in a recent audit. The RCC is intensifying its training, reporting and monitoring efforts. "We now have the country's most stringent safety program in place," said Ed McSpedon, RCC CEO/president. "Our focus is on training and prevention, safety awareness, accident reporting, management, and reward and recognition for contractors who excel in safety practices."

The Metro Red Line Segment 1 is scheduled to open in June, 1993. Segment 2's Wilshire corridor will open in 1996; service to Hollywood and Vine along the Vermont corridor opens in 1998.

# # #



# News



JUNE 8, 1992

CONTACT: CLARA POTES-FELLOW/STEPHANIE BRADY  
LACTC TRANSPORTATION NEWS BUREAU  
213/244-6565; 6792  
ANTHONY GRENO/JIM SMART, RTD  
213/972-4400

FOR IMMEDIATE RELEASE

## **METRO BLUE LINE ENFORCEMENT ADDED TO IMPROVE RAIL CROSSING SAFETY**

A special detail of sheriff's deputies has been deployed to patrol Metro Blue Line street and pedestrian crossings as part of a comprehensive rail safety project.

The 10-deputy detail, which includes motorcycle officers and deputies in patrol cars, will be devoted exclusively to citing motorists and pedestrians who go around lowered crossing gates, ignore flashing warning lights at street crossings and make illegal left turns.

The detail, which went into operation Sunday, June 7 will be deployed seven days a week, for 90 days, as part of a special safety research project funded by the Los Angeles County Transportation Commission.

"The public should mark this down as another effort by everyone concerned with operating the Metro Blue Line that we mean business when it comes to rail safety," said Marvin Holen, RTD Board of Directors President. "We will not tolerate those who risk their lives when they try to beat the train. Those who engage in such reckless behavior threaten their own lives, the lives of our passengers and our employees."

(MORE)

**METRO BLUE LINE ENFORCEMENT ADDED  
TO IMPROVE RAIL CROSSING SAFETY**

June 5, 1992

Page 2

"The LACTC has allocated \$365,000 to implement this program," said LACTC Commissioner Jacki Bacharach. "During the almost two years of operations the Metro Blue Line has excelled in crime suppression and now we want it to excel in grade crossing safety."

During the 90-day period, safety specialists from the LACTC, SCRTD and the Los Angeles County Sheriff's Department will be gathering data about grade crossing violators and intersections most commonly abused by drivers. This information will help the transportation agencies in targeting education efforts to those more likely to overlook rail crossing warnings.

Other elements of the rail safety project include:

- Installation of an automated enforcement system that creates photographic evidence of vehicles crossing the tracks illegally. The system, approved by the Compton Municipal Court as a pilot project, calls for the installation of a camera at key Metro Blue Line intersections within the Compton jurisdiction. The equipment will be activated when cars go around crossed gates, or make illegal left turns, providing pictures of the motorists and their vehicles.

"This new system can increase the effectiveness of the safety patrols and simplify court proceedings," said Capt. Frank Vadurro, commander of the sheriff's Transit Services Bureau. "The system will enforce traffic laws and cite those who make illegal turns or go around lowered crossing gates."

(MORE)

**METRO BLUE LINE ENFORCEMENT ADDED  
TO IMPROVE RAIL CROSSING SAFETY**

June 5, 1992

Page 3

- Proposing legislation to enhance penalties for rail crossing violators. Current violators pay between \$90 and \$250 per ticket.
- Targeting education efforts to violators.
- Applying the results of this study to enforce rail crossings on future rail lines, such as Metrolink and Metro Blue Line extensions to USC and Pasadena.
- Placing signs at grade crossings indicating the number of tickets issued by sheriff's deputies at each Metro Blue Line intersection. These signs will be updated regularly to reflect new totals.

The Los Angeles County Sheriff's Department is under contract to the RTD to provide security on the Blue Line. More than 100 deputies currently are assigned to patrol train cars, train stations and the 22-mile corridor through which the light rail operates.

The Metro Blue Line is operated by the Southern California Rapid Transit District. The Los Angeles County Transportation Commission is the builder and owner of the line.

# # #



**News**

RTD-106

Contact: Bill Heard/Jim Smart

(213) 972-4400

June 9, 1992

**FOR IMMEDIATE RELEASE**

**RTD'S NEW 50-CENT DISCOUNT TICKET PROGRAM**

**IS A SMASH HIT AT THE 'FAREBOX OFFICE'**

The RTD's new 50-cent discount bus ticket was an instant success with the commuting public. All 100,000 of the first printing of \$5 books --1 million tickets-- were issued within the first week of sales.

Dealers were restocked with a second run of 100,000 books for the second week of the program and an additional 100,000 books, newly redesigned and bearing a color picture of an RTD bus, have been received for distribution when the current stock is exhausted. The RTD thus far has ordered a total of 750,000 books of tickets for the discount period, which expires Sept. 30.

"This overwhelming public response to the 50-cent discount program indicates an intense need for affordable transportation," said RTD Board President Marvin Holen. "Our ability to provide reliable, efficient mass transit today will be an important element in the recovery of Los Angeles."

"I was very pleased to be able to provide \$2 million from Proposition A funds to help get this program started," said Supervisor Kenneth Hahn. "I call on other local, state and federal officials to support the program by providing subsidies to ensure it can continue."

(MORE)



Ticket collections during the first five days of the discount program rose steeply with an 18 percent increase on Monday, June 1, when 73,000 tickets were accepted, and topping out with a 70 percent increase on Friday, June 5, when 105,500 tickets were received.

On an average weekday, bus fareboxes record about 62,000 ticket receipts. RTD officials estimate that about 60 percent of the tickets collected during the week of June 1-5 were 50-cent tickets.

"We aren't able to say yet just how many new riders the discount program is attracting," said RTD General Manager Alan F. Pegg. "That will require further study. But, it is obvious from the data received to date that our daily commuters are benefitting greatly from the program, and that was one of our primary goals."

Preliminary reports indicate that farebox revenues are down slightly, although cash collections for June 1-3 were above average, with Monday, June 1, noted as one of the highest cash days of the year. A more accurate assessment of the impact of the 50-cent discounts on farebox revenues will be made at a later date in the program, RTD officials said.

The 50-cent tickets are valid for the base fare on any RTD bus route in Los Angeles County. Riders may purchase transfers for 25 cents. Only one discount ticket can be used per ride, including for long-distance commutes and express buses, where a passenger's ride includes several zones.

(MORE)





The RTD also is offering a discounted ticket for senior citizens and the physically impaired that is half the price of the 50-cent tickets. For \$5, seniors and the handicapped can buy a book of 20 tickets. Riders in these categories already receive deep discounts as a result of local "buy-downs" which allow them to purchase monthly passes for only \$4 in most cities.

Discount tickets are on sale at all 10 RTD Customer Service Centers and at almost 300 RTD pass sales outlets in Los Angeles County. For information on how to obtain the new discount tickets, customers can call (213) 626-4455 in greater Los Angeles and (818) 246-2593 in the San Fernando Valley. Other RTD information phone numbers are listed in area directories.





JUNE 9, 1992

CONTACT: ROBERTA TINAJERO/STEPHANIE BRADY  
LACTC TRANSPORTATION NEWS BUREAU  
213/244-6565; 6792

FOR IMMEDIATE RELEASE

**FIRST RAILROAD TRACKS GET THE "GOLDEN CLIP" ON THE  
METRO GREEN LINE**

The first railroad tracks for the Metro Green Line were installed today with a golden "clip" -- the more modern method over the traditional golden spike -- at a rail-laying ceremony in the City of Hawthorne. Construction of the 20-mile rail transit line from Norwalk to El Segundo is 25% complete, and today's start of rail laying is moving the project forward toward.

Officials from both the Southeast and the South Bay cities were on hand to witness the first 28-ton, quarter-mile rail length as it was set into place near the Crenshaw station. The trackbed has been built down the middle of the new I-105 Glenn Anderson Freeway. The Metro Green Line heads south from the freeway's terminus at Aviation and Imperial boulevards on its own 3.5 mile aerial guideway.

"The line is Southern California's first rail line to be built along the median of freeway," said Robert Kruse, Rail Construction Corporation (RCC) vice chair. "Traveling on its own track and isolated from the roadway, it will move passengers at speeds of up to 65 miles per hour, bypassing freeway snarls and rush hour traffic."

"The I-105 freeway and its rail complement, the Metro Green Line, are 21st century transportation projects," said Jack Hallin, CALTRANS deputy district director. "There is

**(MORE)**

## **FIRST RAILROAD TRACKS GET THE "GOLDEN CLIP" ON THE METRO LINE**

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no doubt they will stand over time as role models in the movement of people and goods, safely, quickly and efficiently," he said.

The tracklaying ceremony provided an opportunity for high school students from Westchester to get an on-site engineering lesson in railroad construction from the president/CEO of the Rail Construction Corporation, Ed McSpedon. The teens are part of the Transportation Occupations Program (TOP), sponsored by the Los Angeles County Transportation Commission (LACTC).

"Modern construction methods call for the tracks to be continuously welded on site, rather than the metal bars that used to bolt them together and cause the train's clickety-clack sound," McSpedon told the students. "Concrete ties are now used since they outlast wooden ones by two years, and clips are installed more easily and quickly than spikes," he said.

"Through TOP, students get specialized technical instruction and job training in transportation-related projects as part of their high school curriculum," said John Murray, RCC board member. "We've not only created vocational training consistent with the transportation industry, but at the same time, students build a career path and begin training for it."

The City of El Segundo, home to several aerospace and other high tech industries, has been watching the construction progress as the aerial guideway, bridges and station pieces have gone up throughout the area.

**(MORE)**

## **FIRST RAILROAD TRACKS GET THE "GOLDEN CLIP" ON THE METRO LINE**

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Although parts of the project began as elements of the freeway work, the first RCC contract was awarded for the aerial guideway through El Segundo. Since the January, 1990 groundbreaking, the project's construction safety record has been well above the national average.

The \$19 million contract to do the tracklaying work was awarded to Morrison-Knudsen Corporation of Boise, Idaho in November, 1991. The steel rails were purchased in 1987 as part of the contract for the Metro Blue Line from Wirth, Inc., a rail brokerage firm headquartered in Montreal, Canada.

The Metro Green Line is scheduled to open in May, 1995, however the LACTC is working to accelerate that date to November, 1994. The Commission recently released an Invitation For Bid to the car manufacturing industry for a limited order of 15 light rail cars. The 15-car order will allow for initial service of the line by "fast-tracking" the bid process.

"The vehicles would be similar to, and compatible with, the successful Metro Blue Line," said Neil Peterson, LACTC executive director. "The 15-car order will also allow more time to work with industry input to develop a more sophisticated vehicle design for the remaining 85 cars, which will become the LA Standard Light Rail vehicles."

# # #





JUNE 9, 1992

CONTACT: ROBERTA TINAJERO/STEPHANIE BRADY  
LACTC TRANSPORTATION NEWS BUREAU  
213/244-6565; 6792

FOR IMMEDIATE RELEASE

**VERMONT, HAWTHORNE & CRENSHAW METRO GREEN LINE STATIONS  
TO HAVE LOCAL TOUCH**

HAWTHORNE/CRENSHAW -- Communities bordering the Metro Green Line and the new I-105 freeway will be able to boast public art landmarks once the transportation projects are finished. Local residents and artists will contribute their tales, poetry, and green thumbs to the stations planned for Hawthorne Boulevard, Crenshaw Boulevard and Vermont Avenue.

Artists for the three rail stations were chosen in a process that included a local community advisory group and a professional arts panel as part of the Los Angeles County Transportation Commission's Art-for-Rail-Transit program (A-R-T).

Los Angeles artists Kim Yasuda and Torgen Johnson will create two natural green gateways at Gardena's Vermont Station. "Many people believe the origin of the city's name was inspired by the lush, green terrain and beautiful gardens," said Dotte Jaster, representative from the city of Gardena on the community Advisory Group. A eucalyptus tree has been preserved in the adjacent Park & Ride lot for the station and its image will be integrated into the station walls.

"Young people in the community will be invited to submit haiku (poetry) that will be incorporated into the station finishes," said Jessica Cusick, A-R-T director. "Gardena has

(MORE)

## **HAWTHORNE & CRENSHAW METRO GREEN LINE STATIONS TO HAVE LOCAL TOUCH**

June 9, 1992

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a rich Asian heritage. In the late 1880's Chinese farmers began cultivating the city's strawberry crop. Later Japanese farmers became involved," said Cusick.

At the Crenshaw Boulevard station, artist Buzz Spector plans to incorporate "Crenshaw stories" into the station walls. Tiled walls at the station's two entries will feature handpainted stories either drawn or written by people who live in the surrounding neighborhoods. Benches on the platform will also be designed by the artist.

Artist Mineko Grimmer plans to introduce a "humanizing element" to the Hawthorne Boulevard Station. Congenial cast bronze figures will be scattered along the platform. Polished granite boulders will provide unique and harmonious seating for both passengers and sculptures.

"A unique feature of the Metro Green Line is the community involvement in the development of the station," said Cusick.

The public art works for each rail station are chosen through a process that includes an advisory committee of residents and business leaders. The group produces a "community profile" that assists artists in developing their concepts for the station.

"It's exciting that the LACTC looks to the community instead of imposing someone else's ideas of art into the neighborhood," said Jaster. "A fringe benefit for me to serve on the advisory group was getting to know people from the neighboring communities and hearing their anecdotes and history that they added to the profile we developed," she said.

**(MORE)**



**HAWTHORNE & CRENSHAW METRO GREEN LINE STATIONS TO HAVE  
LOCAL TOUCH**

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An art panel consisting of two art professionals, an artist, and two members of the local advisory committee selected the three artists from a pool of over 500 California artists.

The artists are working closely with the architects in the design of the station.

The Metro Green Line's A-R-T Advisory Group members were recruited through a series of LACTC public meetings on the A-R-T program.

Members of the Vermont, Crenshaw and Hawthorne stations advisory group included Bettie Albright, Inglewood Parks & Recreation Commissioner; Carol Clay, Gardena resident; Miriam Crittenden, Northrop Corporation; Bill Doebler, Hawthorne resident; Mark Hubert, Northrop corporation; Dotte Jaster, Gardena resident; Kelli Klan, City of Hawthorne Planning Department; Tom Quintana, City of Hawthorne; Pat Reed, Lawndale resident; and Inez Trigg, Gardena resident.

Artists will be presenting their proposals at a public meeting in July. Those interested in attending should contact A-R-T at 213-244-6408.

The 20-mile Metro Green Line will begin in Norwalk and run 17 miles west in the center of the I-105 freeway (Glenn Anderson Freeway) and travel on its own aerial guideway beginning at Aviation Boulevard and Imperial Highway into El Segundo. The Metro Green Line opens in the fall of 1994. The freeway opens in 1993.

# # #





**JUNE 15, 1992**

**CONTACT: ROBERTA TINAJERO/STEPHANIE BRADY  
LACTC TRANSPORTATION NEWS BUREAU  
213/244-6565;6792**

**FOR IMMEDIATE RELEASE**

### **L.A.'S 1ST MODERN SUBWAY TO OPEN THREE MONTHS EARLY**

**Los Angeles --** Transportation officials kicked off a national rapid transit conference today with the surprise announcement that the Metro Red Line Segment 1 will open in March 1993, three months earlier than planned.

Under the management of Los Angeles County Transportation Commission's subsidiary, the Rail Construction Corporation (RCC), the opening was put back on schedule last fall for a June, 1993 opening.

"The new break in the schedule came when track laying in the tunnel was completed earlier than anticipated," said Ed McSpedon, president/CEO of the Rail Construction Corporation (RCC).

Contractors who were lined up to install various high tech communications and train control systems were able to work concurrently. "It was a great joint effort on the part of the design and construction teams who formulated a new sequencing plan of their work," he said.

"Another factor was the creation of a special task force of field workers, representing designers, engineers and project managers, whose job it was to handle problems on site,

**(MORE)**

## **L.A.'S 1ST MODERN SUBWAY TO OPEN THREE MONTHS EARLY**

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rather than back on the drawing boards and having to halt work," said McSpedon. Once the heavy construction work of building the concrete tunnels and stations was complete, the installation of systems and other finishing work moved swiftly.

The announcement came in time for the American Public Transit Association's Rapid Transit conference at the Bonaventure Hotel this week.

"This is our opportunity to show more than 1200 national transportation industry representatives that Los Angeles is developing the second largest rail transit system in the country," said City Councilman Richard Alatorre, also an LACTC Commissioner. "We're going to change the false impression that people in L.A. won't use mass transit by providing attractive alternatives to driving alone on congested streets and freeways," he said.

"Not only are we providing congestion on relief and reducing air pollution, but we are creating local jobs as we build this system," said Neil Peterson, LACTC executive director. "The Metro Red Line alone is creating over 30,000 jobs. The entire 400-mile system will put over 1.4 million people to work over the next 30 years," he said.

"The nation's transit operators and suppliers salute L.A. for this achievement," said APTA Chairman Louis H. Parsons, who is also chairman of Toronto's GO Transit. "You have shown the nation with the Blue Line and again today that your 'can-do' spirit yields success, ahead of schedule and ahead of expectations."

"The RTD is very proud of having initiated the Metro Red Line project. Over the past year we have been preparing to launch Red Line operation," said RTD Board president Marvin Holen.

(MORE)

## **L.A.'S 1ST MODERN SUBWAY TO OPEN THREE MONTHS EARLY**

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"It's through the hard work and dedication of RTD employees that has enabled this system to begin operating months ahead of schedule," said Holen.

Conference attendees will get a close look at the new subway during a test run. The Metro Red Line was ready for train testing last April. The test runs are allowing engineers to monitor the high tech automatic train control system.

The accelerated opening does not effect the project's \$1.4 billion budget. The 4.4-mile Metro Red Line Segment 1 travels through downtown from Union Station to MacArthur Park. Five stations serve the route. The Segment 2 Wilshire corridor to Western Avenue opens in 1996; service to Hollywood/Vine begins in 1998. The Metro Red Line will extend to the San Fernando Valley, East Los Angeles and to the mid-city area at Pico Boulevard and San Vicente.

# # #





**JUNE 15, 1992**

**CONTACT: CLARA POTES-FELLOW/STEPHANIE BRADY  
LACTC TRANSPORTATION NEWS BUREAU  
213/244-6566; 6792**

**FOR IMMEDIATE RELEASE**

**METROLINK'S BUS/RAIL INTERFACE PLAN  
TO BE CONSIDERED BY LACTC SUBCOMMITTEE**

In anticipation of Metrolink commuter train service beginning October 26, a fleet of about 60 buses per peak period has been proposed as part of a bus/rail interface plan to provide transportation from the Union Station terminal to final destinations in downtown Los Angeles.

The plan to be considered June 17, by the Los Angeles County Transportation Commission's Planning and Mobility Improvement Committee, calls for the construction of a Metrolink bus plaza area at track level to provide dedicated bus service to Metrolink passengers.

Between four and five buses will meet each train to provide commuter rail patrons with a dedicated, discharge-only service. One route will serve the Civic Center and Bunker Hill areas and a second will serve the financial District and other areas in the Southern portion of downtown. These will be the primary destination points for more than half of Metrolink commuters.

**(MORE)**

**METROLINK'S BUS/RAIL INTERFACE PLAN TO BE CONSIDERED BY  
LACTC SUBCOMMITTEE**

June 16, 1992

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Other destinations include the Broadway/Spring Corridor downtown, the Garment District, USC Exposition Park, the Wilshire Corridor and the County/USC Medical Center. Bus connections to these destinations will be provided by existing SCRTD service.

Initial projections indicate that until the Metro Red Line service begins, approximately 65% of rail commuters are expected to reach their destinations by bus and about 15% of commuters are likely to walk to their work sites from Union Station. Commuters whose destinations are farther away than the financial District are expected to ride on shuttles, taxis and private automobiles.

After the Metro Red Line begins, about 50% of commuter rail passengers are expected to use the Red Line to reach their work destinations. At that point, the dedicated bus service will be significantly reduced to two buses per train. Since the Metro Red Line will accommodate most patrons destined for the Financial District, that bus route would be altered to serve South Park and the Garment District.

Operation of the Metrolink bus/rail interface plan will be funded by the Metrolink fare structure, which was approved Friday by the Southern California Regional Rail Authority. The agreed fare is \$2.50 base and \$1 for each zone.

Initially, Metrolink will run five trains from Pomona, four from Moorpark and three from Santa Clarita into Union Station. Service on the Metro Red Line has been accelerated to begin in March 1993.

# # #





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- 1930 Chestnut Street, Philadelphia, PA 19103  
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- 730 Harrison Street, San Francisco, CA 94107  
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(203) 933-1888
- 1951 Fourth Avenue, San Diego, CA 92101  
(619) 544-1860

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## TRANSCRIPT

DATE June 17, 1992  
 TIME 7:34 AM  
 STATION KFWE-AM Radio  
 LOCATION Los Angeles  
 PROGRAM KFWE News

John Brooks, anchor:

KFWE newstime 7:34. Can you get there from here? - The L.A. County Transportation Commission wants to make sure the answer is yes for Metrolink customers who will begin taking the trains when service starts in October.

The commission is concerned that commuters may find themselves stranded once they arrive at Union Station in the morning or try to get there from the office in the afternoon. So they're considering a plan to add some sixty buses to the rush hour fleet, a plan that would remain in effect until the Metro Red Line opens next March.

# # #





By Joseph Ascenzi  
Staff Writer

Transportation officials are working on a plan to increase bus service around Union Station in anticipation of the start of commuter rail this fall.

Clara Potes-Fellow, spokeswoman for the Los Angeles County Transportation Commission, said the added service will be essential to the success of Metrolink, the five-county system scheduled to start operating Oct. 26.

Without more buses, she said, most passengers would be stranded, unable to get to their jobs once the Metrolink train gets them downtown.

"It's very, very important that we add to bus service, particularly until the Red Line opens," Potes-Fellow said, referring to the subway system that will eventually run from Union Sta-

tion to Hollywood, becoming the backbone of the county's downtown rail system.

The first 4.4-mile stretch of that system is scheduled to open in March, five months after the start of commuter rail. The commission estimates that at least half the people who ride Metrolink will use the Red Line to reach their jobs.

Until the Red Line opens, at least 65 percent of the commuters will have to use buses, the commission estimates.

"Without more buses, Metro-

link isn't going to be as attractive," Potes-Fellow said. "We aren't going to get people in Pomona, or some place like that, to try the system if they don't have a way to get to work once they get to Union Station."

One proposal calls for 60 buses to be placed at Union Station so commuters can find their way to and from there during the morning and evening rush hours. On Wednesday, the commission's Planning and Mobility Improvement Committee discussed the plans for more bus service, but

reached no conclusions.

"Once they know the actual arrival times of Metrolink, then they'll be able to come up with a more detailed plan," Potes-Fellow said. "But they don't know that yet."

## METROPOLITANA

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# Estudian cómo mejorar el sistema de Metrolink

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### Servicios de LA OPINION

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Funcionarios de tránsito revisaron ayer un plan que propone agregar sesenta autobuses a la flota de servicio durante las horas de mayor tráfico con el fin de transportar a los pasajeros de Metrolink que utilicen la Estación Union en la mañana o la tarde.

El sistema Metrolink, que empezará a funcionar el 26 de octubre, cubrirá en el futuro cuatrocientas millas de vías férreas,

todas en dirección a la Estación Union. El servicio se iniciará con cinco trenes desde Pomona, cuatro desde Moorpark en el condado de Ventura y tres desde Santa Clarita.

Los planificadores creen que la mayoría de viajeros de Metrolink se dirigirán al Centro Cívico, Bunker Hill, el distrito financiero, las calles Broadway y Spring, el distrito de prendas de vestir, el Hospital General del Condado-USC, el bulevar Wils-

Lea METROLINK, 3C

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## METROLINK

Viene de la página 2C

hire, el campus de USC y el Parque Exposition.

Hasta que la Línea Roja del Metro inicie sus servicios el próximo mes de marzo, aproximadamente el 65% de los pasajeros de Metrolink tomará un autobús para completar su viaje diario, el 15% caminará hasta su lugar de trabajo luego de descender del tren y el resto abordará otros vehículos, taxis o autos privados como parte del viaje.

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**JUNE 17, 1992**

**CONTACT: MICHAEL BUSTAMANTE/STEPHANIE BRADY  
LACTC TRANSPORTATION NEWS BUREAU  
(213) 244-6591, 6792**

**FOR IMMEDIATE RELEASE**

**COUNTYWIDE TRANSPORTATION DEMAND MANAGEMENT PROGRAMS  
PROPOSED FOR IMMEDIATE ACTION BEFORE LACTC COMMITTEE**

The Los Angeles County Transportation Commission's Planning and Mobility Improvement Committee gave the go-ahead today to the first phase of a list of Transportation Demand Management (TDM) projects proposed to serve commuters throughout Los Angeles County. The PMIC members recommended that the forty-three projects receive immediate action and funding as part of the LACTC's TDM program.

Following last month's Commission meeting in which criteria was adopted to evaluate applications for funding, cities, transit operators, Transportation Management Organizations/Associations and the Ridesharing agencies were notified of the program and availability of funding.

Among the projects scheduled for approval include six programs for the City of Los Angeles, including 3 projects which are expected to make a significant contribution to improving mobility for area residents recently affected by the riots. The Nickerson Gardens vanpool program, sponsored by the City of L.A. and the Nickerson Gardens Resident Management Corporation will utilize 16 vans for the purpose of transporting the 500 residents of Nickerson Gardens to and from Southwest College, job training sites and job interviews. A second project proposes to run a fixed route community shuttle

**(MORE)**

**COUNTYWIDE TRANSPORTATION DEMAND MANAGEMENT PROGRAMS  
PROPOSED FOR IMMEDIATE ACTION BEFORE LACTC COMMITTEE**

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for Watts residents to two Metro Blue Line stations in Watts in coordination with the SCRTD and existing DASH shuttle services in the area.

Other proposed projects include 3 in the Burbank Media District, one of which is a two-year pilot program aimed at involving high school students, parents and teachers in ridesharing and Demand Management strategies, in addition to providing students with information concerning future career opportunities; a flat-fare taxi service for the Warner Center to and from the Metrolink commuter train station; a child care center in the heart of the major employment area in the City of Torrance, giving preference in placements to children of parents who are ridesharers and transit users; and a CNG shuttle serving the highly congested Lincoln Boulevard corridor during the morning and evening peak periods.

The recommended projects, forty-three in all at a cost of \$15 million, include many innovative proposals such as parking management strategies, vanpool programs, educational efforts and shuttle and transit service projects designed to reduce congestion and lessen commuters' auto dependency. The projects are all collaborative efforts between cities and/or the county, and, in most cases, include the private sector. Transportation Demand Management projects such as those approved are required to be implemented in this region in accordance with Federal and State Clean Air Acts and is subject to federal evaluation standards. Each project will be subject to an explicit evaluation requirement as well as an agreed upon scheduled for project commencement and completion.

(MORE)

**COUNTYWIDE TRANSPORTATION DEMAND MANAGEMENT PROGRAMS  
PROPOSED FOR IMMEDIATE ACTION BEFORE LACTC COMMITTEE**

June 17, 1992

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The TDM program is designed to maximize effective use of transportation investments by integrating services and demonstrating new strategies for relieving congestion in Los Angeles County. It is estimated that the combined TDM programs could reduce as many as 50,000 vehicle trips per day, or more than 13 million trips per year in the Los Angeles County region. The full Commission is expected to finalize the first phase of the TDM program at its regular meeting scheduled for June 24.

# # #





ATTACHMENT 1

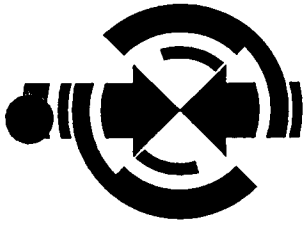
TRANSPORTATION DEMAND MANAGEMENT PROGRAM

IMMEDIATE ACTION PROJECT RECOMMENDATIONS

		(\$ in 000's)
	<u>LACTC SHARE</u>	<u>TOTAL BUDGET</u>
12th District TMO-Vanpool Program	32.5	56.5
12th District/Warner Center TMO Flat-Fare Taxi	75.0	110.2
Burbank Media District Clean Fuel Shuttle	152.0	165.5
Burbank Media District TMO Flat-Fare Taxi	79.5	159.0
Burbank Media District TMO High School TDM Pilot	175.0	350.0
City of Beverly Hills Parking Project	160.0	189.5
City of Claremont Transit Store Annex	139.0	194.4
City of El Monte Electric Shuttle	400.0	525.0
City of Los Angeles-CRA Hollywood TMO	120.0	120.0
City of Los Angeles DASH Chinatown-Lincoln Hgts	220.0	620.0
City of Los Angeles DASH Highland Park	220.0	620.0
City of Los Angeles DASH Watts	247.5	665.0
City of Los Angeles-Marketing TDM	50.0	150.0
City of Los Angeles Vanpool Pilot Project	150.0	305.0
City of Palmdale Community Vanpool Project	120.0	180.0
City of Pasadena Civic Center Station	1,600.0	8,000.0
City of Pomona MetroLink Telecommuting Center	303.0	389.4
City of Rancho Palos Verdes Telecommuting Cntr	250.0	511.0
City of Santa Monica City-wide TMA Project	140.0	365.0
City of Torrance ChildCare Cntr.for Ridesharers	125.0	375.0
City of Torrance Commuter Van Project	130.0	196.0
County of Los Angeles Children's Court Shuttle	792.1	1,265.0
CTS Congestion Pricing Project Implementation	280.0	575.0
CTS Small Employer Program-Broadway Plaza	211.5	481.5
Dept. of Airports Vanpool Project	2,241.0	3,493.0
Glendale TMA Parking Management Project	37.5	86.5
LACTC-City of LA Chatsworth Sta Child Care Cntr	679.0	870.0
Lincoln Corridor CNG Shuttle	350.0	1,862.0
Nickerson Gardens-City of LA Vanpool Program	1,359.0	1,359.1
Pasadena TMA Vanpool Subsidy Program	32.5	65.0
Santa Clarita Valley Shuttles & Shelters	69.0	141.0
SCRTD Cal State LA El Monte Busway Service	641.5	759.0
SCRTD Chatsworth/Pacoima/Sylmar Service	588.0	822.0
SCRTD Commuter Discount Program	82.0	100.0
SCRTD Corporate Transit Partnership	500.0	675.0
SCRTD El Segundo Blue Line Shuttle	318.0	797.0
SCRTD Westchester/LAX Shuttle	398.1	665.0
Van Nuys TMA Shuttle Service	186.4	467.5
Warner Center STAR (Daytime Mobility Project)	156.8	176.0
West Hollywood TMO Development and Shuttle	1,010.1	2,202.0
Westwood Transportation Network Wkg.Parent Prog.	59.0	123.0
UCLA Rosebowl Shuttle	<u>10.0</u>	<u>20.0</u>
<b>TOTALS</b>	<b>\$15,080.0</b>	<b>\$31,249.1</b>

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# **METROLINK NEWS**

**JUNE 18, 1992**

**CONTACT: MICHAEL BUSTAMANTE/PETER HIDALGO  
METROLINK NEWS BUREAU  
213/244-6591; 244-6142**

**FOR IMMEDIATE RELEASE**

## **RAIL AUTHORITY AND SANTA FE RAILWAY AGREE TO RIGHTS-OF-WAY PURCHASE**

The Southern California Regional Rail Authority (SCRRA) -- comprised of the five county transportation commissions of Los Angeles, San Bernardino, Riverside, Orange and Ventura -- the San Diego Agencies (North County Transit District, San Diego Association of Governments, MTDB) and the Atchison Topeka & Santa Fe Railway Company today announced they have reached an agreement on the purchase of approximately 340 miles of regional rights-of-way, use-rights, and additional properties for a total purchase price of \$500 million. The counties and the Santa Fe have been in negotiations over the rights-of-way for over three years.

"Today's agreement marks an historic milestone towards creating one of the largest and most effective commuter railroad networks in the country," said SCRRA Chairwoman and LACTC Commissioner Jacki Bacharach. "For over three years we have been in negotiations with the Santa Fe to agree to a price that would satisfy the taxpayers of the five-county region. The agreement we've reached today is a compromise on both our parts for the public good."

**(MORE)**

**RAIL AUTHORITY AND SANTA FE RAILWAY  
AGREE TO RIGHTS-OF-WAY PURCHASE**

June 18, 1992

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The rights-of-way included in the agreement stretch virtually throughout the Southern California basin, which will allow travel from San Diego to Ventura County and San Bernardino to Orange County, and from Riverside to Orange County, completing one of the largest commuter rail networks in the country.

"This historic new agreement is the key to unlock the door to a comprehensive commuter rail network," said Los Angeles County Supervisor and LACTC Chairman Mike Antonovich. "As a result, we can look forward to efficient and economic commuter transportation which will end gridlock, soothe motorists' frayed nerves, and help clean the air. I am particularly pleased that the agreement also enables us to extend the Metro Blue Line from its current Los Angeles City terminal into the City of Pasadena."

"All of the many parties involved should be commended for their tenacity in pursuing these negotiations over the past three years to result in a program that will substantially benefit the entire southern California region," said Los Angeles Mayor Tom Bradley.

"The agreement reached today by the five county coalition of Transportation Commissions is an historic milestone towards a more breathable Los Angeles and will have significant air quality impacts. It clearly demonstrates our commitment and that of the other transportation agencies to deliver vital transportation improvements that will not only relieve gridlock but greatly improve the air we breathe."

The property to be acquired includes:

- **San Diego Subdivision -- (102 miles including 42.1 miles in Orange County) from San Diego to Los Angeles;**

(MORE)

**RAIL AUTHORITY AND SANTA FE RAILWAY  
AGREE TO RIGHTS-OF-WAY PURCHASE**

June 18, 1992

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- **Harbor Subdivision** (26 miles) from Los Angeles to Long Beach through Torrance;
- **Pasadena Subdivision** (57.4 miles) from San Bernardino to Los Angeles through Pasadena;
- **Escondido Subdivision** (21.2 miles) from Oceanside to Escondido in San Diego County;
- **Olive Subdivision** (5.2 miles);
- **San Jacinto Subdivision** (38 miles) from Riverside to San Jacinto;
- **Redlands Subdivision** (13.0 miles) from San Bernardino through Redlands to Mentone;
- **Mission Tower to Redondo Junction** access into downtown Los Angeles' Union Station (3.2 miles); and
- The use of rights on the **San Bernardino Subdivision** (69 miles) from San Bernardino through Riverside and Fullerton to Los Angeles.

"Excitement has been mounting during the past few days that an agreement would be reached between the SCRRA and the Santa Fe negotiators before weeks end," said San Bernardino County Supervisor Larry Walker. "The people of San Bernardino County have been strong supporters of propositions that would fund public commuter rail efforts and I am grateful that we will soon see the benefits."

The agreement reached between the parties also provides for the SCRRA to immediately commence construction of Metrolink-related facilities and improvements along a portion of the Pasadena Subdivision from Claremont to the San Bernardino depot in order to prepare direct Metrolink service from San Bernardino to Los Angeles, in advance of finalizing the contractual details.

(MORE)

**RAIL AUTHORITY AND SANTA FE RAILWAY  
AGREE TO RIGHTS-OF-WAY PURCHASE**

June 18, 1992

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"The acquisition of these lines is extremely important to Orange County commuters," said SCRRA Board Member and OCTA Commissioner Dana Reed, "because it enables us to expand on the successful commuter rail service now being provided by the OCTA by bringing more trains into Los Angeles."

In addition to 340 miles of rights-of-way, and use-rights agreement, additional valuable properties directly adjacent to the rights-of-way will be included in the overall agreement. This property will help to locate adjacent station sites and could serve down the road as potential areas for joint development opportunities.

Susan Cornelison, an SCRRA Board member from Riverside, was assigned to work with the negotiating time in hammering out the details of the agreement with the Santa Fe. She said, "this wasn't an easy task, but well worth the effort when those trains actually begin service. Riverside County, like the rest of the region has been anxiously looking to commuter rail as an alternative to congested freeways and stress filled commutes."

"Today is the culmination of a great deal of effort on the part of many people throughout the five-county region to make this agreement a reality. Metrolink will be the region's largest commuter railroad and marks the beginning of a new era in transportation for Southern California residents," concluded SCRRA Executive Director Richard Stanger.

Metrolink service will begin October 26 from Moorpark, Santa Clarita and Claremont into downtown Los Angeles' Union Station. Riverside and Orange County routes will be added next year.

# # #



**JUNE 22, 1992**

**CONTACT: ROBERTA TINAJERO/STEPHANIE BRADY  
LACTC TRANSPORTATION NEWS BUREAU  
213/244-6565; 6792**

**FOR IMMEDIATE RELEASE**

**RCC RECOMMENDS FIRM TO CONSTRUCT VERMONT, HOLLYWOOD METRO  
TUNNELS**

The Rail Construction Corporation (RCC) today approved a recommendation to award a \$172 million contract to build approximately twelve miles of twin tunnels below Vermont Avenue and Hollywood Boulevard. The work consolidates three tunneling contracts into one, making it the largest award by the RCC yet.

The recommendation went to the lowest bidder -- Shea, Kiewit, Kenny, a joint venture with offices in Walnut, California. The firm met the RCC's requirement that 16 percent of the work be subcontracted to disadvantaged business enterprises.

The tunnels are part of the Metro Red Line Segment Two, already under construction heading west from MacArthur Park along Wilshire Boulevard. Construction is to start below Barnsdall Park near the intersection of Vermont/Hollywood, head south along Vermont to hook up with the Wilshire tunnels.

The contract is giving the RCC a headstart on the Segment Three tunnel to the San Fernando Valley. The Hollywood Boulevard section will reach Hollywood/Vine, and extend into the Segment Three project to Hollywood/Highland and north to the rockface of the Santa Monica Mountains.

Early design plans called for the tunneling to be divided into three separate projects. Last fall, the RCC met with tunnelling experts from around the nation to review plans

(MORE)

**RCC RECOMMENDS FIRM TO CONSTRUCT VERMONT, HOLLYWOOD METRO TUNNELS**

June 22, 1992

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for consolidating the huge construction job in order to ease impacts along the route. The single contract eliminates the need for three large construction work sites where dirt would be excavated and trucked away near busy intersections.

By awarding all twelve miles of tunnel work to one contractor, the RCC was also able to secure the most competitive bids from the nation's top construction firms.

Starting in July, the contractor will begin a six month preparation of the excavation site at the parking lot located at the base of Barnsdall Park near the Hollywood/Vermont intersection. The preparation includes paving the area to alleviate dust and fencing the site for safety reasons.

Earlier this year, the RCC and the Los Angeles County Transportation Commission worked with the Los Angeles Unified School district on a program to minimize construction impacts for Los Feliz Elementary School located 225 feet across the street from the worksite. Measures taken to increase safety and maintain the air quality for the neighborhood include reducing heavy semi-trailer truck traffic, providing additional crossing guards and conducting an on-going school safety program.

Groundbreaking for the Red Line's Segment Two took place in June 1991. Four other construction contracts are underway: tunneling from Wilshire/Alvarado to Wilshire/Vermont; stations at Wilshire/Vermont and Wilshire/Western; and tunneling from Vermont to Western, as well as a station at Normandie.

The Metro Red Line Segment One from Union Station to MacArthur Park is set to open three months early in March, 1993. Segment Two's Wilshire corridor opens in 1996; service to Hollywood/Vine opens in 1998.

The recommendation goes to the Los Angeles County Transportation Commission of Wednesday, June 24.

# # #





JUNE 23, 1992

CONTACT: ROBERTA TINAJERO/STEPHANIE BRADY  
LACTC TRANSPORTATION NEWS BUREAU  
213/244-6565;6792

FOR IMMEDIATE RELEASE

**RAIL CONSTRUCTION CORPORATION NAMES KRUSE, HOPKINSON  
AS CHAIR AND VICE CHAIR**

Robert Kruse has been named Board chairman of the Rail Construction Corporation, the design and building subsidiary of the Los Angeles County Transportation Commission. He succeeds Ernest Camacho who will finish his term on June 30, 1992.

Judith L. Hopkinson, founder of Berkeley Development Corporation, based in West Los Angeles, was elected to fill the vice-chair seat.

As chair, Kruse will be leading the RCC board in major decision-making regarding the construction of Los Angeles County's 400-mile Metro Rail System. The RCC is currently managing design and construction of four major rail projects: the Metro Red Line Segments One and Two, the Metro Green Line, and the Metro Blue Line Pasadena corridor, along with limited engineering work on the Metro Red Line Segment Three.

"I look forward to the challenges ahead as we manage the largest public works project in the country," said Kruse. "The RCC has assembled some of the finest engineering and construction firms to deliver a world class rail transit system to the citizens of Los Angeles County."

(MORE)

**RAIL CONSTRUCTION CORPORATION NAMES KRUSE, HOPKINSON  
AS CHAIR AND VICE CHAIR**

June 23, 1992

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Both Kruse and Hopkinson were appointed to the RCC board in February 1990 when the RCC was officially created. Kruse was president of Kruse Construction Company, a nationally-recognized contracting firm, based in the San Fernando Valley. The firm specializes in heavy construction projects such as flood control, highways, soil stabilization, and tunneling.

He has served as co-chair of the Construction Laborers' Pension Fund and their Health and Welfare Fund. He was president of the Associated General Contractors of California in 1985, and has also chaired several of that organization's major units, including the heavy construction and utility division and the long-range planning committee. From 1953 to 1968, Kruse was General Superintendent and part-owner of MacDonald Kruse Construction Company.

Hopkinson was formerly the head of REA Development Corporation; the director of development for the San Francisco Redevelopment Agency; and the Deputy Executive Director of the Pasadena Redevelopment Agency.

The other RCC Board members are David E. Anderson, Camacho, Donald F. McIntyre, John Murray and Mas Nagami.

# # #



**JUNE 23, 1992**

**CONTACT: CLARA POTES-FELLOW/STEPHANIE BRADY  
LACTC TRANSPORTATION NEWS BUREAU  
213/244-6566; 6792**

**FOR IMMEDIATE RELEASE**

**STATE ACCELERATES \$106 MILLION ON METRO RAIL FUNDING AS PART OF  
THE REBUILD LOS ANGELES PLAN**

The California Transportation Commission (CTC) has agreed to speed up \$106 million in state funding for construction of the Metro Red Line-Segment Two, in support of an economic recovery plan targeted to the areas most severely affected by the recent Los Angeles riots.

"The plan proposed by the Los Angeles County Transportation Commission has the potential to create 2,300 local jobs in the next two years," said Neil Peterson, LACTC executive director.

In addition, the CTC granted a one-time exemption to its proportional spending policy allowing the LACTC to defer its local match expenditures for two years. The funds will be allocated as soon as August 1992.

The state funds made available will allow for the acceleration of construction of the Metro Red Line Segment Two, from Wilshire/Alvarado to Wilshire/Western and North on Vermont to Hollywood and Vine.

"The California Transportation Commission is pleased to provide a tangible response to the call for help in the Rebuild L.A. effort," said Ken Kevorkian, Chairman of the

**(MORE)**

**STATE ACCELERATES \$106 MILLION ON METRO RAIL FUNDING  
AS PART OF THE REBUILD LOS ANGELES PLAN**

June 23, 1992

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California Transportation Commission. "In addition to creating new employment opportunities, acceleration of the Metro Red Line Segment Two will expedite the delivery of rail transportation to some of the areas most severely hit by the recent civil disturbances in the Wilshire Corridor, including Westlake and Koreatown, and in the Hollywood District."

The local match funds will be used by the LACTC to assist in the economic revitalization of parcels adjacent to proposed Metro Red Line Segment Two stations and to existing Metro Blue Line extensions, that were damaged by fires during the riots.

Local match funds also would be invested in the expansion of LACTC sponsored employment projects for youths. These programs include right-of-way maintenance and graffiti removal jobs, as well as enhancement of trade apprenticeship programs in areas of high unemployment in Los Angeles County.

# # #



JUNE 24, 1992

CONTACT: MICHAEL BUSTAMANTE/STEPHANIE BRADY  
LACTC TRANSPORTATION NEWS BUREAU  
(213) 244-6591, 6792

**FOR IMMEDIATE RELEASE**

**LACTC AD HOC COMMITTEE RECOMMENDATIONS CALL  
FOR RESEARCH AND DEVELOPMENT TO SPUR ECONOMIC DEVELOPMENT**

An ad hoc committee to the Los Angeles County Transportation Commission today recommended as part of its final L.A. Standard LRV Procurement Report that a research and development component be included in all future vehicle bids to spur local economic development. The ad hoc committee, which has been meeting for the past five months, is comprised of all LACTC Commissioners, two members of the Rail Construction Corporation (RCC) Board, and a representative from both labor and the business sector.

The approach to the RFP process developed by this group is revolutionary in the railcar building industry and will set a new standard for the way the transit builders deal with rail car procurements and the manner in which the industry and bidders work cooperatively to develop a surface transportation industry in this country. The committee met seven times, working closely with input from the car building industry. All significant aspects of the vehicle procurement process were examined and discussed in depth.

**(MORE)**

**LACTC AD HOC COMMITTEE RECOMMENDATIONS CALL  
FOR RESEARCH AND DEVELOPMENT TO SPUR ECONOMIC DEVELOPMENT**

June 24, 1992

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The ad hoc committee set out to identify a way in which long term meaningful jobs could be created and, at the same time, develop an industry that could compete in the world market. The committee recommended that an additional element -- Domestic Business Development -- be developed as part of future Request For Proposals (RFP) to encourage team work between existing car manufacturers and local businesses to spur the creation of a local Surface Transportation Industry (STI) that would produce transit products capable of competing in the world market.

By creating a Domestic Business Development content, bidders would receive additional points in the final scoring evaluation and seize on the competitive assets of the southern California region while, at the same time, addressing both federal and state concerns on the direction of the surface transportation industry.

The ad hoc committee recommended that an Advanced Transit Products Development Program (ATPDP) be included as part of the RFP process in order to further encourage a "partnership" between the selected carbuilder and local aerospace/defense firms. Essentially, the prime contractor selected for vehicle building would team with one or more "high tech" suppliers for the purposes of developing a minimum of three advanced transit products. Research and development would be undertaken by the contractor's Advanced Products team.

The research and development component of the ad hoc committee's recommendations calls for the development of long term jobs through a cooperative partnership between existing aerospace/defense firms and car manufacturers. By utilizing technologies developed for defense in transportation type applications, the products could be designed, tested and readily available for the world market. Southern California has a unique competitive advantage to bring these two industries together because it is home to major high-tech industries and the investment commitment of the Metro project, currently the largest public works project in the country.

(MORE)

**LACTC AD HOC COMMITTEE RECOMMENDATIONS CALL  
FOR RESEARCH AND DEVELOPMENT TO SPUR ECONOMIC DEVELOPMENT**

June 24, 1992

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The committee concluded that Los Angeles has the potential to develop a long term local Surface Transportation Industry in part because the Metro Green Line will be used to test products developed by the new partnership and because, as part of its order, the LACTC will provide two prototypes to be used as the test bed for potentially new technologies. The two prototypes will provide the local industry, in addition to transit industry specialists from around the world, the opportunity to test new technologies on the Metro Green Line during non-operating hours. This will provide the new industry the advantage of producing a product that is both service proven under revenue operating conditions, and available for application in the world transportation market. The LACTC will also pursue federal funding of \$10 million or more to advance and assist in the creation of a local research and development program.

In order to encourage local business for both large and small companies, the ad hoc committee recommended changing the weighting of the RFP requirements. Thirty percent (30%) of the award will be based upon efforts to develop research and development components to the bid proposal. By recommending that bidders also include a domestic content of sixty (60%) percent as the minimum requirement, the ad hoc committee believes that this requirement will generate much needed jobs in the region. By exceeding the sixty percent requirement, bidders will receive additional points as part of their total in the scoring evaluation.

The ad hoc committee pointed out that the LACTC has done a much more thorough evaluation of how local businesses and Disadvantaged Business Enterprise contractors can meet the needs of the Commission while providing their companies with the ability to compete in the bidding process. Secondly, by identifying firms in advance and providing a directory of those firms to prime contractors, the LACTC will meet its goal of opening up the process and providing the leadership to stimulate long term employment opportunities in the surface transportation industry. Lastly, by following the RFP process outlined by the ad hoc committee, the procurement process will be much

(MORE)

**LACTC AD HOC COMMITTEE RECOMMENDATIONS CALL  
FOR RESEARCH AND DEVELOPMENT TO SPUR ECONOMIC DEVELOPMENT**

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easier and more streamlined in order to allow domestic manufacturers to bid on LACTC projects.

The RFP requirements would address the long term jobs goal, provide for the gradual creation of a local surface transportation industry, and allow the Commission maximum flexibility in the procurement of Green Line vehicles.

The ad hoc committee recommended that a "universal" light rail car would satisfy the system needs of all light rail lines identified in the 30-Year Plan. The committee concluded that a modular design vehicle would hold the most promise. Under this scenario, the whole vehicle concept is assembled from three major design components:

- Standard Design component;
- Flexible Design component; and
- Modular Design component.

The Standard Design component would include those basic items which would remain identical, or very nearly so, from procurement to procurement, such as carbody dimensions, structural design, truck design, etc. The Flexible Design component would include those items that may be upgraded for each new procurement in order to take advantage of advances in state-of-the-art and competitive bidding process. These would include most subsystems such as propulsion, auxiliaries, braking, air conditioning, door controls, etc. The Modular Design component would allow the Commission two additional degrees of flexibility:

- The ability to switch modules between cars; and
- The ability to upgrade vehicles on a given line to more sophisticated levels of technology at some time in the future.

# # #





**JUNE 25, 1992**

**CONTACT: CLARA POTES-FELLOW/STEPHANIE BRADY  
LACTC TRANSPORTATION NEWS BUREAU  
213/244-6566; 6792**

**FOR IMMEDIATE RELEASE**

**PUBLIC COMMENT PERIOD OPENS FOR BURBANK/GLENDALE/LOS ANGELES  
RAIL TRANSIT PROJECT'S ENVIRONMENTAL IMPACT REPORT**

The Los Angeles County Transportation Commission released yesterday the Burbank/Glendale/Los Angeles Light Rail Line Draft Environmental Impact Report (EIR) for a 45-day public comment period.

During this period, LACTC staff will conduct three open houses and public hearings:

- |         |  |
|---------|--|
| July 15 | Environmental Management Center<br>780 Flower Street<br>Glendale, CA   |
| July 23 | Burbank Hilton<br>2500 Hollywood Way<br>Burbank, CA                    |
| July 28 | Loreto Elementary School<br>3408 Arroyo Seco Avenue<br>Los Angeles, CA |

Open Houses begin at 4:00 p.m. and Public Hearings begin at 6:00 p.m. Public Comments can be addressed verbally at the meetings; in writing to the LACTC, San Fernando Valley Area Team, 818 West Seventh St. Los Angeles, CA 90017, or by phone at (213) 244-6484.

Written and phone comments can be addressed in English or Spanish.

**(MORE)**



**PUBLIC COMMENT PERIOD OPENS FOR BURBANK/GLENDALE/LOS ANGELES  
RAIL TRANSIT PROJECTS ENVIRONMENTAL IMPACT REPORT**

June 25, 1992

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Translation to Spanish also will be available at the Los Angeles hearing. The public comment period extends from June 25 to August 10.

Copies of the Draft Environmental Impact Report - Executive Summary are available now by calling (213) 244-6890. Copies will also be available at the Open Houses and Public Hearings. Full copies of the EIR can be reviewed at LACTC or at local libraries.

The final EIR Document is scheduled to be completed by October 1992. It will include all relevant comments received during the public hearings, on the comment telephone line and through the mail. In addition, LACTC will respond, in writing to all relevant comments received on the draft EIR.

The line extends from the Burbank Airport to Union Station in downtown Los Angeles. The proposed alignment would join the Pasadena-Los Angeles light rail line near the Golden State Freeway and the Pasadena Freeway intersection.

The proposed line could serve the Burbank Airport, Burbank City Center, Burbank Media District, Glendale Grand Central Industrial Business Park, Glendale Central Business District, Los Angeles Zoo, Gene Autry Western Heritage Museum, and the residential communities of Northwest Glendale, Atwater Village, Glassell Park, and Mount Washington.

Patronage is estimated to be between 33,000 and 38,000 in the year 2010. Travel time between the Burbank Airport and Downtown Los Angeles would be approximately 23 minutes.

Once the final Environmental Impact Report is approved the Burbank/Glendale/Los Angeles rail line will become a candidate project for funding in FY 1995.

# # #





**JUNE 26, 1992**

**CONTACT: CLARA POTES-FELLOW/STEPHANIE BRADY  
LACTC TRANSPORTATION NEWS BUREAU  
213/244-6566; 6792**

**FOR IMMEDIATE RELEASE**

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**(MORE)**

**PUBLIC COMMENT PERIOD OPENS FOR BURBANK/GLENDALE/LOS ANGELES  
RAIL TRANSIT PROJECTS ENVIRONMENTAL IMPACT REPORT**

June 26, 1992

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# # #



**JUNE 29, 1992**

**CONTACT: ROBERTA TINAJERO/STEPHANIE BRADY  
LACTC TRANSPORTATION NEWS BUREAU  
213/244-6565; 6792**

**FOR IMMEDIATE RELEASE**

**CAL STATE STUDENTS TO DESIGN PUBLIC ART  
FOR CAMPUS METROLINK STATION**

Through a summer session, high school and college students are getting a chance to develop public art concepts for the Metrolink station that will serve the campus at California State University, Los Angeles. The students' designs for the station are a way of getting community involvement in creating a rail transit system that reflects the neighborhoods it serves.

Students from CSULA, Los Angeles County High School for the Arts, East Los Angeles College, Los Angeles City College and Pasadena City College are enrolled in the ten week course. They will hear from artists and architects who collaborated on station designs for the Metro Red, Blue and Green Lines. Students will then work in teams to create design concepts for their campus station.

In October, commuter trains will begin running between Claremont and Union Station in downtown Los Angeles, stopping at six stations located about five miles apart. The CSULA station, now in the design stage, will be ready to serve the campus in the spring.

"This is an unprecedented collaboration between the arts, education and transportation that provides a hands-on opportunity for the students on the dynamics of public art,"

**(MORE)**

**CAL STATE STUDENTS TO DESIGN PUBLIC ART FOR  
CAMPUS METROLINK STATION**

June 29, 1992

Page 2

said Councilman Richard Alatorre, Vice Chair of the Los Angeles County Transportation Commission (LACTC).

The Metro station art is developed under LACTC's Art-For-Rail-Transit (A-R-T) program. Works include a variety of traditional approaches such as ceramic tile murals and sculptures, or amenities such as benches, railings and light fixtures.

"As part of their lesson, the students will learn that public art works must meet technical and safety requirements, be resistant to vandalism, and designed for minimal maintenance," said Jessica Cusick, A-R-T director.

John Funakura, CSULA instructor, is teaching the class. The course work, developed by Cusick and Barbara Goldstein of Los Angeles City's Cultural Affairs Commission, includes a final presentation by student teams to a selection panel. The winning scheme will be incorporated into the station design with the help of the architects.

Initial service on the Metrolink Claremont Line will stop at stations at Claremont, Pomona, Covina, Baldwin Park and El Monte. The line will eventually reach into San Bernardino and serve nine additional stations.

To date, public art works are also being planned in partnership with the cities along the route for stations in El Monte, Baldwin Park, Covina, Pomona, and Claremont.

# # #





# **NEWS RELEASE**

Los Angeles County Transportation Commission • Caltrans • California Highway Patrol

**JUNE 29, 1992**

**CONTACT: MICHAEL BUSTAMANTE/STEPHANIE BRADY  
LACTC TRANSPORTATION NEWS BUREAU  
213/244-6591; 6792**

**FOR IMMEDIATE RELEASE**

## **METRO FREEWAY SERVICE PATROL DRIVERS PARTICIPATE IN TOW TRUCK RODEO TO DEMONSTRATE SKILLS**

The Hollywood Bowl's Fairfield Parking Lot was transformed on Sunday into the Circle M Ranch as Metro Freeway Service Patrol (FSP) tow truck drivers participated in a series of competitions highlighting skills they use everyday in assisting motorists on Los Angeles County's busy and often dangerous freeways. Also, Mr. Jose Aguilar of City Terrace Services was named Metro Freeway Service Patrol Driver of the Year in a brief ceremony to kick-off the day's events.

The Metro FSP drivers competed in such skill tests as the repair relay and general tow truck driving skills. Each of the skills included in the relays are similar to the skills utilized by Metro FSP drivers each day. The repair relay pitted teams of Metro FSP drivers in attempting to determine the cause of a stalled vehicle and getting the vehicle started again by correcting such items as a broken battery cable, coil wire and fuse.

The drivers also participated in towing a vehicle in a series of maneuvers, simulating a drive through moving traffic and negotiating turns as they towed the vehicle forward and in reverse.

**(MORE)**

**METRO FREEWAY SERVICE PATROL DRIVERS PARTICIPATE IN  
TOW TRUCK RODEO TO DEMONSTRATE SKILLS**

June 29, 1992

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The tow rodeo was part of festivities planned to celebrate the first anniversary of the successful Metro Freeway Service Patrol, a special fleet of tow trucks assigned to rove the freeways on pre-determined beats to assists stranded motorists during the morning and evening commuting hours. The Metro FSP is comprised of 88 tow trucks covering 203 miles of Los Angeles County's busiest freeways. Metro FSP drivers administer a "quick fix" -- provide a gallon of gasoline, change a flat tire, tape radiator hoses -- all designed to get the motorist started again. If the Metro FSP driver cannot get the motorist going, they will tow the car to a designed safe location adjacent to the freeway which is well lit to call for assistance. To date the Metro Freeway Service Patrol has assisted thousands of motorists.

In addition to the tow driving tests, spectators were treated to a square dance exhibit, a western costume contest, educational and informational booths and a visit from Travis the Owl, the LACTC's safety mascot. Children were treated to bicycle safety tips from the Auto Club and visitors got an opportunity to tour a mock-up of the Metro Red Line subway car, which is scheduled to open for service in March 1993.

The Metro Freeway Service Patrol is a joint effort on the part of the Los Angeles County Transportation Commission, Caltrans, and the California Highway, and is paid for with Proposition C funds, the half-cent sales tax measure approved by L.A. County voters in November 1990. The Metro FSP rodeo is sponsored with private sector funds.

# # #



**JUNE 29, 1992**

**CONTACT: STEPHANIE BRADY  
LACTC TRANSPORTATION NEWS BUREAU  
213/244-6792**

**FOR IMMEDIATE RELEASE**

### **METRO RAIL COMES THROUGH TWO MAJOR QUAKES UNAFFECTED**

In another testament to the superb engineering design of the Metro Rail system, all Metro Rail projects survived the two major earthquakes with no damage. Officials of the Rail Construction Corporation (RCC), which is the subsidiary of the Los Angeles County Transportation Commission (LACTC) responsible for building the Metro system, have always claimed that the subway is the safest place to be in an earthquake.

Yesterday's two major temblors of a 7.4 in the Yucca Valley desert region and a 6.5 in the Big Bear area tested this theory and once again the results supported the claim.

After the first quake struck at around 5:00 a.m. near Landers, Metro Rail engineers walked the entire length of the first 4.4-mile segment of the Metro Red Line, set to open in March 1993, to determine if it had suffered any structural damage. Nothing was discovered. The same procedure was followed after the second quake and again there had been no disruptions.

The tunnel section that is under construction from MacArthur Park to Wilshire and Western was also checked and no damage discovered. The entire Metro Rail tunnel system has been walked two more times today and nothing has changed. Additionally, there are no incidents of gas or water leakage.

Subway tunnels are considered to be one of the safer places to be during an earthquake. A tunnel flexes with the ground as opposed to older buildings that crack instead of sway. The very elliptical shape of the tunnel absorbs any ground movement.

**(MORE)**

## **METRO RAIL COMES THROUGH TWO MAJOR QUAKES UNAFFECTED**

June 29, 1992

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"These are the strongest quakes we have experienced since these tunnels were dug," said Ed McSpedon, President and CEO of the RCC, "and we are delighted that our engineering formulas are being sustained. People should remember that it was the BART system in San Francisco and the Mexico City subway system that continued operating in those cities after major earthquakes that made it possible for people to move from one location to another."

The Metro Green Line construction areas were also checked for possible earthquake damage with special attention to the falsework that has been built while the line is in the early stages of construction along the Glenn Anderson Freeway. Again, no damage has been discovered.

# # #



RTD-125

Contact: Greg Davy/Jim Smart

(213) 972-4400

June 30, 1992

FOR IMMEDIATE RELEASE

U.S. SUPREME COURT REFUSES TO HEAR  
METRO RED LINE BENEFIT ASSESSMENT CASE

The U.S. Supreme Court June 30 unanimously announced its refusal to hear a petition regarding the RTD's Benefit Assessment District which was set up in 1987 to help pay for building the Metro Red Line train system in downtown Los Angeles.

The court's action supports a California Supreme Court decision earlier this year which validated the RTD assessment district.

"By declining to hear the case, the U.S. Supreme Court has validated the argument that mass transit will increase property values and business for commercial property owners located near subway stations in Los Angeles, as has been the case in other major cities in the United States," said Los Angeles Mayor Tom Bradley, who is a member of the Los Angeles County Transportation Commission (LACTC).

"This important ruling means that those who benefit most, the commercial property owners near Metro Red Line stations, will

more ...



Add 1

be assessed to help pay for the cost of the system," said Marvin Holen, RTD Board President. "This is only equitable in that millions in tax dollars will create an enormous benefit to them."

The Supreme Court's action clears the path for RTD to proceed with collecting the remaining 9 percent of the \$1.45 billion projected cost of the first phase of the Red Line project.

"The Supreme Court apparently agreed with the California Supreme Court that the Legislature did it right, and the RTD did it right," Holen said.

"In this era of private-government cooperation in public projects, the California Supreme Court issued a landmark decision. This financing system will be of paramount importance in making the Red Line a reality."

Holen said that no determination has been made on when to resume assessment of property owners. He noted that the RTD collected only one assessment, in 1986-87, totaling approximately \$19 million before the RTD Board decided to collect no further assessments pending the start of service on the line.

RTD's original benefit assessment projections called for the assessment districts to generate \$130.3 million to help defray the construction cost of the system.

The first phase of the Red Line includes five stations and 4.4 miles of track stretching from Union Station to MacArthur

more ...





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Park. Construction of the system began in September, 1986, and is scheduled for completion in March, 1993.

The Los Angeles County Transportation Commission (LACTC) assumed control of rail system construction in July, 1990, but RTD retains the sole statutory authority for the collection of benefit assessments.





# **NEWS RELEASE**

Los Angeles County Transportation Commission • Caltrans • California Highway Patrol

**JULY 1, 1992**

**CONTACT: MICHAEL BUSTAMANTE/STEPHANIE BRADY  
LACTC TRANSPORTATION NEWS BUREAU  
213/244-6591; 6792**

**RUSSELL SNYDER, CALTRANS  
(213) 897-0849**

**MARK LUNN, CALIFORNIA HIGHWAY PATROL  
(818) 240-8200**

**FOR IMMEDIATE RELEASE**

## **METRO FREEWAY SERVICE PATROL REACHES 156,000 ASSISTS DURING FIRST YEAR OF SERVICE; SUCCESSFUL PROGRAM TO EXPAND**

The Metro Freeway Service Patrol (FSP) reached 156,000 motorist assists today to mark the first anniversary of this successful program. Mayor Tom Bradley was joined today by Caltrans and California Highway Patrol (CHP) officials to celebrate the incredible success of the program and to announce the expansion of the Metro FSP.

"Last year the Metro FSP was started to help relieve congestion on our freeways and offer much-needed assistance to stranded motorists throughout the Los Angeles County area," said Mayor Bradley. "During that year, the program assisted 156,000 motorists with a variety of automobile problems that would have otherwise left them stranded and, in some cases, in a dangerous predicament. Today we are here to tell you that this successful program, which is paid for with your tax dollars, will be expanded to include 50 new trucks covering an additional 130 new freeway miles to provide even better assistance to a greater area of the Los Angeles County basin."

**(MORE)**

**METRO FREEWAY SERVICE PATROL REACHES 156,000 ASSISTS DURING FIRST YEAR OF SERVICE; SUCCESSFUL PROGRAM TO EXPAND**

July 1, 1992

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The Metro FSP is a special fleet of tow trucks assigned to swiftly remove disabled cars from freeway lanes to get traffic flowing again. Metro FSP drivers will try to get a motorist moving by administering a "quick fix" -- providing a gallon of gasoline, changing a flat tire, taping radiator hoses -- free of charge to the motorist. If the tow driver cannot get the vehicle started, the FSP driver will tow the vehicle to a CHP inspected location to phone for assistance. Each of the CHP locations is well lit, has telephones, and is in close proximity to freeways.

Metro FSP statistics determined that 52% of all assists occurred in less than 5 minutes, with 91% of all assists coming in less than 15 minutes. Moreover, ninety-two percent of the motorists assisted rated the program as excellent.

"The Metro FSP tow drivers have done a magnificent job in providing assistance to stranded motorists," said LACTC Area Team Director and Metro FSP Director Robert D. Cashin. "The tow drivers often arrive to the scene of an incident or accident immediately following its occurrence. Historically, only about five percent of all incidents or accidents had received assistance within 15 minutes prior to the inception of the Metro FSP."

The expansion of the Metro FSP will include new portions of some freeways already covered by the program. The expanded program will include: the Santa Ana Freeway (I-5) from Stadium Way to Balboa Boulevard; the Hollywood Freeway (101) from Vermont Avenue to Route 70 at Magnolia and from Mulholland Drive to Reseda; the Long Beach Freeway (I-710) from Willow/Sepulveda to Manchester/Firestone; the 605 Freeway from Route 210 to Telegraph and from South Street to the Orange County line; the 14 freeway from Shadow Pines to Sand Canyon; the 210 Freeway from Route 57 to

(MORE)

**METRO FREEWAY SERVICE PATROL REACHES 156,000 ASSISTS DURING  
FIRST YEAR OF SERVICE; SUCCESSFUL PROGRAM TO EXPAND**

July 1, 1992

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Santa Anita and from Route 30 to Foothill Boulevard; and other gap closures along the 57, 91 and Harbor freeways. Additionally, the service will be expanded to include a 12-mile downtown loop around the central business district that will provide uninterrupted service from 6:00 a.m. to 7:00 p.m.

"We are particularly pleased with the success of this important program because it frees up officers to get to other parts of our highway system to perform vital motorist services," said CHP Assistant Chief Keith Miller. "The Metro FSP program has also given us the resources to increase our dispatch personnel in order to provide greater support which translates to quicker responses by both CHP units and tow patrol units."

The Metro FSP began last July 1 as part of a series of congestion relief measures proposed by Mayor Bradley and included for funding under the Proposition C half-cent sales tax measure approved by voters in November 1990. As a result, additional dispatchers were hired by the CHP and Caltrans to staff the project and provide state-of-the-art communications to support the program.

"The FSP is so successful that we are using it as a model for future expansion to other areas of the state," said Caltrans Deputy District Director Chuck O'Connell. "In just one year, it has proven to be an effective yet low-cost way to help relieve traffic congestion."

All drivers of the Metro FSP program have undergone rigorous training and certification by both Caltrans and the CHP. Each driver wears a blue uniform with visible identification and drives a white truck with the FSP logo and Metro M emblazoned on each side of the truck.

(MORE)

**METRO FREEWAY SERVICE PATROL REACHES 156,000 ASSISTS DURING  
FIRST YEAR OF SERVICE; SUCCESSFUL PROGRAM TO EXPAND**

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"The citizens of Los Angeles County are providing the funding for this program. As they see the tow truck program in action, they will know we are making good on our promise to provide innovative solutions to gridlock. Residents should also know that this program has resulted in the creation of 137 new jobs added to the Los Angeles economy. One hundred and thirty-seven people have been employed by this program," concluded Mayor Bradley.

The service is provided, free of charge, Monday through Friday from 6:00 to 10:00 a.m. during the morning commute and from 3:00 to 7:00 p.m. during the evening.

# # #



**JULY 6, 1992**

**CONTACT: MICHAEL BUSTAMANTE/STEPHANIE BRADY  
LACTC TRANSPORTATION NEWS BUREAU  
213/244-6591; 6792**

**FOR IMMEDIATE RELEASE**

**LOS ANGELES COUNTY CITIES RECEIVE \$75 MILLION  
IN PROPOSITION C LOCAL RETURN MONIES**

Cities from throughout Los Angeles County received a big windfall today when the Los Angeles County Transportation Commission released nearly \$75 million in Proposition C local return monies. The local return portion returned to jurisdictions is determined on a per capita basis to be used for public transit, para-transit and related services and also to increase safety and improve road conditions by repairing and maintaining streets heavily used by public transit.

"Voters in the County of Los Angeles let their intentions be known nearly two years ago -- when they voted to pass Proposition C -- that they were willing to contribute towards better transportation," said Los Angeles Mayor Tom Bradley. "Given today's economic conditions, this money will help to create jobs, and make long awaited improvements throughout the City of Los Angeles as we spend our portion."

The largest recipient of Proposition C monies is the City of Los Angeles, receiving \$30.15 million, followed by the City of Long Beach with \$3.7 million. The unincorporated cities of Los Angeles County received a combined \$8 million. Unlike money from Proposition A, a previous measure approved by voters in 1980, Proposition C was designed to be flexible and allow cities greater latitude on how they would spend the money.

**(MORE)**

**LOS ANGELES COUNTY CITIES RECEIVE \$75 MILLION  
IN PROPOSITION C LOCAL RETURN MONIES**

July 6, 1992

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"One of the reasons so many people supported Proposition C was because it was designed to allow cities the freedom to choose where best to spend the money on transportation related projects," said Claremont City Councilwoman and League of Cities President Judith Wright. "After all, City Managers and those dealing with the day-to-day operation of running a city know best where there is the greatest need."

Some cities in the San Gabriel Valley, including Claremont, Pomona, Covina, Baldwin Park, and El Monte intend to use a portion of the local return monies to assist with construction of Metrolink stations. Each city is constructing its own station for the planned Metrolink commuter train scheduled to begin operation this October 26. Additionally, a portion will also go toward building improved transportation facilities at Union Station to provide a bus hook-up for commuters traveling in the immediate downtown Los Angeles area. The City of Alhambra has already approved a project that would provide for a fixed route shuttle between the Cal State Los Angeles Metrolink station and business community.

"One of the primary reasons Metrolink will begin service this October is the passage of finance measures like Proposition C," said LACTC Commissioner and SCRRA Chairwoman Jacki Bacharach. "Proposition C provided substantial funding for Metrolink start-up in Los Angeles County, and the local return portion will provide the necessary resources to complete station design and construction, in addition to supporting the cities efforts to purchase land adjacent to Metrolink rights-of-way to build park-and-ride facilities for commuters. It allows each city's station to be a transportation center."

In addition to transit and street improvements, some cities would like to spend a portion of the local return monies on other rail related projects. The cities of Burbank and Glendale, for example, plan to use a portion of their Proposition C monies to help fund the engineering and design study of the proposed Burbank/Glendale/Los Angeles light

(MORE)



**LOS ANGELES COUNTY CITIES RECEIVE \$75 MILLION  
IN PROPOSITION C LOCAL RETURN MONIES**

July 6, 1992

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rail system. The proposed line is in the process of approval of the draft Environmental Impact Report and is one of the candidate corridor projects under consideration by the LACTC in the 30-Year Plan.

"The freeing up of Proposition C funds is fortuitous and comes at a time when cities throughout Los Angeles County are attempting to balance scarce resources against vitally important transportation programs," said La Habra Height Councilwoman and LACTC Commissioner Judy Hathaway-Francis. "Among the many programs Proposition C local return will provide, it will also give para-transit service providers an infusion of operating resources to meet the demand that is out there and will also help with new capital intensive expenses like the purchase of new vehicles and equipment."

Transportation Systems Management (TSM) projects, like signal synchronization, intersection improvements and other transit-related traffic control measures which benefit both buses and automobiles are eligible for cities to use Proposition C local return monies. Also, ridesharing programs are eligible for funding by cities.

"LACTC Commissioners took the prudent approach and made the decision last year to withhold spending of the Proposition C funds until all the legal challenges had been exhausted," said LACTC Executive Director Neil Peterson. "Los Angeles County cities now have a unique opportunity to implement transportation programs and innovative solutions the taxpayer have been awaiting."

Proposition C is estimated to provide approximately \$400 million annually for transportation programs countywide.

# # #



**LOS ANGELES COUNTY TRANSPORTATION COMMISSION  
 PROPOSITION C – LOCAL RETURN ALLOCATION  
 PRINCIPAL AND INTEREST ALLOCATION  
 PERIOD ENDING JUNE 30, 1992**

AGENCY	TOTAL (1)
AGOURA HILLS	\$175,607
ALHAMBRA	713,512
ARCADIA	413,871
ARTESIA	132,984
AVALON	25,574
AZUSA	354,198
BALDWIN PARK	595,872
BELL	298,788
BELLFLOWER	531,937
BELL GARDENS	367,412
BEVERLY HILLS	274,067
BRADBURY	0
BURBANK	813,250
CALABASAS	136,923
CARSON	713,512
CERRITOS	454,363
CLAREMONT	272,362
COMMERCE	103,148
COMPTON	775,741
COVINA	368,264
CUDAHY	195,640
CULVER CITY	329,903
DIAMOND BAR	456,920
DOWNEY	785,118
DUARTE	178,165
EL MONTE	924,922
EL SEGUNDO	129,574
GARDENA	445,838
GLENDALE	1,556,597
GLENDORA	408,756
HAWAIIAN GARDENS	117,214
HAWTHORNE	621,446
HERMOSA BEACH	156,001
HIDDEN HILLS	0
HUNTINGTON PARK	491,019
INDUSTRY	0
INGLEWOOD	952,201
IRWINDALE	9,121
LA CANADA FLINTRIDGE	164,952



**LOS ANGELES COUNTY TRANSPORTATION COMMISSION  
 PROPOSITION C – LOCAL RETURN ALLOCATION  
 PRINCIPAL AND INTEREST ALLOCATION  
 PERIOD ENDING JUNE 30, 1992**

AGENCY	TOTAL (1)
LA HABRA HEIGHTS	0
LAKESWOOD	627,413
LA MIRADA	359,313
LANCASTER	869,512
LA PUENTE	0
LA VERNE	265,116
LAWNSDALE	234,854
LOMITA	0
LONG BEACH	3,744,870
LOS ANGELES CITY	30,149,910
LYNWOOD	534,494
MALIBU	97,888
MANHATTAN BEACH	274,067
MAYWOOD	243,378
MONROVIA	306,887
MONTEBELLO	510,625
MONTERREY PARK	522,560
NORWALK	610,692 (2)
PALMDALE	0
PALOS VERDES ESTATES	0
PARAMOUNT	422,822
PASADENA	1,128,661
PICO RIVERA	507,215
POMONA	1,140,595
RANCHO PALOS VERDES	354,198
REDONDO BEACH	514,035
ROLLING HILLS	15,771
ROLLING HILLS ESTATES	66,705
ROSEMEAD	444,986
SAN DIMAS	282,165
SAN FERNANDO	199,050
SAN GABRIEL	320,100
SAN MARINO	110,394
SANTA CLARITA	1,012,726
SANTA FE SPRINGS	132,132
SANTA MONICA	740,790
SIERRA MADRE	0
SIGNAL HILL	71,181
SOUTH EL MONTE	181,148



**LOS ANGELES COUNTY TRANSPORTATION COMMISSION  
 PROPOSITION C – LOCAL RETURN ALLOCATION  
 PRINCIPAL AND INTEREST ALLOCATION  
 PERIOD ENDING JUNE 30, 1992**

AGENCY	TOTAL (1)
SOUTH GATE	748,462
SOUTH PASADENA	205,017
TEMPLE CITY	266,396
TORRANCE	1,138,038
VERNON	0
WALNUT	255,313
WEST COVINA	826,889
WEST HOLLYWOOD	308,165
WESTLAKE VILLAGE	0
WHITTIER	672,593
UNINCORPORATED	8,058,801
TOTAL	<u><u>\$74,920,700</u></u>

(1) Amount includes all principal and interest through MAY 18, 1992.

(2) Norwalk's share reflect a reduction \$200,000 representing funds due LACTC.







**JULY 9, 1992**

**CONTACT: MICHAEL BUSTAMANTE/STEPHANIE BRADY  
LACTC TRANSPORTATION NEWS BUREAU  
213/244-6591; 6792**

**FOR IMMEDIATE RELEASE**

**LOS ANGELES COUNTY TRANSPORTATION COMMISSION SEEKING  
TO IMPLEMENT JOB TRAINING MANDATES WITH CONTRACTORS**

In an effort to create job opportunities for more youth in the area as an offshoot of the transportation dollars being invested in building the Metro system and in administering its programs, the Planning and Improvement Committee of the Los Angeles County Transportation Commission (LACTC) today took a step toward requiring future contractors to devote a percentage of their work to job development and training. Commissioner Nick Patsaouras introduced the motion, which was passed unanimously, asking the Commission to adopt "set-aside" goals for such employment programs.

Patsaouras has played a prominent role in developing the economic opportunities that will result from the \$183 billion dollars to be spent over the next thirty years in building the Metro system in Los Angeles. He said, "We must do everything within our power to create job opportunities for our youth, especially in light of the recent disturbances in our community and recognizing the levels of frustration of students coming out of local high schools, colleges and universities these days with little hope of landing jobs. It is our responsibility to do something about this as we build a transportation system that will transform the mobility picture in the Southland."

**(MORE)**

**LOS ANGELES COUNTY TRANSPORTATION COMMISSION SEEKING  
TO IMPLEMENT JOB TRAINING MANDATES WITH CONTRACTORS**

July 9, 1992

Page 2

Once approved by the full Commission at its meeting on July 22, a task force will be formed among transportation experts as well as representatives of labor, the contracting community, vocational and community colleges, trade associations and other affected parties to define the mechanics of implementing this training "set-aside" policy.

Commissioner Gerry Hertzberg, who last month introduced a similar measure to mandate apprenticeship programs, commented, "This is another move in the right direction. We must leverage every dollar of the billions we will be spending over the next 30 years, not only to build a transit system, but also build economic opportunity for our residents. That means apprenticeship programs, it means job training, and it means every other program we can imagine to enhance the skills, experience and competitiveness of our youth."

Wallace Knox, President of the Board of Trustees for the Los Angeles Community College District said, "We are pleased that the LACTC will pursue the creation of this task force to dramatically expand job opportunities and real job training for hundreds of thousands of Los Angeles' youth. The Community College District is pleased to be a partner in the effort to define a program that will bring a permanent skill that will transform their lives."

# # #



**JULY 9, 1992**

**CONTACT: CLARA POTES-FELLOW/STEPHANIE BRADY  
LACTC TRANSPORTATION NEWS BUREAU  
213/244-6566; 6792**

**FOR IMMEDIATE RELEASE**

**PRELIMINARY STUDY APPROVED FOR  
LIGHT RAIL LINE THROUGH SAN GABRIEL VALLEY**

A preliminary planning study for a potential light rail line connecting the West San Gabriel Valley to downtown Los Angeles was approved yesterday by the Planning and Mobility Improvement Committee to the Los Angeles County Transportation Commission.

The panel budgeted \$300,000 for the preliminary study and recommended staff to seek a contribution from cities interested in the study.

"Funding of the study is an important step to determine the potential of this rail line, which could serve thousands of east-west commuters who are forced to fight traffic on the San Bernardino and the Pomona freeways," said Gerry Hertzberg, Supervisor Gloria Molina's alternate on the LACTC.

The line identified as the Route 10/60 Corridor is considered a fundable candidate in the LACTC's 30-Year Integrated Transportation Plan. Seven other candidate projects are in the plan, and the Commission will prioritize them for funding according to their potential to solve commuting needs and local support.

**(MORE)**

**PRELIMINARY STUDY APPROVED FOR LIGHT RAIL  
THROUGH SAN GABRIEL VALLEY**

July 9, 1992

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*The* LACTC staff has held informational meetings with the cities of Alhambra, Monterey Park, San Gabriel, El Monte, Rosemead, Temple City, Pico Rivera, Montebello, Whittier and South El Monte. "Most of these cities have submitted letters of interest in pursuing the study." Hertzberg said.

Route alternatives to be considered include Huntington Boulevard and Las Tunas Drive; Valley Boulevard; Garvey Avenue; Beverly Boulevard; Whittier Boulevard; and Olympic Boulevard.

LACTC commissioners will give final consideration to the proposed study on July 22. Thereafter, <sup>the</sup> LACTC staff and cities participating in the project could make a recommendation for a consultant to begin the study.

# # #

## **County**

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### **IN BRIEF**

#### **LOS ANGELES**

### **Preliminary Light Rail Line Study OKd**

A preliminary planning study for a potential light rail line connecting the West San Gabriel Valley to downtown Los Angeles was approved Wednesday by the Planning and Mobility Improvement Committee of the Los Angeles County Transportation Commission.

The panel budgeted \$300,000 for the preliminary study and recommended that the staff seek a contribution from cities interested in the study.

The LACTC staff has held informational meetings with the cities of Alhambra, Monterey Park, San Gabriel, El Monte, Rosemead, Temple City, Pico Rivera, Montebello, Whittier and South El Monte.

Route alternatives to be considered include Huntington Boulevard and Las Tunas Drive, Valley Boulevard, Garvey Avenue, Beverly Boulevard, Whittier Boulevard and Olympic Boulevard.

LACTC commissioners will give final consideration to the proposed study July 22. Thereafter, the LACTC staff and cities participating in the project could make a recommendation for a consultant to begin the study.

# Train

From Page A-1

house the trains overnight, shelters for riders to wait under, bathrooms and vending machines, she said. Construction is expected to be completed sometime before train service begins, said Mary Lindley, a Moorpark

assistant city planner.

Lindley also said the city will begin a new bus service that will shuttle commuters from stops in residential neighborhoods to the station during rush-hour.

"We are getting ready for this train by trying to make it easier on the commuter to get on board," said Lindley.

The California Transportation Commission agreed a year ago to

**We are . . . trying to make it easier on the commuter.**

— Mary Lindley

spend \$42.1 million to extend commuter rail service to three Southern California counties.

## ON TRACK



Workers with California Engineering Contractors Wednesday work to lay track for a Metrolink layover facility in Moorpark. DAVID HARTUNG/News Chronicle

## County: Light rail may tie valley, L.A.

A preliminary study for a potential light rail connecting the West San Gabriel Valley and downtown Los Angeles could be in the works, county transportation officials said Thursday.

A committee of the Los Angeles County Transportation Commission has budgeted \$300,000 for the study, which will look at the feasibility of a commuter line along the San Bernadino (10) or the Pomona (60) freeways, said commission spokeswoman Clara Potes.

City officials from the 11 communities along the possible routes including Alhambra, San Gabriel and Monterey Park have already voiced an interest in a possible east-west rail line, Potes said.

Route alternatives to be considered include Huntington Boulevard and Las Tunas Drive; Valley Boulevard; Garvey Avenue; Beverly Boulevard; Whittier Boulevard; and Olympic Boulevard.

LACTC commissioners will give final consideration to the proposed study July 22. After the approval is made, LACTC staff and cities participating in the project could make a recommendation for a consultant to begin the study.

— From staff reports

## A monorail through Beverly Hills? Gucci forbid

BY CHIP JACOBS

Staff Reporter

What's the product when you lump together the vision of one Westside executive with some upscale commuter angst, the savvy of a lawyer-politician and the whimsy of an E-ticker ride? The Yuppie Express? The last train to Saks?

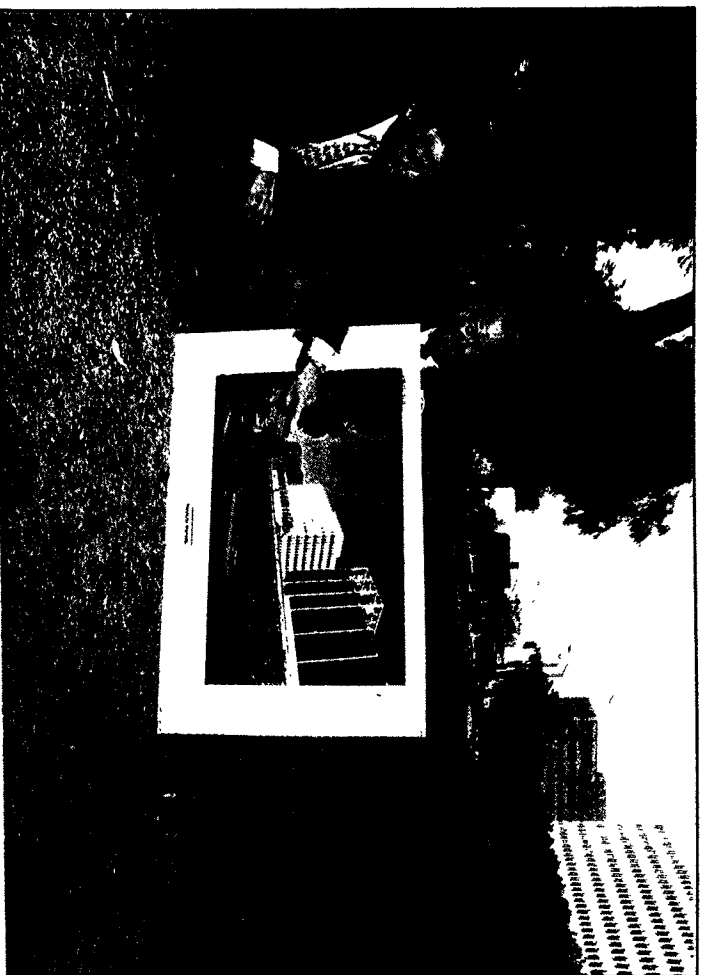
Nope. Try the Westside Monorail, sure to be motif for at least a few cappuccino clatches when word of it leaks out.

Come Tuesday (July 14), the Beverly Hills City Council and, alas, the world will get their first official glimpse of the idea that sprang from the brakelight-weary imaginations of two men back in 1989.

"Why are we doing this?" asks Ed Friedrichs, managing partner at Santa Monica's Gensler Associates/Architects. "Because it's hard to get anyplace from here."

But through posh Beverly Hills? That's where the junk bond kings have given way to Banana Republic, and the old-money

*Please see Monorail page 8*



TODD FRANKEL / LABJ

On a wing and a rail: Councilman Alan Alexander, left, and architect Ed Friedrichs





**JULY 10, 1992**

**CONTACT: MICHAEL BUSTAMANTE/STEPHANIE BRADY  
LACTC TRANSPORTATION NEWS BUREAU  
213/244-6591; 6792**

**FOR IMMEDIATE RELEASE**

**L.A. CAR AD HOC COMMITTEE RECOMMENDS LEASE NEGOTIATIONS  
WITH ST. LOUIS FOR GREEN LINE CARS**

An ad hoc committee to the Los Angeles County Transportation Commission today recommended that staff pursue negotiations with St. Louis to lease fifteen cars for the Green Line which is scheduled to open in November 1994. Additionally, the committee recommended that the LACTC also authorize staff to conduct single source negotiations with interested rail car builders for the fifteen cars.

"We will pursue both options and see what looks like the best deal for us," said Rail Construction Corporation (RCC) President and CEO Ed McSpedon. "This dual approach will allow us to proceed with our plans to begin service on the Green Line as planned in November 1994."

The St. Louis option would appear to be the most attractive at this point because rail cars for the project have already been ordered. With the rail line starting up in St. Louis, it may not be necessary that the entire fleet be used. Therefore, some cars could be used in the interim by Los Angeles until the 87-car order for the standardized "L.A. Car" is received. The Request For Proposal (RFP) for the 87-car order was released on July 1, 1992.

**(MORE)**

**L.A. CAR AD HOC COMMITTEE RECOMMENDS LEASE NEGOTIATIONS  
WITH ST. LOUIS FOR GREEN LINE CARS**

July 10, 1992

Page 2

The other option discussed by the ad hoc committee was to authorize staff to enter into single source negotiations with a rail car builder. However, that action would require a two-thirds vote by the full Commission. A meeting has been scheduled for Wednesday, July 15 to discuss the issue.

The single source negotiation would be conducted following a discussion with interested parties to build the fifteen cars for the Metro Green Line. Added McSpedon, "The single source is another approach, and we will be looking to the Commission to give us direction on how to proceed with this alternative."

The ad hoc committee is comprised of all LACTC Commissioners and their alternates, two members from the Rail Construction Corporation (RCC) Board, and one representative from labor and the business community.

# # #



**JULY 13, 1992**

**CONTACT: CLARA POTES-FELLOW/STEPHANIE BRADY  
LACTC TRANSPORTATION NEWS BUREAU  
213/244-6566; 6792**

**FOR IMMEDIATE RELEASE**

**DON'T WORRY ABOUT FINDING A PLACE TO PARK;  
CRUISE ALONG THE METRO BLUE LINE**

Whether a tourist attraction or a commuting vehicle, the Metro Blue Line is a convenient and safe way of transportation connecting two vibrant cities of Southern California.

Los Angeles and Long Beach feature grand boulevards, shopping and dining opportunities that range from fashionable to budget, art museums, historical buildings, world-class hotels, tourist attractions, and government and financial centers.

Within walking distance of the mid-corridor stations, the communities of Vernon, Huntington Park, South Gate, Lynwood and Compton offer numerous parks and recreation areas, as well as neighborhood shopping centers with chain supermarkets, drugstores, fast food restaurants and clothing outlets.

The cultural and ethnic diversity of Los Angeles County is seen as the Blue Line cruises through Anglo, Hispanic and Afro-American neighborhoods bordering the route. Little Tokyo, Chinatown and Olvera Street are just two miles from the Seventh Street Metro Center terminal in downtown L.A., within easy access by the downtown DASH system.

**(MORE)**

**DON'T WORRY ABOUT FINDING A PLACE TO PARK; CRUISE ALONG THE METRO BLUE LINE**

July 14, 1992

Page 2

In Long Beach, the Queen Mary and Shoreline Village can be reached by walking, or via the Downtown Runabout, a Long Beach Shuttle which stops at the southwest corner of Pine and First street. During the summer the Downtown Runabout is free, otherwise, the fare is 25 cents.

A summer-special bus service to Knott's Berry Farm can be taken across the Transit Mall Station, on First Street in Long Beach. The fare is \$2 each trip. The buses, marked "Knott's Special", depart at 9 a.m. 11 a.m. 1 p.m. and 5 p.m. Returning trips are at 6 p.m. 9 p.m. and 11 p.m. Blue Line passengers must keep in mind that the last northbound train departs from downtown Long Beach at 9:30 p.m.

Blue Line frequent users get the most for their money by buying a monthly pass for just \$42 a month. The pass allows unlimited trips, and can be used to travel on RTD buses and the Downtown Los Angeles DASH minibus. A pass good for unlimited trips on the Blue Line, Long Beach Transit buses and RTD buses can be purchased for \$52 a month. A Blue Line single ticket costs \$1.10 and allows transfers to the bus system for just 25 cents. Seniors and disabled travel for 55 cents and enjoy even bigger discounts on the monthly pass. The blind and children under 5 years of age travel for free.

Ticket purchasing is a self-service system with automatic bilingual (English-Spanish) vending machines. Passengers board the train on a barrier-free platform. Wheelchair users can stroll through stations and board the train without having to climb steps. Los Angeles County Sheriffs randomly inspect passengers' tickets during the trip. Those without proof of payment are given a citation.

(MORE)

## **DON'T WORRY ABOUT FINDING A PLACE TO PARK; CRUISE ALONG THE METRO BLUE LINE**

July 13, 1992

Page 3

Blue Line passengers enjoy the most comprehensive safety and security program of any transit system in the United States. Constantly patrolled by Los Angeles County Sheriff's deputies, Blue Line trains are virtually crime free. Each railcar and station has intercommunication phones with the Central Control Facility to be used by passengers in case of emergency. Passengers have the protection of uniformed and undercover Sheriff's deputies inside the rail cars, at the stations and by patrol vehicles along the corridor. In addition, each station is observed through closed-circuit TV cameras.

The Los Angeles terminal is at the Seventh Street Metro Center Station in the heart of downtown Los Angeles. Passengers can access the underground station from two locations: The northeast corner of Figueroa and Seventh Street through the Home Savings of America Building and the northeast corner of Flower and Seventh Street through the Roosevelt Building. Handicapped access is available via elevator at the Seventh and Flower street entrance.

Three major works of art are not to be overlooked at this station. The Figueroa and Seventh Street exit exhibits "City Above," a ceiling mural depicting the Los Angeles skyline, painted by Terry Schoonhoven. The west mezzanine hallway features "The Movies Fantasies," a 110-foot tile mural by Joyce Kozloff, evoking scenes from famous movies. Visible only while riding the train, is "Unity," by artist Tom Eatherton. The 82-panel fiber-optic light mural is installed on the Metro Blue Line tunnel.

The Long Beach terminal is a loop of four stations surrounding the downtown area. The Long Beach stations have a distinctive Art-Moderne Architecture inspired by the Art Deco heritage of the city.

(MORE)

## **DON'T WORRY ABOUT FINDING A PLACE TO PARK; CRUISE ALONG THE METRO BLUE LINE**

July 13, 1992

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Southbound Blue line trains are in service from 5 a.m. to 10:30 p.m. Northbound trains ride from 4:55 a.m. to 9:30 p.m. Trains ride each six to ten minutes during rush hour and each fifteen minutes at other times.

Following is a list of points of interest reachable within walking distance from Metro Blue Line stations, or by transferring to the downtown L.A. DASH minibus or the Long Beach Downtown Runabout shuttle.

### **POINTS OF INTEREST**

#### **DOWNTOWN LOS ANGELES**

##### **Seventh Street Metro Center Station**

- MOCA Museum - DASH ROUTE A
- Temporary Contemporary Museum - DASH ROUTE A
- Seventh Street Market Place - walking distance
- Broadway Center - walking distance
- Financial District - walking distance
- Visitor Information Center - walking distance
- Little Tokyo - DASH ROUTE A
- Chinatown - DASH ROUTE B
- El Pueblo de Los Angeles Historic Park - Olvera Street - DASH ROUTE B
- Union Station - DASH ROUTE B
- Music Center (Dorothy Chandler Pavilion, Mark Taper Forum, Ahmanson Theatre) - DASH ROUTE A or B
- Children's Museum - DASH ROUTE A or B
- City Hall - DASH ROUTE A or B
- Biltmore Hotel/Pershing Square - walking distance
- Hyatt Regency/Broadway Center - walking distance
- Westin Bonaventure Hotel - walking distance
- Checkers Hotel Kempinski - walking distance
- Los Angeles Hilton & Towers - walking distance
- Los Angeles Athletic Club - walking distance
- New Otani Hotel and Garden - DASH ROUTE A
- Sheraton Grande Hotel - DASH ROUTE A
- Grand Central Market - DASH ROUTE A
- World Trade Center - DASH ROUTE A

(MORE)

# **DON'T WORRY ABOUT FINDING A PLACE TO PARK; CRUISE ALONG THE METRO BLUE LINE**

July 13, 1992

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- Library - walking distance
- Arco Plaza - walking distance
- Wells Fargo Center/History Museum - walking distance
- Jewelry District - walking distance
- Garment District - DASH ROUTE A
- Federal Building - DASH ROUTE B

Tours and cruises to other points of interest such as Hollywood, Disneyland, Universal Studios, Stars' Homes, Knott's Berry Farm, Magic Mountain, Farmers Market, can be arranged at the Los Angeles Hilton Hotel located within walking distance to the 7th and Flower Station.

## **Pico Station**

- L.A. Convention Center - walking distance

## **Grand Station**

- L.A. Trade Technical College - walking distance
- Los Angeles Municipal Court on Hill Street - walking distance
- County of Los Angeles Municipal Traffic Court - walking distance
- Exposition Park, University of Southern California, L.A. Memorial Coliseum, L.A. Sports Arena, California Museum of Science and Industry - DASH ROUTE C (Stop on Grand South of Washington Street)

## **San Pedro Station**

- Garment District - DASH ROUTE D (Stop on Washington east of San Pedro Street)

## **MID CORRIDOR**

### **Vernon Station**

- Freed Roberts Recreation Center - walking distance

### **Florence Station**

- Roosevelt Park and Swimming Pool - walking distance

### **103rd Street Station**

- The Watts Towers Art Center - walking distance
- Dr. Martin Luther King Jr. Shopping Center - walking distance

### **Imperial Highway Station**

- Kenneth Hahn Plaza (shopping center) - walking distance
- Martin Luther King Jr. Drew Medical Center - walking distance

(MORE)

**DON'T WORRY ABOUT FINDING A PLACE TO PARK; CRUISE ALONG THE METRO BLUE LINE**

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**Compton Station**

- Compton Civic Center - walking distance
- County Courthouse
- Compton Towne Shopping Center - walking distance
- Martin Luther King Jr. Transit Center - walking distance
- Free parking lot

**Artesia Station**

- Ramada Hotel - walking distance
- Compton Convention Center - walking distance
- Compton College - walking distance
- Free parking lot

**Del Amo Station**

- Del Amo Swapmeet - walking distance
- Free parking lot

**LONG BEACH**

**Wardlow Street Station**

- Close to the San Diego Freeway (405)
- Free parking lot

**Willow Station**

- Long Beach Memorial Medical Center - across the street
- Veterans Memorial Park - walking distance
- Free parking lot

**Pacific Coast Highway Station**

- Long Beach City College - walking distance
- Polytechnic High School - walking distance
- Best Western of Long Beach Hotel - walking distance

**Anaheim Station**

- St. Mary Medical Center - walking distance

**5th Street Station, 1st Street Station, Transit Mall Station and Pacific Station**

- Queen Mary - Downtown Runabout Route C
- Civic Center - walking distance
- Long Beach Plaza Shopping Center - walking distance
- Business and Financial Center - walking distance
- Convention and Entertainment Center - walking distance

(MORE)



**DON'T WORRY ABOUT FINDING A PLACE TO PARK; CRUISE ALONG THE METRO BLUE LINE**

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- o Victory Park - walking distance
- o Sheraton Hotel - walking distance
- o Ramada Renaissance Hotel - walking distance
- o Shoreline Village and Marina - Downtown Runabout Route C

Tours, cruises and Helicopter rides to Santa Catalina Island can be arranged at the Long Beach Harbor.

DASH STOPS CLOSE TO THE 7TH STREET METRO CENTER STATION:

ROUTE A: ON FIGUEROA SOUTH OF SEVENTH STREET

ROUTE B: ON WILSHIRE BETWEEN FIGUEROA AND FLOWER STREETS

ROUTE C: ON GRAND SOUTH OF 7TH STREET

FARE: \$0.25. FREE WITH RTD BUS/TRAIN PASS

LONG BEACH DOWNTOWN RUN ABOUT STOPS AT THE PROMENADE (Transit Mall Station

FARE: \$0.25. FREE DURING THE SUMMER

# # #



July 14, 1992

RTD-131  
Contact: Rick Jager/Jim Smart  
RTD News Bureau  
(213) 972-4400  
-or-  
Clara Potes-Fellow/Stephanie  
Brady (213) 244-6566  
LACTC News Bureau

FOR IMMEDIATE RELEASE

**CHILDREN FROM LILLIAN STREET ELEMENTARY  
SCHOOL CELEBRATE METRO BLUE LINE SECOND BIRTHDAY**

Fifty elementary school children, representing the future transit riders of the region, rode the Metro Blue Line into the Seventh Street Metro Center Station July 14, to help celebrate the second anniversary of the 22-mile line that connects Long Beach with downtown Los Angeles.

The children presented transit officials with a giant "Happy Birthday Blue Line" card and joined leaders in the traditional blowing out of the candles on a giant Blue Line cake.

"The first two years of Metro Blue Line operations mark an unprecedented milestone in rail travel for Los Angeles County," said Supervisor Michael Antonovich, chairman of the Los Angeles County Transportation Commission (LACTC).

"Since opening, the Blue Line has carried more than 18 million passengers and traveled 2.6 million miles. Ridership has reached nearly 36,000 passengers on an average weekday. Crime and graffiti are almost non-existent, and the barrier-free honor system continues to operate at 99.5 percent fare compliance rate, one of the highest in the nation," he said.

More...



"These children represent the future transit riders of Los Angeles County," said RTD Board President Marvin Holen.

"Their generation and the many generations to follow will utilize both bus and rail transit now being operated, developed, and built, well into the 21st century," he said.

Metro Blue Line service started July 14, 1990, with a major celebration in downtown Los Angeles. During the first months of service, trains operated between Anaheim Street in Long Beach and Pico and Flower in Los Angeles.

Additionally, during the first two weeks of operation, RTD offered free rides on the Blue Line and carried a total of 673,000 people between July 14 through July 31, 1990.

In September, rail service was extended south of Anaheim Street to five additional stations in Long Beach. In February of 1991, the subway portion of the line in downtown Los Angeles was opened, providing through service to 7th and Flower.

On August 1, 1991, weekday rush-hour service was increased to every eight minutes instead of 10. In addition, Blue Line service hours were extended from 9 p.m. to 10 p.m. seven days a week.

Today, due to ridership demands, the Metro Blue Line trains run every six minutes during some morning and afternoon rush periods. Frequency during the midday remains at every 15 minutes.

"The men and women at the RTD are proud of their accomplishments in making the return of rail transit so popular," said RTD General Manager Alan F. Pegg.

More...



"Two years ago, no one would have predicted that the Blue Line would be this successful," he said. "Millions of people have used the line and thousands have made the rail system part of their daily lives."

Presently, the Metro Blue Line is carrying 35,600 weekday riders, with Saturday ridership hitting 22,800 and Sunday ridership at 21,400.

"Safety of motorists and pedestrians along the route continues to be a priority," said Neil Peterson, LACTC's executive director. "We are totally pleased with the quality of service being provided by L.A. County Sheriff's Deputies who patrol the Blue Line to ensure passenger safety. Additionally, the LACTC recently funded 10 more deputies devoted exclusively to citing motorists and pedestrians who violate railroad rules. Soon we will be installing photo-cameras at key Metro Blue Line intersections to create photographic evidence of vehicles crossing the tracks illegally."

The LACTC is moving forward with plans to extend the successful Metro Blue Line into Pasadena now that right-of-way negotiations have been completed with the Atchison, Topeka and Santa Fe Railway Company.

The Metro Pasadena Project is a 13.6 mile conventional light rail project extending from Union Station to the eastern area of Pasadena. There are 13 stations planned. The line will travel through the City of Los Angeles, the community of Highland Park, and the cities of South Pasadena and Pasadena.







AURELIA VENTURA/La Opinión

El presidente de la empresa de transporte público RTD, Marvin Holen, corta el pastel de la celebración del segundo aniversario de la Línea Azul del Metro de Los Angeles, delante de un grupo de alumnos de la escuela primaria de la calle Lillian.

# Celebran el segundo aniversario de la Línea Azul del Metro de LA

**Por Fran Valmaña**  
Reportero de LA OPINION

La llamada Línea Azul del Metro, que une el centro de Los Angeles con Long Beach, cumplió ayer sus primeros dos años de servicio, y para celebrar la ocasión alrededor de cincuenta niños y niñas de la escuela elemental de la calle Lillian, en su mayoría latinos, fueron invitados para disfrutar del moderno medio de transporte.

Los niños, que recibieron a las autoridades de la Comisión de Transporte del condado de Los Angeles (LACTC) y del RTD con un gran cartel en el que se podía leer "Feliz cumpleaños Línea Azul," representaban a los fu-

turos usuarios de este sistema de transporte público. Posteriormente, se soplaron las velas y se comió el pastel de aniversario.

"Los dos primeros años de operaciones de la Línea Azul han marcado una época sin precedentes en la historia del sistema de transportes público de Los Angeles," dijo el supervisor del condado y presidente del LACTC, Michael Antonovich.

Según Antonovich, desde su inauguración, la Línea Azul ha sido utilizada por más de dieciocho millones de pasajeros y en total ha cubierto más de dos millones y medio de millas a lo largo de su recorrido. El supervisor dijo que cada semana el número de viajeros aumentó en

36,000 personas y que los índices de criminalidad y grafito fueron mínimos.

"Todos estos jóvenes que hoy nos acompañan serán los futuros viajeros del sistema de transportes público de Los Angeles. Su generación y las venideras se servirán de los boletos y pases quincenales procurando así un Los Angeles más limpio," señaló el presidente del RTD, Marvin Holen.

"Mi mamá siempre me dice que me tengo que acostumbrar a utilizar los servicios de transporte públicos como el Metro pues no quiere que yo conduzca un coche. La idea me gusta y espero que esto lo pueda hacer algún día en Los Angeles," declaró el alumno de la escuela Lillian, Ricardo Rodríguez.

# Metrolink commuter trains on schedule for October start

About 2,400 expected to use train daily

By JOE BEL BRUNO  
News Chronicle

MOORPARK — Mildred Davis points out the quaint shops that line High Street in downtown Moorpark have remained virtually unchanged over the years — and have now even achieved a retro charm that has become so popular in the 1990s.

The 86-year-old, a resident of Moorpark since 1943, compares the street to a slice of Americana. Her recollections even include a time that predates gridlocked freeways, when families would board a train at the old depot and go into Ventura for a day of shopping.

"We didn't have any of these fancy shopping centers nearby, so they'd go and hop on the train," said Davis, who used to own a candy shop on High Street. "They'd leave in the morning and come back later in the day."

And keeping with the retro image of High Street, the days of commuting by rail might soon become popular again. The Metrolink commuter train program is on track to begin service in October.

The new double-decker trains will whisk about 2,400 commuters daily between Ventura County — with stops at Moorpark and Simi Valley — and their Los Angeles jobs beginning in October 1992.

In Ventura County, the new trains will make four rush-hour trips each morning and afternoon between Moorpark and Union Station, said Art Gomez, a spokesman for Metrolink — a division of the Los Angeles County Transportation Commission.



Gilbert Prado of Los Angeles tightens some bolts on the railroad track in Moorpark.



David Hernandez of Huntington Park carries a load of steel plates.

The 45.2-mile route from Moorpark runs parallel to the Simi Valley Freeway with stops in Simi Valley, Chatsworth and Van Nuys, then

veers toward downtown Los Angeles with stops at Burbank and Glendale before reaching Union Station. The trip takes about an hour from Moorpark.

Fares have not been set but are projected to equal about what bus service would cost for similar commuters, said Gomez.

Upgrading of tracks and railroad facilities has already begun to meet the start of service in October.

Work is being done at the Moorpark stop — located on the west side of Moorpark Avenue near Los Angeles Street. Workers are constructing a new layover facility to

See TRAIN, Page A-4

SECTION

**B**

WEDNESDAY

JULY 15, 1992

CCF

# METRO

Los Angeles Times

## Blue Line's 2nd Birthday Marks Sharp Increase in Ridership

By MARK A. STEIN  
TIMES STAFF WRITER

**F**eted by 50 schoolchildren, the Metro Blue Line turned 2 on Tuesday, a birthday that marked a sharp increase in ridership on the 22-mile line as well as stubbornly high operating costs.

Officials who attended the celebration at the Metro Center Station downtown also used the event to trumpet Metrolink commuter trains and the Metro Red Line subway, two new services set to start in the next few months.

"The Blue Line is the first installment of a rail system that is part of a larger solution to transportation problems in Los Angeles," said Neil Peterson, executive director of the Los Angeles County Transportation Commission. "The second installment [Metrolink commuter trains] will come in three months and the third installment [the

Red Line] in eight months."

Ridership on the \$877-million Long Beach-to-Los Angeles light rail line—the first leg of a planned 400-mile regional rail transit network—has jumped sharply, with the Southern California Rapid Transit District estimating that 35,600 people ride the line each weekday.

That is slightly more than the 35,000 daily riders predicted when construction of the system began in 1985.

A year ago, the RTD said that 21,921 people boarded the Blue Line each weekday—about 11,000 daily round trips. That figure was questioned by the LACTC, and the two agencies have since modified the way ridership is estimated.

About 64% of the Blue Line's riders used to ride buses, while the remaining 36% were lured from their cars, said RTD Controller Tom Rubin. That indicates that the Blue Line keeps about **Please see RAIL, B4**



Second-graders watch LACTC Commissioner Marv Holen cut into cake.

MEL MELCON / For The Times

# RAIL: Ridership Up in 2nd Year of Blue Line

**Continued from B1**  
5,800 cars off the freeways each day.

Peterson, Rubin and other transit officials are counting on Blue Line ridership to grow when the Red Line subway opens early next year and expands to the Westside, Hollywood, the San Fernando Valley and the Eastside over the coming decade. The two transit systems will connect at the downtown Metro Center.

Even with more riders, the Blue Line trains still cost more to operate than the buses they replaced, the RTD said. Rubin said that it costs, on average, 51.6 cents a mile to carry each Blue Line rider, compared to 38.9 cents a mile per bus rider.

In addition, Rubin said, fares collected on buses covered about 40% of the cost of running the buses. Blue Line fares, meanwhile, covered about 13% of the train's operating costs because train riders paid the same \$1.10 fare to take longer trips on less-crowded vehicles.

"The Blue Line carries 35,000

people a day, which is a lot of people for that kind of rail line—more than most lines in other cities that have been running for many years," Rubin said. "The people who take it are incredibly enthusiastic about it; some claim it is the best thing that ever happened to them. . . . The problem is that it is much more expensive to carry those people on a train than on a bus."

But, Rubin added, voters have made it plain—by voting for rail-oriented half-cent sales tax surcharges in 1980 and 1990—that they prefer trains to buses. "The people have spoken," said the RTD controller. "Sometimes, cost-effectiveness is not the only criteria."

Part of the reason for the line's high operating costs is its extraordinary security. More than 100 sheriff's deputies patrol Blue Line trains, stations and adjoining streets at a cost of at least \$11.8 million this year. Meanwhile, private security companies have been hired to protect the six Blue Line park and ride lots at an additional

cost of \$800,000.

Together, these security services account for about 30% of the entire cost of operating the Blue Line. That is more than three times the share of operating costs spent on security in New York City's buses and subways.

Peterson said security will continue to be a top priority because the virtual absence of crime on the Blue Line is thought to be an important component to its loyal and growing ridership.

"There are three great lessons of the Blue Line so far," Peterson said. "One is that it is real, it has happened, rail is back in Los Angeles after a 40-year hiatus. Second is people in Los Angeles are going to ride it. Third is that you can ride it and feel safe, wherever and whenever you go."

Acceptance of the Blue Line is considered by Peterson and others to be vital to the success of future rail lines, particularly the second and third lines, which are scheduled to start in the next few months.

MetroLink, a long-distance com-

muter train network, is scheduled to open three lines Oct. 26, eight days before voters will be asked to approve a \$1-billion statewide bond measure that is needed to complete the system.

Its first three lines will run to downtown Los Angeles from eastern Ventura County and the west San Fernando Valley; Santa Clarita, the eastern San Fernando Valley and Burbank, and San Bernardino and the San Gabriel Valley.

Future MetroLink extensions will connect Riverside County to Los Angeles and Orange County, and expand service among Los Angeles, Orange and northern San Diego counties.

Meanwhile, the first, 4.4-mile leg of the Metro Red Line subway is scheduled to open in late March, although contractors are being pushed by the LACTC to prepare to open as early as January. It will connect Union Station, the Civic Center, the financial district and MacArthur Park, and about 20 miles of extensions are either under construction or being designed.



**JULY 14, 1992**

**CONTACT: ROBERTA TINAJERO/STEPHANIE BRADY  
LACTC TRANSPORTATION NEWS BUREAU  
213/244-6565; 6792**

**FOR IMMEDIATE RELEASE**

**HOLLYWOOD COMMUNITY INVITED TO COMMENT  
ON METRO CONSTRUCTION PLAN**

Residents and business owners in the Hollywood community are invited to review and comment on a draft plan on how Metro Red Line construction activities along Hollywood Boulevard will be managed.

The plan outlines several measures that the Rail Construction Corporation (RCC) will undertake to ease construction impacts along the renowned boulevard during a four-year period.

The plan is in its second draft form, after having undergone a preliminary review by the community. The new version incorporates community concerns and comments. It addresses issues of how sidewalks, traffic, and business access will be maintained, as well as safety and security plans. Special efforts and construction scheduling will be done to preserve Hollywood Boulevard traditions such as the Christmas Parade, Walk-of-Fame, and other community events. A 15-member advisory committee comprised of community representatives will be appointed by the RCC to monitor the construction impact plan.

This summer, preparations begin at the excavation site at the parking lot located at the base of Barnsdall Park near the Hollywood/Vermont intersection. Tunneling begins in

**(MORE)**

**HOLLYWOOD COMMUNITY INVITED TO COMMENT ON  
METRO CONSTRUCTION PLAN**

July 14, 1992

Page 2

March, 1993 heading south from the excavation site along Vermont to hook up with the Wilshire tunnels. In late 1993, Hollywood Boulevard construction will begin.

During station construction, use of the "cut and cover" method is planned. The existing street surface is removed and replaced with heavy timber or concrete decking that allows traffic to continue flowing while workers below the street excavate and construct the station box.

The construction project is regulated by local, state and federal laws which assure safety, set standards for noise and emissions, and control the physical activities of construction.

"We're keenly aware of our responsibility to the Los Angeles Community, and have developed -- with the business and residential community's advice and guidance -- a comprehensive program to cut down on the construction impacts of Metro," said Ed McSpedon, president and CEO of the RCC.

Work has already begun on the Metro Red Line Segment 2 along the Wilshire corridor. Segment 2 extends from MacArthur Park west to Wilshire/ Western and north along Vermont to Hollywood/Vine. Service along the Wilshire corridor opens in 1996; trains will begin operating the Vermont and Hollywood corridors in 1998. Eight stations will serve the routes: Wilshire at Vermont, Normandie and Western; Vermont at Beverly, Santa Monica and Sunset; Hollywood at Western and Vine.

To receive a copy of the draft plan, call 213/620-RAIL. Send written comments by July 23 to the Rail Construction Corporation, Attention: Torri Hill-Williams, 818 W. Seventh Street, Suite 1100, Los Angeles, CA 90017.

# # #



**JULY 15, 1992**

**CONTACT: CLARA POTES-FELLOW/STEPHANIE BRADY  
LACTC TRANSPORTATION NEWS BUREAU  
213/244-6566; 6792**

**FOR IMMEDIATE RELEASE**

**STATE ALLOCATES \$53 MILLION FOR METRO RED LINE SEGMENT TWO;  
FUNDS ARE ACCELERATED TO HELP FINANCIALLY TROUBLED LOS ANGELES**

The California Transportation Commission (CTC) has allocated \$53 million in state funding, to advance construction of the second segment of the Metro Red Line.

The funding, granted Wednesday at the monthly meeting of the state commission, is the second half of \$106 million approved as part of an economic recovery plan to help the Rebuild Los Angeles effort.

The funds originally planned to be available by fiscal years 1994-1995 and 1995-1996 were accelerated two years, in support of a proposal made by the Los Angeles County Transportation Commission (LACTC) to create job opportunities now rather than later, to help riot-scarred communities.

Segment two of the Metro Red Line extends westbound under Wilshire Boulevard from Alvarado Street to Western Avenue and northbound from Wilshire/Vermont to Hollywood/Vine.

Construction of the Metro Red Line project is funded with federal, state and local dollars. The state's share for Segment two is \$186 million.

# # #

14.





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## State speeds \$53 million to Metro Rail work

The California Transportation Commission last week approved \$53 million to speed up construction of the Metro Rail subway into Mid-Wilshire and Hollywood.

The appropriation by the state commission is the second, \$56-million installment it has made for the giant subway's leg since last April's riots. The state funds for the Red Line's second segment were originally planned for distribution to the Los Angeles County Transportation Commission in the

mid-1990s, but were accelerated to create immediate jobs in the wake of the civil unrest.

The \$1.4 billion route will extend Metro Rail in two directions: westerly, from the corner of Alvarado Street and Wilshire Boulevard to Western Avenue and Wilshire; and northbound, from Vermont Avenue and Wilshire to the intersection of Hollywood and Vine Street.

— Chip Jacobs

# Downtown group may seek delay of subway levy

## Businesspeople mull switch of position because of timing

BY CHIP JACOBS  
Staff Reporter

Downtown Los Angeles' premiere business group, jittery about the anemic economy and the prospect of new taxes, is expected to decide this week whether to seek delays on a \$111 million Metro Rail levy on property owners.

Donald McIntyre, president of the 200-member Central City Association, said the group's executive committee would vote this week on whether to reconsider the subway assessment, as its staff is urging. CCA members, including Atlantic Richfield Co., Maguire Thomas Partners and big downtown law firms, retailers and hoteliers, endorsed the levy after the Southern California Rapid Transit District introduced it in the late 1980s.

"In light of everything that is happening downtown, we think it's very questionable whether to impose it now," McIntyre said. "I don't know if our members can afford it."

Behind the change of heart, McIntyre said, is California's budget crisis and the possibility of new state business fees.

Mayor Tom Bradley's proposed \$100 million tax for more police officers and a slew of taxpayer-funded rail and highway construction projects.

The levy on Metro Rail's first leg, a 4.4-mile stretch from Union Station to MacArthur Park set to open next March, would affect about 3,000 commercial property owners within one-half mile of subway stations. Each land and building owner would have to pay up to 42 cents per square foot annually between December 1993 and the year 2008.

Justified on the grounds Metro Rail will be good for industry and property values, the levy is also vital in showing the federal government — the subway's main funding source — that the project has local financial

backing.

If the CCA panel votes to alter its position, it would lobby the RTD and the Los Angeles County Transportation Commission to either postpone the levy or extend its collection period. The commission is taking over administration of the arrangement since it won control of Metro Rail from the RTD in 1990.

"We're not saying the assessment shouldn't happen, because mass transit is obviously important," McIntyre added. "We're just saying, 'Let's see if we can make it less burdensome.'"

Frank Flores, the LACTC's program manager for capital planning, said any CCA request may not find a warm reception, though, because the commission is under pressure from Southland cities to speed up rail and bus services.

"I'm not saying the request will be impossible, but it will be difficult," Flores said. "We could be putting those projects on line faster if we didn't have to keep using sales tax money to backfill for these Los Angeles businesses."

In actuality, the levy has been in limbo for several years due to lawsuits filed by some property owners who felt the tax unfairly targeted them. That litigation put the brakes on the \$19.3 million the RTD had already collected.

Last January, however, the California Supreme Court overturned an appellate court ruling that creation of benefit assessment districts was unconstitutional because residential property owners were exempt from being levied.

The high court decision should enable the LACTC to generate \$76 million in additional private contributions through creation of new benefit assessment districts paralleling subway routes through Mid-Wilshire and Hollywood.



**JULY 16, 1992**

**CONTACT: ROBERTA TINAJERO/STEPHANIE BRADY  
LACTC TRANSPORTATION NEWS BUREAU  
213/244-6565; 6792**

**FOR IMMEDIATE RELEASE**

**SPECIAL PROGRAM PUTS HIGH SCHOOL STUDENTS TO  
WORK ON THE METRO**

The beginnings of a future work force to help build L.A. County's Metro System is being trained now through a specialized program that is putting high school students to work on the Metro Red Line and other transportation projects this summer.

The summer jobs are part of the Transportation Occupations Program (TOP) of the Los Angeles County Transportation Commission (LACTC)/Rail Construction Corporation (RCC).

Nichele Weatherford, a graduating senior from Compton High School, is one of the few women working in the underground Union Station. She is in training to be an electrical field engineering assistant on the Metro Red Line Segment One. "Being in TOP has shown me what it's like to be in the work force and what to expect from college courses," said Weatherford who plans to attend Long Beach City College and eventually major in electrical engineering.

"TOP brings together school districts, industry and construction to provide a better life for many inner-city students," said Jacki Bacharach, LACTC commissioner. "In our planning and construction of billions of dollars of transit work, is our children. We're

**(MORE)**

## **SPECIAL PROGRAM PUTS HIGH SCHOOL STUDENTS TO WORK ON THE METRO**

July 16, 1992

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creating a strong bond -- a sense of ownership between young people and the Metro transportation system. Students in this program can help make positive contributions to their community improvements," she said.

During junior and senior years, students work hard in TOP after school courses and on Saturdays studying specialized courses and joining in field trips that prepare them for college majors or entry level positions in architecture, urban planning, engineering and other transportation-related fields.

LACTC funds the program by providing wages and class materials. Construction contractors and city engineering departments provide the jobs. Classroom curriculum is jointly developed by school district teachers and guest lecturers from the transportation industry.

Jimmy Hernandez, who is entering his senior year at Dominguez High School in Compton, is working as an assistant to an engineering geologist. "It's real exciting be a part of L.A.'s history in building the Metro Red Line," said Hernandez, 18.

TOP originated in 1986 during construction of the Metro Blue Line. The Long Beach, Compton and Los Angeles Unified School Districts participate in the program.

About 140 students are assigned to jobs around the city doing a variety of work, including surveying, computer drafting, graphics, document control, computer assisted design, making blue prints, and computer data entry.

# # #



**JULY 21, 1992**

**CONTACT: MICHAEL BUSTAMANTE/STEPHANIE BRADY  
LACTC TRANSPORTATION NEWS BUREAU  
213/244-6591; 6792**

**FOR IMMEDIATE RELEASE**

**LACTC FINANCE COMMITTEE WORKSHOP ADDRESSES RECOMMENDATIONS  
FOR RTD FISCAL 1992-93 SHORTFALL**

The Finance and Programming Committee of the Los Angeles County Transportation Commission held a special workshop yesterday to address the Southern California Rapid Transit District's (RTD) 1992-93 fiscal year shortfall of \$117.4 million. The workshop was intended to discuss and review several options aimed at reducing the RTD's fiscal year deficit.

LACTC staff presented to Finance Committee members a plan that would reduce by half the RTD's shortfall of \$117.4 million and, at the same time, maintain much-needed transportation improvement programs outlined in the long range 30-Year Plan, a plan drafted with significant input from cities, municipal operators, and the business and environmental communities. In order to avoid fare increases and peak bus fleet reductions, the plan calls for the LACTC to provide a grant of \$58.2 million to the RTD, essentially filling the gap created by the recession as a result in sales tax revenues. The RTD would be responsible for matching dollar-for-dollar the LACTC's contribution in order to fill the remaining balance and take such actions as necessary to allow the District to live within its means. The RTD in future years will be expected to maintain costs at or below inflation and to ensure that fares and other revenues keep pace with inflation.

**(MORE)**

**LACTC FINANCE COMMITTEE WORKSHOP ADDRESSES RECOMMENDATIONS  
FOR RTD FISCAL 1992-93 SHORTFALL**

July 21, 1992

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In fairness to municipal operators that have already taken cost-reduction measures in response to the recession and balanced their operating budgets without reducing levels of service, the LACTC would allocate a percentage of Proposition C funds to offset their recessionary debt.

The RTD is requesting that the \$117.4 million be granted from the Proposition C discretionary and security funds. Those Proposition C funds were earmarked for necessary transportation improvement programs countywide. In a letter to the city representatives of Los Angeles County urging them to attend the workshop and outlining the RTD's proposed funding scenario, L.A. County Supervisor and LACTC Chairman Michael Antonovich pointed out that vital transportation programs such as municipal bus service expansion; rights-of-way purchases; rail programs such as the Pasadena Blue Line extension, the San Fernando Valley East/West line and all eight candidate corridors throughout the county; and commuter rail projects would be delayed or eliminated.

"The option presented by the RTD would have a severe detrimental effect on the LACTC's ability to implement expanded rail, bus and highway programs and also impair the region's ability to meet its obligation to comply with clean air standards," wrote Antonovich. "The RTD option would result in delaying or eliminating eleven rail projects and create a loss of more than \$2 billion in state and federal matching funds for the region. The delays on the rail projects would jeopardize nearly 24,000 jobs for Southern California workers during the next ten years."

The full Commission will make a final decision on the RTD shortfall at its regular meeting scheduled for Wednesday, July 22, at 1:30 PM. The meeting will be held in the Supervisor's Hearing Room located at the County Hall of Administration.

# # #

# IMPACT OF RTD SHORTFALL REQUEST

## ISSUE:

The Southern California Rapid Transit District has requested that Proposition C discretionary and security funds be made available, in addition to committed funding marks, to make up its 1992-93 revenue shortfall, totaling \$117.4 million. This shortfall reflects a structural deficit that will grow annually.

## Discretionary Fund Programs Impacted by SCRTRD's Request

### RAIL:

- **Metro Red Line - Segment 3 Delayed 12 years**
  - Hollywood & Vine to North Hollywood
  - Wilshire/Western to Pico San Vicente
  - Union Station to East Los Angeles
- **Metro Red Line - San Fernando Valley East/West delayed at least 30 years**
- **Pasadena Blue Line extension eliminated**
- **The First candidate corridor project delayed at least 25 years**
- **All other planned candidate corridor projects delayed at least 30 years:**
  - Burbank/Glendale Line
  - Exposition Line
  - I-10/I-60 corridor
  - Green Line extension to Norwalk and Westchester
  - Pasadena Blue Line extension to Asuza
- **All other rail projects delayed at least 30 years**
- **The 100 vehicle L.A. car order would be reduced to 34 - the minimum Green Line requirement.**
- **Delays would result in the loss of \$1.2 billion in State Prop. 108 and 116 rail funds**
- **Red Line Segment 3 delay would result in the loss of \$1.23 billion in FTA Section 3 funding in the next ten years.**

### BUS:

- **No planned expansion of 100 buses per year for the next six years (600 buses)**
- **Eliminate 30 to 121 base buses each year from FY 1994 to 1997.**
- **Electric Trolley Bus program (ETB) in jeopardy**
- **Municipal operator expansions in Montebello, Torrance, AVTA, FTZ, DASH, Commuter Express, Palos Verdes, Long Beach and Gardena eliminated**

### COMMUTER RAIL:

- **Significant disruption because Los Angeles County portion of the Santa Fe right-of-way deal would not occur**
- **Park-and-ride facilities and Metrolink feeder services at the following station locations: Van Nuys, Cal State L.A., Sylmar/San Fernando, El Monte, Claremont and Pomona.**

### ECONOMIC IMPACT:

- **Permanent loss of 1,700 full-time jobs due to loss of State/Fed funding**
- **22,000 full-time jobs would be postponed at least 10 years**

# IMPACT OF PROPOSED SOLUTION TO RTD REQUEST

## ISSUE:

The Southern California Rapid Transit District has requested that Proposition C discretionary and security funds be made available, in addition to committed funding marks, to make up its 1992-93 revenue shortfall, totaling \$117.4 million.

## SOLUTION:

In order to avoid fare increases and peak bus fleet reductions, the LACTC will provide a grant of \$58.2 million to the SCRTD, essentially filling the gap created by the recession as the result of the drop in sales tax revenues. The RTD will be responsible for matching, dollar-for-dollar the LACTC's contribution in order to fill the remaining balance and take such actions as necessary to allow them to live within their means. Municipal operators throughout Los Angeles County have balanced their operating budgets and have met the challenge created by the recession. Other municipal operators will be funded at shares based on their Proposition A formula allocation. The RTD in all future years is expected to maintain costs at or below inflation and fares and other revenues to keep pace with inflation.

## Impacts to Transportation Programs

### RAIL:

No negative effect.

### BUS OPERATIONS:

The base bus fleet, after a 2 year delay, is expanded to 300 buses by FY 2001.

### COMMUTER RAIL:

No negative effect.

### ECONOMIC IMPACT:

No negative effect.



Clara

**July 21, 1992**

**CONTACT: WENDY TAYLOR/STEPHANIE BRADY  
MTA NEWS BUREAU (213) 244-6899**

**FOR IMMEDIATE RELEASE**

**MTA LAUDED BY FEDERAL OFFICIALS FOR HIGH TECH  
SAFETY SOLUTIONS AT METRO BLUE LINE CROSSINGS**

At the National Conference on Highway-Rail Safety last week in St. Louis, MO, federal officials publicly praised the MTA for using photo enforcement equipment at Metro Blue Line grade crossings to dramatically curb automobiles and pedestrians from crossing the train tracks when the crossing gates are down.

"It appears to me that innovative enforcement programs, such as the one being tested on the Metro Blue Line in Los Angeles -- where they're using video cameras at crossings to identify violators -- is the word of the future," said conference speaker George Reagle, director of surface transportation safety for the National Transportation Safety Board.

Federal Railroad Administration, Federal Highway Administration, and the National Highway Traffic Safety Administration officials made the comments to more than 250 state, federal and local transportation officials, railroad company representatives, rail equipment suppliers, engineering and construction consultants, and academics at the conference held from July 10 to 14.

-more-



MTA Lauded/High Tech Solutions  
7/21/93  
2/2/2

High resolution camera equipment has been in place at one Blue Line crossing in Compton for about five months. Mounted on a 14-foot high pole, the camera is activated when vehicles run under crossing gates or make left turns against a red light. Two photos are taken of the offending vehicle, revealing the license number and the driver of the car. The number of violations has dropped during this time period from one violation per hour to about one every 5 hours.

~~In cooperation with the Los Angeles County Sheriff's Department, the Los Angeles County Municipal Court, and traffic engineering officials from the cities of Compton, Los Angeles and Long Beach, the MTA is installing camera equipment at three more Blue Line grade crossings.~~  
*will be*

"The results are proof that photo enforcement at grade crossings reduces accidents and saves lives," said Ed McSpedon, executive officer and president of the Rail Construction Corporation. "We're pleased to be recognized for our commitment to public safety."

###





# News

**JULY 22, 1992**

**CONTACT: MICHAEL BUSTAMANTE/STEPHANIE BRADY  
LACTC TRANSPORTATION NEWS BUREAU  
213/244-6591; 6792**

**JOEL BELLMAN, PRESS DEPUTY  
OFFICE OF SUPERVISOR ED EDELMAN  
213/974-3333**

**FOR IMMEDIATE RELEASE**

## **MAJOR IMPROVEMENTS PLANNED FOR SANTA MONICA BOULEVARD RIGHT-OF-WAY BEGIN WITH CLEAN-UP**

Los Angeles County Supervisor and LACTC Commissioner Ed Edelman was joined today by Los Angeles City Councilmembers Zev Yaroslavsky and Ruth Galanter and workers from the California Conservation Corps in announcing major improvements for the Santa Monica Boulevard right-of-way. The 2.5 mile right-of-way, which stretches from the San Diego (I-405) freeway through Century City to Beverly Hills, was acquired by the Los Angeles County Transportation Commission (LACTC) last year.

"The Santa Monica Boulevard right-of-way is a major artery in the transportation network for Westside commuters and residents," said Edelman. "Today, we are taking the first step toward improving this important right-of-way by beautifying the stretch from the San Diego freeway to Century City. The California Conservation Corps is working with us to accomplish this first important step."

Following the purchase of the Santa Monica Boulevard right-of-way from Southern Pacific Railroad, the LACTC in cooperation with Supervisor Edelman's office has come up with a three-phased approach -- both short-term and long-term -- to make major improvements to the corridor.

**(MORE)**

**MAJOR IMPROVEMENTS PLANNED FOR SANTA MONICA BOULEVARD  
RIGHT-OF-WAY BEGIN WITH CLEAN-UP**

July 22, 1992

Page 2

"I have always believed that transit corridors can and should be beautified and I am gratified to see that it will happen here," said Councilwoman Ruth Galanter. "The California Conservation Corps and its workers should be commended for being an active participant toward that end."

The first of three phases for the right-of-way will be to clean it and keep it free of weeds and garbage. The second phase incorporates a Federal Demonstration project, to begin within the next five years, that looks at alternative uses for the right-of-way such as road enhancements, alternative fuel or zero emission busways, bikeways, or a dedicated transit lane. Both the Federal Transit Administration (FTA) and the U.S. Federal Highway Administration (FHWA) have committed \$15 million and \$8 million, respectively, toward a demonstration project for the corridor. The third phase will examine potential alternatives which could be employed along the entire Route two corridor, such as electric trolley, monorail, or light rail.

"The acquisition of the Santa Monica Boulevard right-of-way is vitally important to our future," said Councilman Yaroslavsky. "Under the leadership of Supervisor Edelman, the City and County of Los Angeles and the state of California have joined forces to save significant stretches of Santa Monica and Sepulveda boulevards from over-development. Using this land for transportation projects will improve the quality of life for decades to come."

"During the preliminary planning phase, we will be working closely with Supervisor Edelman's office, local elected officials and those interested from the private sector to determine the most appropriate use for the Santa Monica Boulevard right-of-way. We need to look at projects that make the most sense -- from both a ridership and financial perspective -- to make the best decision for this critical transportation corridor," concluded LACTC Westside Area Director Steve Lantz.

# # #



**JULY 22, 1992**

**CONTACT: CLARA POTES-FELLOW/STEPHANIE BRADY  
LACTC TRANSPORTATION NEWS BUREAU  
213/244-6566; 6792**

**FOR IMMEDIATE RELEASE**

**PRELIMINARY STUDY APPROVED FOR  
LIGHT RAIL LINE THROUGH SAN GABRIEL VALLEY**

A preliminary planning study for a potential light rail line connecting the West San Gabriel Valley to downtown Los Angeles was approved by the Los Angeles County Transportation Commission (LACTC) today.

The LACTC budgeted \$300,000 for the preliminary study and recommended staff to seek a contribution from cities interested in the study.

"Funding of the study is an important step to determine the potential of this rail line, which could serve thousands of east-west commuters who are forced to fight traffic on the San Bernardino and the Pomona freeways," said Gerry Hertzberg, Supervisor Gloria Molina's alternate on the LACTC.

The line identified as the Route 10/60 Corridor is considered a fundable candidate in the LACTC's 30-Year Integrated Transportation Plan. Seven other candidate projects are in the plan, and the Commission will prioritize them for funding according to their potential to solve commuting needs and local support.

**(MORE)**

**PRELIMINARY STUDY APPROVED FOR LIGHT RAIL  
THROUGH SAN GABRIEL VALLEY**

July 22, 1992

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LACTC staff has held informational meetings with the cities of Alhambra, Monterey Park, San Gabriel, El Monte, Rosemead, Temple City, Pico Rivera, Montebello, Whittier and South El Monte. "Most of these cities have submitted letters of interest in pursuing the study." Hertzberg said.

Route alternatives to be considered include Huntington Boulevard and Las Tunas Drive; Valley Boulevard; Garvey Avenue; Beverly Boulevard; Whittier Boulevard; and Olympic Boulevard.

# # #





JULY 22, 1992

CONTACT: MICHAEL BUSTAMANTE/STEPHANIE BRADY  
LACTC TRANSPORTATION NEWS BUREAU  
(213) 244-6591, 6792

**FOR IMMEDIATE RELEASE**

**TRANSPORTATION COMMISSION APPROVES \$58.2 MILLION  
BAILOUT FOR RTD FISCAL YEAR SHORTFALL**

The Los Angeles County Transportation Commission today approved a plan that would grant the Southern California Rapid Transit District \$58.2 million to meet half of the RTD's 1992-93 fiscal year shortfall of \$117 million. On a motion made by Los Angeles Mayor Tom Bradley, the Commission voted unanimously to approve the one-time expenditure to the RTD and reconvene a Third Party Task Force to address the balance of the RTD shortfall.

"Providing affordable and available public transportation is the fundamental responsibility of both the RTD and LACTC," said Mayor Bradley. "This allocation of \$58.2 million in Proposition C funds, which was approved by voters in November 1990 to support public transportation, is a fair level of immediate relief for the riders of the RTD. In the months ahead, we will look at other available funding sources and steps to streamline the RTD and LACTC to meet the entire funding needs."

Mayor Bradley's motion also included that the Third Party Task Force immediately select two additional members to be chosen from the country's ten largest bus operators or their parent funding organization. The Third Party Task Force was created in February of this

**(MORE)**



**TRANSPORTATION COMMISSION APPROVES \$58.2 MILLION  
BAILOUT FOR RTD FISCAL YEAR SHORTFALL**

July 22, 1992

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year to address the RTD's shortfall from the last fiscal year. The Task Force was comprised of three experts in the field of transit, administration and finance.

"The compromise worked out is a victory for the independent cities and the municipal bus operators who have had to endure the same challenges created by the recession," said Los Angeles County Supervisor and LACTC Chairman Mike Antonovich. "This now forces the RTD to make cost-cutting measures to bring their administrative costs under control without significant service reductions or fare increases to the riding public."

The motion set parameters for the Third Party Task Force to study, including the following:

- additional funding from LACTC sources through possible reallocation of LACTC resources, not including Proposition C;
- all economies, efficiencies and cost reduction opportunities arising out of a restudy of the RTD fiscal year 1993 budget;
- all sources of additional funding arising out of quick reorganization options which would realize cost savings;
- all sources of additional funding arising out of a restudy of Proposition C allocations, with a focus on preserving bus and rail expansion programs to the greatest extent possible;

(MORE)



**TRANSPORTATION COMMISSION APPROVES \$58.2 MILLION  
BAILOUT FOR RTD FISCAL YEAR SHORTFALL**

July 22, 1992

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- additional sources of funding arising out of RTD service and fare restructuring, with a focus on service reduction in relationship to ridership losses, maintaining the current level of service through alternative means and restructured fares not to exceed the level of inflation to avoid creating financial burdens on those who can least afford it;
- providing long term recommendations to ensure that significant budget shortfalls do not recur for the RTD and its successor agency.

"The motion presented by Mayor Bradley is the responsible approach, the compassionate approach, to solve the RTD's shortfall problem," said Gerry Hertzberg, an LACTC Commissioner and alternate to Supervisor Gloria Molina. "Efficiencies need to be examined in order not to cut essential bus services for the thousands across Los Angeles county who rely on transit for their primary source of transportation."

The Third Party Task Force will return to the September meetings of the LACTC's Finance and Programming Committee and the full Commission with recommendations regarding the balance of the RTD's shortfall.

# # #





**JULY 24, 1992**

**CONTACT: CLARA POTES-FELLOW/STEPHANIE BRADY  
LACTC TRANSPORTATION NEWS BUREAU  
213/244-6566; 6792**

**FOR IMMEDIATE RELEASE**

**ELECTRIC TROLLEY BUS PROTOTYPES TO RUN  
IN LONG BEACH AND LOS ANGELES**

East Los Angeles and Long Beach commuters may be riding electric trolley buses as early as December 1993, according to a Los Angeles County Transportation Commission (LACTC) plan to gradually replace diesel buses with zero emission electric buses.

"Construction of the Electric Trolley Bus project will reduce air pollution and will enhance Los Angeles County's streets and boulevards," said Supervisor Deane Dana, a member of the LACTC. "Through the reduction of fumes and engine noise, the Electric Trolley Buses will improve sidewalks making them a nicer place to walk, sit or browse."

"The Electric Trolley Bus program is a step forward to comply with federal clean air regulations that require the conversion of 30% of the transit fleet to zero emission vehicles by the year 2000," said Councilman Richard Alatorre, also a member of the LACTC.

The LACTC allocated \$25.9 million for the engineering design, construction and vehicle acquisition for two demonstration projects.

(MORE)

**ELECTRIC TROLLEY BUS PROTOTYPES TO RUN  
IN LONG BEACH AND LOS ANGELES**

July 24, 1992

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One of the demonstration lines will be built in Long Beach, along Anaheim Street. The line will travel east-west from Pacific Coast Highway to Magnolia Street connecting to the Metro Blue Line at the Anaheim Station.

The other demonstration line would serve East Los Angeles and Downtown Los Angeles. Beginning near Soto Street the line would travel west on First Street, turn south on Broadway Boulevard and west on Pico Boulevard to end at the Los Angeles Convention Center. "This route will bring air and urban improvements to the transit dependent communities of Los Angeles and East Los Angeles," said Alatorre.

The Rapid Transit District (SCRTD) will be responsible for managing the design and construction of the lines. The District will operate the Los Angeles line and Long Beach Transit will operate the line in Long Beach.

The first phase of the overall plan calls for the establishment of Electric Trolley boulevards on twelve heavily traveled bus routes. The proposed lines include ten SCRTD routes, one route of the Montebello Bus Lines and one route of Long Beach Transit.

# # #





# News

RTD-137

Contact: Greg Davy/Jim Smart

(213) 972-4400

July 24, 1992

FOR IMMEDIATE RELEASE

## RTD GENERAL MANAGER ALAN PEGG DESCRIBES DISTRICT'S "REBUILD LA" EFFORTS

RTD General Manager Alan F. Pegg Friday, July 24, 1992 detailed the District's efforts to help revitalize Los Angeles in testimony before a meeting of the California Assembly's Special Committee on the L.A. crisis.

"We are involved in the daily lives of millions of people in Los Angeles, and we are committed to our tradition of public service," Pegg said in a hearing in Los Angeles chaired by Assemblyman Curtis R. Tucker, Jr.

"RTD has been working on a range of large scale, innovative economic development projects for the past year," Pegg said. "Long before the Los Angeles riots, and as a response to the deepening recession, this agency has developed specific proposals which can quickly put jobs into the economy."

Pegg noted the RTD's L.A. Millennium project, first proposed in 1991, advanced a plan that would bring the manufacturing of transit industry equipment such as buses and trains to Southern California. The proposal calls for the use of local and federal seed money to develop a not-for-profit corporation. (more)



Rebuild

"What is unique about the L.A. Millennium Project is that although government agencies would have a role, it would be minimized and the private, not-for-profit corporation would be overseen by a Board of Directors of exceptional business leaders making sound business decisions."

Pegg also noted the District's Transit Corridor Development Corporation-Transit Enterprise Development project would invest transportation and economic development resources in heavily used bus and rail transit corridors. Under this proposal, redevelopment would occur at key transit use locations such as train stations and key bus-train transfer points.

"A range of incentives to developers such as tax breaks, off-site improvements, land write-downs, density bonuses, along with one stop and fast track permitting, would help developers become involved in projects that would revitalize our community and provide more and better amenities for transit users," Pegg said.

The RTD general manager also described the District's efforts to help with the development of a new, lightweight bus building project, utilizing local aerospace industry as the source of the technology for building such equipment.

"This could develop into a major source of export for the Southern California economy, especially with the development of new technology buses, because bus manufacturing is by far and away the largest transit market in the world," he said. (more)



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Rebuild

Pegg said such a construction facility in the region could generate thousands of jobs, develop new technologies and provide products that could help with the nation's efforts to export more goods.

He also described joint development projects involving District owned property at Westlake-MacArthur Park and Union Station as development potentials that will create construction jobs in the region, as well as better transit facilities for thousands of Los Angeles residents and visitors.

# # # # #





**UN PROGRAMA DE TRANSPORTE QUE AYUDA A LAS PERSONAS  
INCAPACITADAS A CRUZAR LOS LINDEROS DE LA CIUDAD**

Más de un millón de personas utilizan a diario los autobuses en nuestro extenso condado. El servicio de autobús abarca un área de 4,083 millas cuadradas en la que se encuentran las 88 ciudades del condado. Aunque miles de residentes dependen del servicio de autobús, algunas veces el transporte público puede dificultar los obstáculos que tienen que superar las personas seriamente incapacitadas de nuestra comunidad.

A través de un programa especializado, la Comisión de Transporte del Condado de Los Angeles (LACTC) está estableciendo un servicio de transporte para las personas incapacitadas que no pueden utilizar el servicio regular de autobús. El programa "Acceso al Metro" es nuestra respuesta a la Ley de Americanos con Incapacidades y lo estamos implementando por etapas en todo el condado a lo largo de los próximos cinco años.

Esta ley garantiza igualdad de oportunidades para las personas incapacitadas en empleos, alojamientos públicos, transporte y otros servicios. "El programa de Acceso al Metro brinda a los residentes incapacitados la libertad de viajar a través del condado de Los Angeles en un solo sistema de transporte", dijo Neil Peterson, director ejecutivo de la LACTC.

Por medio del programa Acceso al Metro, se coordinan las actividades de todas las agencias de transporte en una red que cubre el condado entero. "El Acceso al Metro es superior a los servicios regulares "dial-a-ride" locales. Se proporcionan viajes de acera a acera a todas partes adonde se dirijan los autobuses, lo que significa que una persona incapacitada puede

(CONTINUA)

**UN PROGRAMA DE TRANSPORTE QUE AYUDA A LAS PERSONAS  
INCAPACITADAS A CRUZAR LOS LINDEROS DE LA CIUDAD**

26 de junio de 1992

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llegar a su trabajo, establecer una cita con un doctor, ir a ver una película o dirigirse a cualquier lugar que desee", dijo Peterson.

Este servicio se inició en 15 ciudades ubicadas en el este del Valle San Gabriel y se expandirá este verano hacia 14 ciudades adicionales.

El programa es altamente especializado, ya que las personas deben estar certificadas para poder utilizar el servicio Acceso al Metro. Los candidatos son aquellas personas cuyas incapacidades les impiden subirse a bordo, viajar o bajarse de un sistema de transporte establecido de autobuses o trenes. Para recibir información sobre el proceso de certificación y para concertar viajes, sírvase llamar al 1-800-827-0829, o, si tiene problemas de oído, al 1-800-827-1359.

Para mayor información sobre la expansión del programa Acceso al Metro, tenga la bondad de llamar a la Agencia de Servicios de Transporte Consolidados, una filial de la LACTC encargada de coordinar el programa, al (213) 244-6284.





**JULY 27, 1992**

**CONTACT: ROBERTA TINAJERO/STEPHANIE BRADY  
LACTC TRANSPORTATION NEWS BUREAU  
213/244-6565; 6792**

**FOR IMMEDIATE RELEASE**

**MODERN BRIDGE CONSTRUCTION BEGINS OVER BUSY  
SOUTH BAY INTERSECTION**

The Metro Green Line's construction engineers have found a creative solution to building a bridge over one of the busiest intersections in Los Angeles County. The 320-foot long bridge is being constructed above ground in segments over the intersection of Rosecrans Avenue and Aviation Boulevard.

"The major advantage of segmental bridge construction is the minimized impact on traffic during construction," said Ed McSpedon, Rail Construction Corporation (RCC) president/CEO. Traditional bridge building methods require heavy ground equipment and large structural molding in the street.

The rail line will cross diagonally over the busy intersection that serves the neighboring cities of Hawthorne, Manhattan Beach and El Segundo.

Segmental bridge construction is a unique method usually reserved for much longer span construction. The bridge segments of the bridge are formed by concrete that is poured into forms suspended about fourteen feet or more above the intersection. Once the concrete is set, the segment is positioned into place. Today, workers finished the second of seventeen segments it will take to cross over the location.

**(MORE)**

**MODERN BRIDGE CONSTRUCTION BEGINS OVER BUSY  
SOUTH BAY INTERSECTION**

July 27, 1992

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The Metro Green Line's "segmental bridges" are the first to be built in the Los Angeles region.

Beginning in early August, the intersection will periodically be closed from 8:00 p.m. to 5:00 a.m. for concrete pouring and moving of the travelling crane. The final segment will be set into place in October.

Plans are underway for replacing the Santa Fe freight train bridge that is parallel to the Green Line bridge. Both new bridges are designed to allow for future street widening at the intersection.

Construction of the 20-mile rail transit line from Norwalk to El Segundo is about 27% complete. Earlier this summer, workers began laying tracks along the center of the new I-105 freeway where the line is being built. The Metro Green Line will run on its own three-mile aerial guideway that begins at Aviation and Imperial boulevards and leads into the city of El Segundo. The bridge is part of the aerial guideway construction.

For information on the construction of the bridge or Metro Green Line, call 213/620-RAIL.

# # #



JULY 29, 1992

CONTACT: ROBERTA TINAJERO/STEPHANIE BRADY  
LACTC TRANSPORTATION NEWS BUREAU  
(213) 244-6565, 6792

**FOR IMMEDIATE RELEASE**

**SENATE EARMARKS \$110 MILLION FOR METRO RED LINE;  
PROJECT SEEN AS LINKED TO AREA'S EFFORTS TO REBUILD L.A.**

The Senate Appropriations Subcommittee on Transportation today approved \$110 million for extensions of the Metro Red Line project. This earmark is higher than that received by any other project nationwide. The Senate subcommittee approved a total of \$690 million for all new-start projects. Funding for new-start projects comes from federal gas tax revenues.

"I strongly support the Metro Red Line not only to improve mobility but also to help rebuild and revitalize the urban center of Los Angeles," said U.S. Senator John Seymour (R-CA). "This funding will enable us to begin work on three critical additions to the Red Line," said Seymour in reference to the Red Line extension projects covered by the funding.

Earlier action by the House also recommended \$110 million making it likely that this will be the final level approved by Congress for Los Angeles next year. The \$110 million amount includes \$50 million to be used to complete construction on Segment 2. Metro Red Line extensions to North Hollywood, East Los Angeles, and the Mid-City area will receive equal shares of the funding, \$20 million each. These projects are part of segment three.

(MORE)

**SENATE EARMARKS \$110 MILLION FOR METRO RED LINE;  
PROJECT SEEN AS LINKED TO AREA'S EFFORTS TO REBUILD L.A.**  
Page 2

Los Angeles City Councilman and LACTC Vice-Chairman Richard Alatorre added, "This shows the Senate's strong support for Segment 3 and getting an immediate start on rail extensions to East Los Angeles, North Hollywood and Mid-City. It also means that Congress recognizes the important part the Red Line can have in Rebuild L.A. as well as providing the core system for Metro Rail."

# # # # # # # # # # # # # #



**JULY 31, 1992**

**CONTACT: ROBERTA TINAJERO/STEPHANIE BRADY  
LACTC TRANSPORTATION NEWS BUREAU  
213/244-6565; 6792**

**FOR IMMEDIATE RELEASE**

**METRO RED LINE'S METHANE REVIEW & CONCRETE TESTS PROVE SAFETY**

The methane control systems used in the Metro Red Line subway will be fully effective in preventing methane from posing a risk to public safety. These are the findings of an investigation conducted by Fluor, Daniel Inc., an independent consulting firm with extensive construction and mining experience, presented to the Rail Construction Corporation (RCC), builders of the Metro Rail system.

Also presented today were the results of quality assurance tests initiated by the construction management firm that show the Red Line's building materials and their installation exceed their own design criteria, as well as national standards.

The RCC has spent \$1.8 million to conduct tests on the subway's construction materials. "The extent of the tests of the building materials and the review of methane procedures emphasize the RCC's willingness to go to great lengths to examine concerns regarding the quality and safety of the Red Line," said Ed McSpedon, RCC President/CEO.

Three methods of inhibiting, detecting and eliminating methane are used to provide a high level of safety: the use of High Density Polyethylene (HDPE), a thick plastic liner that envelopes the tunnels; a hypersensitive sensor detection system; and a high capacity ventilation system.

**(MORE)**

## **METRO RED LINE'S METHANE REVIEW & CONCRETE TESTS PROVE SAFE**

July 31, 1992

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Methane, an odorless, clear gas that is prevalent in the Los Angeles basin, is not explosive until it reaches levels of 50,000 to 150,000 parts per million. Very sensitive devices -- both hand-held and stationary -- in place along the Metro Red Line are set at 15 ppm (warning) and 20 ppm (alarm). Methane gases are ever present in the air in Los Angeles. Therefore, there will always be an insignificant measurement of it in the tunnels as well.

Concrete, the main ingredient for the subway's tunnels and stations, underwent a series of tests measuring its strength and thickness. About 290,117 cubic yards of concrete were poured to build Segment 1 beneath downtown Los Angeles -- enough to build a 1000 foot-high concrete tower with a base the size of a baseball diamond.

A total of 7,772 cylinder samples of the concrete mixture of sand, cement and gravel were taken during its pouring and were processed through the Smith Emery laboratory of Los Angeles. (The facility is a general construction materials testing lab that examines soil, steel, concrete and other building supplies in accordance with standards set by the American Society for Testing and Materials (ASTM).)

Cylinder sample findings show the average test result to be at 5600 pounds-per-square-inch (PSI) -- 1600 PSI over the design requirements set at 4000 PSI by the ASTM.

"Concrete is the basic building material for a subway because of its high level of compression strength," said Ed McSpedon, RCC President/CEO. "A tunnel must be able to withstand pressure from its entire circumference, as well as the forces and loads experienced during an earthquake."

"All evaluation testing and investigation support the integrity of our construction and confirm that its safety is beyond reproach," said McSpedon.

(MORE)

## **METRO RED LINE'S METHANE REVIEW & CONCRETE TESTS PROVE SAFE**

July 31, 1992

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### **CONCRETE TESTING PROCEDURES**

- During cylinder sample testing, the concrete pieces are compressed until they crush, allowing lab workers to measure pounds of force applied per square inch to calculate strength.
- Thickness is verified by on-site inspectors who monitor the concrete forms prior to the pouring of the mixture.
- A secondary measuring tool is "ground penetration radar." Examination of the tunnel is made through the use of radar beam equipment.
- Another step of testing thickness involves removal of two to three inch diameter "cores" from the tunnels themselves to ensure that the tunnels meet the 12-inch design requirements. This on-going method employs random sampling to avoid cutting holes throughout the subway.

There is yet an additional level of reinforcement on the Red Line in that it is actually a "double tunnel" -- built with layers of concrete, a thick plastic liner, steel ribs and wooden lagging in some areas, -- all sandwiched by an inner layer of concrete.

Thickness tests show that all 40,000 feet of the twin tunnels, with the exception of a small contained area near Union Station meet the twelve inch standard. The original contractor is studying the best remedy to reinforce this area.

The small patch of thinner tunnel was uncovered in a quality assurance audit that was ordered by the RCC after a former inspector made statements that there were deficiencies in the tunnel structure. Of the sixteen issues presented, all others were either found to be invalid or already corrected in the standard inspections procedures in the building of the Metro Rail system.

(MORE)

## **METRO RED LINE'S METHANE REVIEW & CONCRETE TESTS PROVE SAFE**

July 31, 1992

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"We'll take input regardless of the credibility of the source because safety is paramount to our construction project. We are now more aware than ever of the excellence of our program," McSpedon said.

### **EARTHQUAKE SAFETY**

The Red Line was put to the test during the recent 7.4 earthquake originating in the Yucca Valley desert region, as well as the 1989 5.9 Whittier earthquake. No structural damage, cracks or incidents of gas or water leakage were found after a series of inspections. Subway tunnels are considered to be one of the safer places to be during an earthquake. A tunnel flexes with the ground as opposed to older buildings that crack instead of sway. The very elliptical shape of the tunnel absorbs any ground movement.

### **OPERATIONS**

Prior to the Metro Red Line Segment 1 opening in March, 1993 it is undergoing a series of operations testing, including:

- 10,652 electrical tests and 894 mechanical tests on equipment which operates the stations and tunnel systems.
- 320,000 individual tests on train control, fire and emergency systems, radio, communication, closed circuit television and other high tech systems prior to opening.
- 93 integrated tests including train operation.
- 13 emergency drills for emergency response teams.

# # #





**AUGUST 5, 1992**

**CONTACT: MICHAEL BUSTAMANTE/STEPHANIE BRADY  
LACTC TRANSPORTATION NEWS BUREAU  
213/244-6591; 6792**

**FOR IMMEDIATE RELEASE**

**LACTC'S JOB DEVELOPMENT AND TRAINING TASK FORCE MEMBERS MEET  
TO IDENTIFY SHORT AND LONG TERM STRATEGIES**

A task force of the Los Angeles County Transportation Commission met today to discuss long and short term strategies to implement a job development and training program aimed at providing local employment opportunities for high school, college and vocational students in the field of transportation. The task force is comprised of leaders from the fields of business, education, labor and transportation.

"We intend to invest \$183 billion dollars during the next thirty years in transportation improvements that will help rebuild Los Angeles' infrastructure," said LACTC Commissioner and RTD Board member Nick Patsaouras. "That same effort must be made to create as many opportunities for employment of our youth here in the Los Angeles area with that money as possible. The future leaders of tomorrow all too often come out of college or high school with little or no hope of landing a job because the opportunity is not there nor do they have the experience companies are looking for. These youth deserve a chance and it is our responsibility to do something about this as we build a transportation system that will transform the mobility picture in the Southland."

**(MORE)**

## **LACTC'S JOB DEVELOPMENT AND TRAINING TASK FORCE MEMBERS MEET TO IDENTIFY SHORT AND LONG TERM STRATEGIES**

August 5, 1992

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The task force, decided to:

- determine immediate job development opportunities by job function and transportation partners who benefit from the 30-year transportation investment and would be willing to participate;
- develop job training and retraining goals for the long-term;
- project the labor force needs to implement the 30-Year Plan;
- work with the L.A. Community College District to develop a draft package to identify job development training for inclusion in all LACTC contracts; and
- gather comments from existing LACTC contract vendors on realistic apprenticeship and job training program goals.

"We are pleased to work with the LACTC task force to dramatically expand job opportunities and real job training for tomorrow's leaders," said Wallace Knox, President of the Board of Trustees for the Los Angeles Community College District. "The effort of the task force will help to define a program that will develop permanent skills."

The task force will next meet on September 11 to discuss their findings.

# # #



**AUGUST 6, 1992**

**CONTACT: ROBERTA TINAJERO/STEPHANIE BRADY  
LACTC TRANSPORTATION NEWS BUREAU  
213/244-6565; 6792**

**FOR IMMEDIATE RELEASE**

**ENHANCEMENTS ANNOUNCED FOR METRO BLUE &  
GREEN LINE SHARED STATION**

School children from South Central Los Angeles are helping to create colorful life-size figures that will become permanent images at the Metro Imperial station. The figures will depict the game of "hide-and-seek" among the concrete columns at the double-decked rail station that serves as the connecting point for the Metro Blue and Green Lines.

Artist Joe Sam, working with the Art-For-Rail Transit program of the Los Angeles County Transportation Commission (LACTC), is known for bringing vibrancy to generic facilities.

The children are lending their own likeness and individuality to the dancing, playful figures that will adorn 58 columns. "These students -- who attend school just two to three blocks from the station -- will be able to see their work throughout the years that they grow and live in this neighborhood," said Ray Grabinski, LACTC Commissioner.

"Children are our future commuters and by introducing them to the emerging Metro system, we are building excitement and ridership for a rail network being built for them," said Grabinski.

**(MORE)**

## **ENHANCEMENTS ANNOUNCED FOR METRO BLUE & GREEN LINE SHARED STATION**

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The children, from the Watts/Willowbrook Boys & Girls Club and the Willowbrook Library Summer Program, presented full-scale renderings of the painted figures to LA County Supervisor and LACTC Commissioner Kenneth Hahn in a ceremony today. Hahn was instrumental in initiating the station's improvements by suggesting better access from the Blue Line to one of the few larger shopping centers in the area. A temporary walkway was installed leading from the station ramp to the Kenneth Hahn shopping center, providing a shorter and safer pedestrian passage.

The walkway will be expanded as part of the Metro Green Line construction to connect to two park-and-ride lots planned for the site -- accommodating about 450 vehicles. The lots will feature drop off areas called "kiss-and-rides," as well as bus stops. Other new features will include bright lighting, as well as landscaping. The \$857,000 improvements will eventually serve an estimated 4300 Imperial station users. The Imperial Station is also the site of the Central Control Facility that houses security and operations staff.

"As we build rail transit lines through these communities, we are committed to enhancing the neighborhood and getting the community involved," said Ed McSpedon, president/CEO of the Rail Construction Corporation, the building subsidiary of the LACTC.

The final art works, large painted metal cutouts, will be installed in early 1994. However, artist Sam will be visiting elementary classrooms presenting his idea along with a coloring book that will allow students to design their own column art "hide-and-seek" players.

(MORE)

**ENHANCEMENTS ANNOUNCED FOR METRO BLUE &  
GREEN LINE SHARED STATION**

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The column art project was selected from 200 entries in a national competition by a five-member panel of arts professions and members of the community involved in the A-R-T program. Community representatives were Kamau Daaood and Diane Hall; representatives from the art field were Nancy Doll, Roberto Gil de Montes, and Willie Middlebrook (a Compton-based artist also commissioned to do a Green Line project).

Construction of the 20-mile Metro Green Line is about 27% complete. Earlier this summer, workers began laying tracks along the new I-105 freeway where the line is being built.

# # #





**AUGUST 10, 1992**

**CONTACT: ROBERTA TINAJERO/STEPHANIE BRADY  
LACTC TRANSPORTATION NEWS BUREAU  
213/244-6565; 6792**

**FOR IMMEDIATE RELEASE**

**TRANSPORTATION PROGRAM ALLOWS DISABLED TO GO  
WHERE THEY WANT TO GO**

Although a million people board public buses daily in Los Angeles county, public transit can sometimes add to the challenges of the severely disabled. A new program allows disabled persons to go where they want to go on specially-equipped shuttle vans.

"Metro Access," responds to the Americans With Disabilities Act, and is now operating in the 29 cities of the San Gabriel Valley. The service will be phased-in to serve all 88 cities in Los Angeles County over the next few years.

"Metro Access goes beyond regular local dial-a-ride services. Curb-to-curb trips are provided to anywhere in the current service area, meaning a disabled person can get to a job, a doctor's appointment, the movies, or any other destination," said Michael Antonovich, L.A. County Supervisor and chair of the Los Angeles County Transportation Commission (LACTC).

The expansion of service from the initial fifteen cities to twenty nine was celebrated today in a "roll-out" ceremony of new Metro Access shuttle vans at Huntington Memorial Hospital in Pasadena. The hospital serves as one of the two sites that screens people for the service.

**(MORE)**

## **TRANSPORTATION PROGRAM ALLOWS DISABLED TO GO WHERE THEY WANT TO GO**

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"The intent of the Americans With Disabilities Act was to ensure that individuals with disabilities would be able to participate fully in our society," said Robert Gorski, chair of the LACTC's Specialized Transportation Advisory Committee (STAC). "Accessible and adequate public transportation is a vital element in ensuring our success in maintaining employment and in enjoying the many activities Los Angeles has to offer," he said.

Since the start of the program in March in the eastern end of the valley, the average daily trips have been at about 125. The added service area extends along the San Bernardino (#10) Freeway corridor, providing access to Cal State L.A., USC Medical Center and downtown Los Angeles.

The program, funded by the Los Angeles County Transportation Commission (LACTC), is operated by the Pomona Valley Transportation Authority (PVTA). The Transit Store in the Indian Hills Mall in Pomona is the other service center site.

The program is highly specialized in that individuals must be certified for Metro Access service. Candidates are those persons with disabilities who cannot board, ride or exit from an established bus or rail system. Representatives from the medical and social service fields, as well as from the disabled community developed the certification process along with the STAC. Approximately 1200 people have received certification.

Metro Access candidates are screened for eligibility through Huntington Memorial Hospital or the Transit Store. Long and short distance trips are arranged via computer by calling 1-800-827-0829, or for the hearing impaired, 1-800-827-1359. Transit operators from the service area are called upon to provide Metro Access rides from the Transit

(MORE)



**TRANSPORTATION PROGRAM ALLOWS DISABLED TO GO  
WHERE THEY WANT TO GO**

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Store, including Azusa, "Get-About" shuttles, PVRTA's Valley Connection buses, Diversified Paratransit, and selected taxi companies. Rides are \$1.50 each way for trips up to 15 miles. The fare for longer trips depends on the trip length.

Cost of the program for the 1992-93 fiscal year is approximately \$4.85 million, funded by Proposition C dollars.

Cities served by Metro Access are Alhambra, Arcadia, Azusa, Baldwin Park, Bradbury, Claremont, Covina, Diamond Bar, Duarte, El Monte, Glendora, Industry, Irwindale, La Puente, La Verne, Monrovia, Monterey Park, Pasadena, Pomona, Rosemead, San Dimas, San Gabriel, San Marino, Sierra Madre, South El Monte, South Pasadena, Temple City, Walnut, and West Covina.

# # #





**AUGUST 11, 1992**

**CONTACT: ROBERTA TINAJERO/STEPHANIE BRADY  
LACTC TRANSPORTATION NEWS BUREAU  
213/244-6565; 6792**

**FOR IMMEDIATE RELEASE**

### **FIRST METRO RED LINE CARS PASS THE ACCEPTANCE TESTS**

Los Angeles -- Rail Construction Corporation officials have accepted the first "married pair" of Metro Red Line cars. Accepting the cars mean that they have passed design, functional and quality testing and are ready for passenger service. This "married pair" is the first of a 15-pair order required to begin service on the Red Line's Segment One, in March 1993.

The cars operate only in pairs, hence the term "married pair." The pairs are semi-permanently coupled and equipment, such as air compressors, batteries and automatic train protection equipment is shared between the two cars. The cars have modular equipment to facilitate repairs without the necessity of uncoupling the cars.

One pair can, with a cab at each end, operate as a train and move in either direction without the need to be turned around. The "married pairs" can be joined to form a six-car train capable of carrying 1,014 passengers. Initial passenger service will only require the use of four-car trains during peak hours. The length of the trains will increase as the service line is extended.

The vehicles undergo two separate testing processes. They are tested in Italy by the manufacturer, Breda, and then they undergo a four to six week testing process here to

**(MORE)**

## **FIRST METRO RED LINE CARS PASS THE ACCEPTANCE TESTS**

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verify compliance with design specifications. The first pairs were sent to Pueblo, Colorado, where they successfully passed endurance testing at the Transportation Test Center, a federal test facility for rail products.

This pair and subsequent pairs currently undergoing testing will be used for training RTD personnel in operation and maintenance of the vehicle fleet. The cars will also be used to support integrated testing of the complete Red Line system before the start of service.

Officials anticipate the next pair will be accepted this week with subsequent pairs being accepted thereafter in two week intervals.

# # #



**AUGUST 12, 1992**

**CONTACT: STEPHANIE BRADY  
LACTC TRANSPORTATION NEWS BUREAU  
213/244-6792**

**FOR IMMEDIATE RELEASE**

**SAN FERNANDO VALLEY STUDY RECEIVES CERTIFICATION  
BY LACTC'S PLANNING AND MOBILITY COMMITTEE.**

The Planning and Mobility Improvement Committee of the Los Angeles County Transportation Commission (LACTC) today recommended certification of the long-awaited Supplemental Environmental Impact Report (SEIR) for the Ventura Freeway Advanced Aerial Technology Alternative. The SEIR was prepared to review the environmental impacts and possible mitigation measures of the proposed 14 station, 16.2 mile aerial alignment alternative which would extend from the Universal City Metro Rail Station to Warner Center via the median of the Ventura freeway.

This now sets the stage for full Commission approval of the report when it convenes August 26. The Committee also asked the staff to now prepare a report to compare this Ventura Freeway alignment with the subway alternative that had formerly been adopted by the Commission.

At the LACTC meeting in March 1990, the Burbank/Chandler route was selected as the preferred route alternative for an East-West San Fernando Valley transit project. At the same time, Commissioners directed staff to prepare a feasibility study for two other valley corridors: a Metro Rail extension under Ventura Boulevard, and an aerial configuration along the Ventura Freeway. The purpose of the feasibility study was to determine if either of the additional routes would offer advantages to the previously selected Burbank/Chandler route.

In May 1991, the study was narrowed to the Ventura Freeway alignment and the SEIR was begun to provide Commissioners with comparative detailed information and environmental impacts to facilitate decision making on the project. Numerous city and

**(MORE)**

**SAN FERNANDO VALLEY STUDY RECEIVED CERTIFICATION  
BY LACTC'S PLANNING AND MOBILITY COMMITTEE**

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government agencies, community groups, homeowners associations, environmental and business groups provided input to this process.

"What we have found during this study period is that the proposed Ventura Freeway alignment is possible to build and creates fewer environmental impacts than previous projects studied along the Ventura Freeway," said San Fernando Valley Project Manager David Mieger. "However, the study also determined that a number of impacts still exist and that additional mitigation measures would be required to reduce or eliminate these impacts."

The SEIR for the freeway alignment determined that significant additional mitigation measures would need to address:

- shifting of proposed stations at De Soto and White Oak;
- incorporating a short subway segment at Universal City;
- providing additional traffic mitigations along Canoga Avenue and at the proposed De Soto and White Oak stations, as well as other stations;
- station design modifications at the Hayvenhurst station to resolve flood control concerns;
- relocating Fire Station #88; and
- providing heavier guideway and station support columns in addition to revising the construction staging plan to eliminate freeway impacts.

If the SEIR is formally approved at the August 26 LACTC meeting, the staff will next undertake the study comparing the freeway aerial alignment with the mid-valley subway alignment. This will take sixty days to complete to be brought back before the Commissioners in October.

# # #



**AUGUST 14, 1992**

**CONTACT: ROBERTA TINAJERO/STEPHANIE BRADY  
LACTC TRANSPORTATION NEWS BUREAU  
213/244-6565; 6792**

**FOR IMMEDIATE RELEASE**

**PUBLIC HEARING SET ON FEDERAL FUNDING REQUEST  
FOR RED LINE SEGMENT**

The public is invited to comment on a proposed request for federal funds for the Metro Red Line Segment Three at a public hearing on Thursday, August 27 from 1:00 p.m. to 5:00 p.m. in the Department of Water and Power Board Room, # 15555-H. The DWP is located at 111 N. Hope Street in downtown Los Angeles.

The purpose of the public hearing is to receive comments from concerned individuals, organizations and community groups on a proposed Grant Application submitted by the Los Angeles County Transportation Commission (LACTC) for federal funding to help finance design and construction of the subway's third segment.

The Red Line's Segment Three consists of three branches totalling approximately 11.6 miles, with at least seven stations. The extensions go from Segment Two's Hollywood/Vine station to North Hollywood; east from Union Station to East L.A.; and west from the Wilshire/Western station to the mid-city area station at Pico/San Vicente. All three extensions will be built concurrently by the year 2001.

Congress authorized \$695 million in the Intermodal Surface Transportation Efficiency Act (ISTEA) of 1991 and \$535 million in Advanced Construction Authority for the

**(MORE)**

**PUBLIC HEARING SET ON FEDERAL FUNDING REQUEST  
FOR RED LINE SEGMENT**

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design and construction of the project. The LACTC has prepared a grant application to obtain this authorized federal funding totalling \$1.23 billion.

The financing plan assumes continuing federal funding commitments with local funds being committed as needed to match and overmatch throughout an eight-year period. The grant application identifies the match funding from LACTC, the State of California, the City of Los Angeles and Benefit Assessment Districts.

The Metro Red Line Segment One through downtown Los Angeles opens in March 1993. Segment Two is currently under construction. The Wilshire corridor to Western begins service in 1996; the line north along Vermont to Hollywood and Vine opens in 1998.

The text of the grant application can be reviewed. For information, call (213) 244-6891 or 244-6801.

# # #





# FACT SHEET



LOS ANGELES COUNTY TRANSPORTATION COMMISSION 818 West 7th. St., Suite 1100, Los Angeles, CA. 90017

## **TREE PLANTING ALONG THE METRO BLUE LINE RIGHT-OF-WAY**

August 14, 1992

**CONTACT:** Clara Potes-Fellow  
LACTC News Bureau  
(213) 244-6566

25 inner-city, high school students planted 60 new trees and provided maintenance for 476 trees previously planted along the Metro Blue Line Right-of-Way.

Maintenance work included tree weeding, reconstruction of the watering system and mulching. Most of the trees planted were native species from California, which require low watering during the first three years and no watering thereafter.

The project was managed by the Los Angeles County Transportation Commission. The project provided an opportunity for inner city students to get involved in Rebuild L.A. projects and beautify the Metro Blue Line property nearby the areas where they live.

The students used the Metro Blue Line for their transportation to the various work sites. For some of them, this was an opportunity to get acquainted with the Metro Blue Line and ride it for the first time.

The students were trained to plant and maintain trees by the TreePeople, through their campus forestry program.

The summer employment program was funded by a \$27 million grant from the Department of Labor to provide job opportunities for approximately 18,000 youth. The program is part of the federal help provided to Los Angeles after the civil disturbances of April 1992.





**AUGUST 17, 1992**

**CONTACT: CLARA POTES-FELLOW/STEPHANIE BRADY  
LACTC TRANSPORTATION NEWS BUREAU  
213/244-6566; 6792**

**FOR IMMEDIATE RELEASE**

**LIGHTED CALL BOXES UNDER TESTING ON 405 FREEWAY**

A Lighted Call Box Safety Study will be conducted by the Los Angeles County Transportation Commission (LACTC), GTE and the California Highway Patrol on twelve Metro Call Boxes located along the San Diego (405) Freeway.

Lighting fixtures will illuminate the entire call box site as soon as a motorist opens the call box door. Call box area lighting is intended to provide greater safety to motorists who find themselves stranded after dark.

"The freeway call boxes are the modern day Good Samaritans," said Supervisor Kenneth Hahn. "I am pleased that call boxes will be lighted and tested to provide even greater service to county drivers after dark."

The study will compare safety performance of non-lighted and lighted call boxes. Lighted and non-lighted call boxes will be alternately located along a continuous length on the San Diego Freeway from Alameda Street to the Harbor Freeway.

"This study will help us determine whether it is safe to install lighted call boxes on the freeway," said Long Beach City Councilman Ray Grabinski, a member of the Los Angeles County Transportation Commission.

**(MORE)**



## LIGHTED CALL BOXES UNDER TESTING ON 405 FREEWAY

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"This is the first time that lighted call boxes are tested in California," said Neil Peterson, LACTC executive director. "After completion of the study the Commission will consider the expansion of the project to other freeway locations."

Performance measures include (1) the number and severity of freeway accidents that involve call boxes; (2) damage to vehicles or injury to occupants caused by the call box; (3) vandalism; and (4) other criminal activities taking place near call box locations.

Study data will be collected through CHP reports and GTE computer records and photographs.

Call boxes were installed for the first time in 1962 as a roadside emergency system to report road hazards, flat tires or mechanical breakdowns.

Los Angeles County Supervisor Kenneth Hahn, father of the Los Angeles' Metro Call Box System, came up with the idea of freeway emergency telephones after helping a woman with three small children who had run out of gas on the freeway.

In 1991, the Los Angeles County Transportation Commission began a \$15 million expansion and upgrading project for the call boxes. The new call boxes have cellular technology, solar panels, larger pedestrian standing areas and bilingual instructions.

To date, more than 2,000 call boxes have been replaced with brand new ones. Once the renovation is completed, the Los Angeles County Metro Call Box system will have 4,000 call boxes along 500 miles of freeway.

# # #





**AUGUST 18, 1992**

**CONTACT: ROBERTA TINAJERO/STEPHANIE BRADY  
LACTC TRANSPORTATION NEWS BUREAU  
213/244-6565; 6792**

**FOR IMMEDIATE RELEASE**

**METRO "M" LOGO BEGINS TO APPEAR ON BILLBOARD, BUS SHELTER ADS**

The beginnings of a billboard and bus shelter public information campaign are sprouting up along the routes of the Metro Red Line Segment One and Two and the Metro Green Line -- making the Metro's "M" logo more recognizable to the neighborhoods where subway and freeway trains will run.

About 25,000 motorists that travel Wilshire Boulevard just west of downtown and near Metro Rail construction are being reminded that the subway will improve their future by combating congestion and air pollution. The first message reads, "We're Working on a Solution to Improve Your Future."

Along the Green Line route near the intersection of the 710 freeway and Imperial Highway, motorists are reminded that "The Metro Green Line is Coming." The freeway location has prompted many people to call the 620-RAIL line for information on the rail service scheduled to begin operating along the median of the new I-105 freeway in late 1994.

Rotating messages are designed to keep the neighboring communities aware that the Metro Lines will one day provide them with state-of-the-art public transportation. The ads also support the area's retailers with supplementary advertisements -- especially

**(MORE)**

**METRO "M" LOGO BEGINS TO APPEAR ON BILLBOARD, BUS SHELTER ADS**

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along the Red Line's Wilshire corridor. "The ads will let people know that businesses are still open and that they can continue to patronize the local merchants," said Ed McSpedon, president/CEO of the Rail Construction Corporation. "Building the county's rail transit system through a densely populated city like Los Angeles presents many challenges. This campaign is one of several measures to ease construction impacts," he said.

The Red Line's Segment One through downtown Los Angeles opens in March 1993. Bus shelter ads located near the five stations remind transit riders that the Metro is "Coming to a Station Near You."

The billboards will rotate to seven locations along Red and Green Line routes; 23 selected bus shelter sites will display the Metro messages. For more information on the rail transit plan, call 213/620-RAIL.

# # #





**AUGUST 24, 1992**

**CONTACT: CLARA POTES-FELLOW/STEPHANIE BRADY  
LACTC TRANSPORTATION NEWS BUREAU  
213/244-6566; 6792**

**FOR IMMEDIATE RELEASE**

**LACTC JOINS FIRST AFRICAN METHODIST-EPISCOPAL CHURCH  
TO PROVIDE FREE TAXI SERVICE TO COMMUNITIES HIT BY CIVIL  
DISTURBANCE**

As a part of its commitment to rebuilding L.A., the Los Angeles County Transportation Commission (LACTC) has allocated \$130,000 to provide a free taxi coupon for families still affected by the civil disturbance of April 1992.

The program, administered through the First African Methodist-Episcopal Church (First A.M.E.), provides free taxi rides to families or individuals who need transportation for childcare centers, shops, doctors, pharmacies and other locations which have become inconvenient due to the loss of some local facilities.

"Several months after the civil unrest, many stores have yet to reopen. While efforts to rebuild the structures and services lost continue, we must find ways of assisting residents with transportation to stores, doctors and childcare centers. For senior citizens and others dependent upon public transportation, this free taxi ride service provided by the LACTC is crucial to our on-going recovery from the civil disturbance," Mayor Tom Bradley said today.

"This program is a priority to the communities who are still in the process of recovery," said L.A. County Supervisor Mike Antonovich, chairman of the LACTC. "This allocation

**(MORE)**

**LACTC JOINS FIRST AFRICAN METHODIST-EPISCOPAL CHURCH TO PROVIDE  
FREE TAXI SERVICE TO COMMUNITIES HIT BY CIVIL DISTURBANCE**

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will provide approximately 13,000 taxi rides during 60 days. About 200 families will be using the service each day. This is the type of program that makes a real difference in a community."

"Transportation is a key component in the life of a community," said Cecil L. "Chip" Murray, senior minister of the First A.M.E. Church. "It's gratifying to us to assist the residents of the communities affected by the recent disturbances by administering this taxi program which will help them obtain basic necessities."

The free taxi coupon program is being funded for 60 days from August 15 through October 15, with Proposition A funds. The 24-hour program expands, throughout the Los Angeles County area, the service provided by Operation Food Basket, that was originally limited to South Central.

Residents may obtain the taxi coupons through any of 42 social service and religious organizations located in Los Angeles County.

Each coupon has a value of \$7 which will cover the cost of a four-mile trip for up to five passengers. Passengers will be allowed to use up to two coupons per trip.

Residents of areas affected by the disturbance are eligible for \$28 worth of coupons per month. To qualify, affected residents only need to give their name, address and telephone number to the social agency or church providing the coupon.

(MORE)

**LACTC JOINS FIRST AFRICAN METHODIST-EPISCOPAL CHURCH TO PROVIDE FREE TAXI SERVICE TO COMMUNITIES HIT BY CIVIL DISTURBANCE**

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"This taxi program is one component of an overall effort initiated by the LACTC to expedite provision of transportation services to affected areas," said Neil Peterson, LACTC's executive director.

The LACTC was one of the early supporters of the Operation Food Basket taxi program with a \$40,000 donation from privately raised funds from the "New Transportation for a New Century" conference held last year.

The transportation commission also funded a Shopping Emergency Shuttle, SCRTD Line 625, to transport people to five Food Distribution Centers in South Central Los Angeles. Other projects in support of Rebuild L.A. include a Summer Job Program for youths living in South Central Los Angeles; acceleration of construction of the Metro Red Line Segment Two and revitalization of land parcels and buildings adjacent to Metro Rail stations.

# # #

NOTE: Attachments include list of community organizations that will distribute the coupons.

Watts Senior Center  
1660 E. 99th St., L.A. CA. 90002

Director: Mattie Sheaphard  
213-564-9440

Oriental Mission Church  
434 N. Western Ave., L.A. CA.

Director: Rev. Chang

Catholic Charities  
1400 W. Ninth St., L.A., Ca. 90015

Laurie Hayashi  
213-251-2667

Peoples Coordinated Multi Purpose Senior Center  
5133 S. Central Av., L.A. CA 90043

Director :Jan Gordon  
213-294-5226

Hispanic Women's Council  
5803 E. Beverly Blvd., L.A., CA.90022

Director: Lourees Saab  
213-725-1657

South Central Multi Purpose Senior Center  
7813 S. Central Av., Los Angeles, CA.90001

Director: Lillian Mobley  
213-583-5908

Southern Christian Leadership Conference  
4181 S. Central Ave., L.A. CA.90062

Director: Joe Hicks  
213-295-8582

Los Angeles Child Guidance Center  
746 W. Adams, L.A., CA.90007

Director: Betsy Pfromm  
213-749-4111

West Angeles Church of God and Christ  
3045 S. Crenshaw Blvd., L.A. CA90016

Bishop Charles Blake      Contact:Rev. Hutchson  
213-733-8300

Bradley Multipurpose Senior Center  
10937 S. Central Av., L.A., Ca. 90059

Director: Ms. Lyle  
213-563-5630

Theresa Lindley Multi purpose Senior Center  
4515 S. Central Av., L.A. CA. 90011

Director: Gary Franklin  
213-846-1920

First A.M.E. Church  
2270 S. Harvard Ave., L.A. CA.

Rev. Dr. Cecil Murray      Contact: Rev. Jackson  
213-735-1251

The Brotherhood Crusade  
200 E. Slauson Ave., L.A. CA. 90011

Director: Danny Bakewell Contact: Leo Gray  
213-231-2171

The Koreatown Emergency Relief Center  
141 N. Vermont Av., L.A., Ca. 90004

213-487-5323

Salvation Army Senior Relief Organization  
906 N. Francisco, L.A., Ca. 90015

Brigadier Whiteside  
213-627-3741

Mt. Tabor Baptist Church  
6614 South Western Ave., L.A., Ca. 90047

Rev. Chaney / Mertyl Goodwyn  
213-753-3189      FAX 753-1015

Paradise Baptist Church  
5100 S. Broadway, L.A., Ca. 90037

Millie Culver  
213-231-4366      FAX 231-2622

Pleasant Hill Baptist Church  
2009 W. Martin L.King Blvd., L.A., Ca. 90062

Yvonne Montgomery  
213-293-6448      FAX 293-6605

Ebony Missionary Baptist Church  
8016 S. Figueroa St., L.A., Ca. 90003

Doris Jackson / James  
213-752-9310

Faithful Central Baptist Church  
6100 S. Hoover St., L.A., Ca. 90044

Beverly Barnwell  
213-753-2486      FAX 750-1270

Bethel AME Church  
7900 S. Western Ave., L.A., Ca. 90047

Joseph Moss / Crytaline Weaver  
213-750-3240

Friendly Friendship Baptist Church  
10101 S. Avalon Blvd., L.A., Ca. 90003

Rev. Daniels  
213-756-4088

Lynwood United Methodist Church  
4207 Carlin Ave., Lynwood, Ca. 90262

Rev. Louis Chase  
213-638-5163

Maranatha Community Church  
3800 Martin Luther King Blvd., L.A., Ca. 90008

James Baker  
213-295-4044X102      FAX 291-9091

African American Unity Center  
944 W. 53rd Street, L.A., Ca. 90037

Brenda Marsh  
213-789-7300

St. Brigid's Catholic Church  
5214 S. Western Ave., L.A., Ca. 90062

Father Paul Benet  
213-292-0781

Bethel AME Church  
7900 S. Western Ave., L.A., Ca. 90047

Rev. Edgar Boyd  
213-750-3240

Greater Bethany Community Church  
8422 S. Hoover St., L.A., Ca. 90044

Sister Ford / Linda Williams  
213-750-0523

Normandie Church of Christ  
6307 S. Normandie Ave., L.A., Ca.

Lorna Green  
213-758-3004

Ebony Baptist Church  
8020 S. Figueroa St., L.A., Ca. 90003

Rev. Woods  
213-752-9310

Holman United Methodist Church  
3320 W. Adams Blvd., L.A., Ca. 90018

Rev. James Lawson, Jr.  
213-731-7285

St. Barnabas Senior Center  
675 S. Carondolet

Amela Leon  
213-388-4444

Lafayette Senior Citizen Center  
625 S. LaFayette Park Place, L.A. 90057

213-387-9426

El Rescate  
1340 S. Bonnie Brae, L.A. 90006

Oscar Andrade  
213-387-3284

Central American Refuge Center  
660 S. Bonnie Brae, L.A. 90006

Madilyn Jamis  
213-266-3104

Korean Senior Center  
2847 W. 8th St., L.A. 90005

E.S. Chung  
Steve Kim

Clinica Oscar Romero  
2675 W. Olympic Blvd., L.A. 90005

Guillermo Rodriguez  
213-384-3807

International Institute  
435 S. Boyle Ave., L.A. 90033

Alex Salazar  
213-264-6210

Florence-Firestone Multi Purpose Center  
7807 S. Compton Ave., L.A., Ca. 90001

Robert Crockett  
213-586-6501

Willowbrook Senior Citizen Center  
12915 Jarvis Ave., L.A., Ca. 90061

Roland York  
310-603-3358

Rancho Dominguez Multi Purpose Center  
4513 E. Compton, Ca. 90221

Carson / Samoan Service Center  
404 E. Carson St., Ca. 90745

Asian Service Center  
14112 Kingsley Dr., Gardena, Ca. 90247

Howard Wilson  
310-603-7401

Karen Olen  
310-834-6403

Betty Kozasa  
310-217-7302



**AUGUST 26, 1992**

**CONTACT: ROBERTA TINAJERO/STEPHANIE BRADY  
LACTC TRANSPORTATION NEWS BUREAU  
213/244-6565; 6792**

**FOR IMMEDIATE RELEASE**

### **TRANSPORTATION CAREER PROGRAM HELPS BUILD FUTURE WORK FORCE**

Graduating high school and college students who spent the summer working on Metro projects were commended today for their extra efforts to learn about transportation. After two months of on-the-job learning at construction sites, drafting boards and computer terminals, the students received scholarships and encouraging words for their continued studies.

The summer jobs are part of the Transportation Occupations Program (TOP) of the Los Angeles County Transportation Commission (LACTC)/Rail Construction Corporation (RCC).

"Through this career guidance program, we are building a future work force to help build L.A. County's Metro System," said Jacki Bacharach, LACTC Commissioner.

A total of 130 students participated in the city-wide internships doing a variety of work. Thirty scholarship recipients are moving on to college, while the others will return to their high schools. Students work hard in TOP after school courses and on Saturdays studying specialized courses and joining in field trips that prepare them for college majors or entry level positions in architecture, urban planning, engineering and other transportation-related fields.

**(MORE)**

## **TRANSPORTATION CAREER PROGRAM HELPS BUILD FUTURE WORK FORCE**

August 26, 1992

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While many people sweltered in the August heat wave, TOP student Nichele Weatherford kept cool working in the underground Union Station. Weatherford, a graduating senior from Compton High School, trained to be an electrical field engineering assistant on the Metro Red Line Segment 1. "Being in TOP has shown me what it's like to be in the work force and what to expect from college courses," said Weatherford who plans to attend Long Beach City College and major in electrical engineering.

"TOP brings together school districts, industry and construction to provide a better life for many inner-city students," said Robert Kruse, RCC chairman. "We're creating a strong bond -- a sense of ownership between young people and the Metro transportation system. Students in this program can help make positive contributions to their community improvements," he said.

TOP graduate, Jesus Ojeda is now an employee with the LACTC's planning division. "I never thought seriously about my education or goals in life when I started high school. This program helped me to hang in there during tough times and taught me to think about a career and my own personal growth," he said. Ojeda, an alumnus of Locke High School, is a sophomore at L.A. Trade Technical College.

LACTC funds the program by providing wages and class materials. Construction contractors and city engineering departments provide the jobs. Classroom curriculum is jointly developed by school district teachers and guest lecturers from the transportation industry.

TOP originated in 1986 during construction of the Metro Blue Line. The Long Beach, Compton and Los Angeles Unified School Districts participate in the program.

# # #





**AUGUST 27, 1992**

**CONTACT: ROBERTA TINAJERO/STEPHANIE BRADY  
LACTC TRANSPORTATION NEWS BUREAU  
213/244-6565; 6792**

**FOR IMMEDIATE RELEASE**

**CAL STATE STUDENTS TO PRESENT PUBLIC ART DESIGNS  
FOR CAMPUS METROLINK STATION**

High school and college students will present their design and public art ideas for the Metrolink station that will serve California State University, Los Angeles on Wednesday, September 2 at 9:00 a.m. at the campus. The public is invited to the presentation to community representatives from the neighboring cities of Alhambra, Monterey Park and Montebello, and to transportation officials including Los Angeles City Councilmember Richard Alatorre.

The designs were developed in a 10-week summer session open to students from CSULA, L.A. County High School for the Arts, East L.A. College, L.A. City College and Pasadena City College. Students worked in teams to create design concepts for their campus station.

"The focus of the class was an introduction to the community process and creative elements of developing public art works. It was also a way of getting community involvement in creating a rail transit system that reflects the communities it passes through," said Jessica Cusick, director of the Art for Rail Transit program of the Los Angeles County Transportation Commission (LACTC).

**(MORE)**

**CAL STATE STUDENTS TO PRESENT PUBLIC ART DESIGNS  
FOR CAMPUS METROLINK STATION**

August 27, 1992

Page 2

In October, commuter trains will begin running between Claremont and Union Station in downtown Los Angeles, stopping at six stations located about five miles apart. The CSULA station, now in the design stage, will be ready to serve the campus in the spring.

The course work, developed by Cusick and Barbara Goldstein of the City of Los Angeles' Cultural Affairs Commission, includes this final presentation by student teams to a selection panel. The winning schemes may be incorporated into the station design with the help of the architects.

Initial service on the Metrolink Claremont Line will stop at stations at Claremont, Pomona, Covina, Baldwin Park and El Monte. The line will eventually reach into San Bernardino and serve nine additional stations.

The presentation will take place on the site of the campus bus station parallel to the I-10 (Santa Monica) freeway.

# # #



September 3, 1992

CONTACT: CLARA POTES-FELLOW/STEPHANIE BRADY  
LACTC NEWS BUREAU  
(213)244-6566, 6792

FOR IMMEDIATE RELEASE

**LACTC RELEASES BUSINESS DIRECTORY  
TO CONNECT CAR BUILDING INDUSTRY WITH LOCAL FIRMS**

As part of its effort to help create new jobs, the Los Angeles County Transportation Commission today released a directory of companies capable of participating in the production of components and services for the rail industry.

The 91-page book, listing 500 manufacturers, is intended to provide the rail car building industry with a database to identify local firms to include in their bids for the Metro Green Line 87-car order and for the rail industry in general.

"The directory is just the beginning of a process to establish Los Angeles as worldwide supplier of rail systems," said LACTC Commissioner Nick Patsaouras. "The advanced technology developed by the aerospace and defense industries, makes Los Angeles a natural place to create a surface transportation industry capable of satisfying the high standards of rail manufacturers around the world. With the renaissance of rail construction in America, we believe that Los Angeles can become a major rail supplier for national and global markets."

In the process of producing the directory, the LACTC conducted a thorough evaluation of how local business can meet the needs of the car and subsystems builders. Approximately 2,000 companies in Los Angeles County were selected to participate in a survey and a series of random, on-site visits conducted by the LACTC. The 500 companies selected include those which have the potential to become manufacturers of railway rolling stock, equipment and other products for the transportation industry.

"By identifying firms in advance and providing a directory of those firms to prime contractors, the LACTC will meet its goal of stimulating local participation and nurturing the creation of long term employment opportunities," said Neil Peterson, LACTC's executive director.

The directory was released at a press conference at WesTech Gear Corporation, a manufacturer of machinery for the military and the U.S. Space Shuttle Program. The company, located just a few feet from the Metro Green Line right-of-way, is a good example of a high-tech manufacturer ready to make the transition from the defense industry to the surface transportation industry.

"In the past we were heavily focused on military projects," said John Mayer, president of WesTech Gear Corporation. "With defense requirements shrinking, we are actively moving into new market areas. We fully support the LACTC's efforts aimed at assuring that the light rail vehicles include L.A. County content."

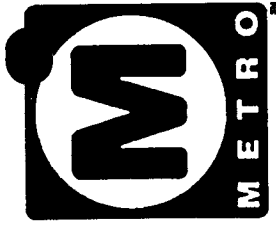
About 30% of the companies identified in the directory are also Disadvantaged Business Enterprises which are certified by the LACTC or other government agencies. All firms in the directory already have begun to manufacture rail car components on their own, or have suitable technology to transfer to the transportation industry.

"The directory is a first-class reference for both national and foreign contractors in search of domestic subcontractors to meet the domestic and DBE requirements of LACTC's bids," said Ed. McSpedon, president and CEO of the Rail Construction Corporation.

The LACTC is hosting a workshop to facilitate business contacts between the companies listed in the directory and the major carbuilders and subcontractors. This will also serve as a forum to acquaint those same companies with the LACTC contracting process.

The workshop will be held on Thursday, September 10, from 8:30 a.m. to 4:30 p.m. at the Metro Red Line Yards & Shops, 320 South Santa Fe Avenue, Los Angeles. The meeting will feature four panels during which carbuilders and major subcontractors, high-tech partners of carbuilders, and LACTC contract Administration Staff will meet with and provide information to participating companies that wish to develop business opportunities in the transportation industry.

# # #



# LOS ANGELES COUNTY TRANSPORTATION COMMISSION

30-Year Plan Local Employment by Rail Project



**LACTC**

PROJECT	PROJECT COST (MILLIONS)	PERCENT COMPLETED	ESTIMATED LOCAL EMPLOYMENT	
			PROJECT TO DATE	PROJECT TOTAL
Blue Line	\$ 877	99%	25,400	25,400
Red Line Segment 1	\$ 1,450	97%	40,368	42,050
Red Line Segment 2	\$ 1,446	11%	4,176	41,900
Green Line	\$ 796	29%	6,032	23,200





OCTOBER 5, 1992

CONTACT: MICHAEL BUSTAMANTE/STEPHANIE BRADY  
LACTC TRANSPORTATION NEWS BUREAU  
(213) 244-6591, 6792

**FOR IMMEDIATE RELEASE**

**PROGRESS REPORT OF LACTC EFFORTS TO INVOLVE LOCAL  
COMPANIES IN TRANSPORTATION BODE WELL FOR JOBS OUTLOOK**

In light of the current recession and following the cancellation of the contract awarded to Sumitomo Corporation to build 41 fully-automated rail car vehicles for the Metro Green Line, the Los Angeles County Transportation Commission has been actively seeking to create long-term business opportunities for the Los Angeles region in the field of transportation. The LACTC's efforts come at a time when regional firms, most notably aerospace and defense, are scaling back due to a decline in federal funding, severely impacting the local employment outlook and causing the loss of thousands of jobs.

During the past seven months, the LACTC has moved aggressively to outline a business development strategy aimed at creating a local Surface Transportation Industry utilizing technologies developed for other industries. An outreach program was developed with aerospace and defense firms, meetings were conducted and workshops held with major prime contractors, high-tech firms and others to discuss the potential of technology transfer to rail car manufacturing and assembly.

As an outgrowth of those meetings, one major rail car builder, Morrison-Knudsen,

**(MORE)**





**PROGRESS REPORT OF LACTC EFFORTS TO INVOLVE LOCAL COMPANIES IN TRANSPORTATION BODE WELL FOR JOBS OUTLOOK**

September 5, 1992

Page 2

announced the formation of a partnership with both Lockheed Corporation and Hughes Aircraft Company to bid on the L.A. Standard Light Rail Vehicle proposal for 87 vehicles due December 1, 1992. Moreover, Rockwell International, Northrop Corporation, TRW, and Aerojet have all had discussions with rail car builders and announcements of additional teams are expected shortly.

The LACTC has also expanded its outreach effort to include small and medium-sized businesses in the Southern California area. Last September, the LACTC released a 91-page "Products and Services Directory", listing 500 local manufacturers capable of participating in the production of components and services for the rail car industry and sub-system suppliers. The Directory is intended to provide both prime and sub-suppliers of rail cars with a listing of companies that identifies background, DBE/WBE status, talents and skills in order to foster enduring relationships between Southern California's sophisticated manufacturers and the host of world-class rail car builders, thus generating long-term transportation industry business opportunities for our region.

The Directory is the first of its kind in matching Southern California firms with specific, detailed light rail vehicle parts and services procurement needs. Rail car components manufactured in Los Angeles by area companies could appear on vehicles in cities such as London, Vancouver, Chicago and New York as well as Los Angeles. Rail car builders have already commented that this effort has helped to establish exciting new relationships with the smaller manufacturers in the Los Angeles area. To follow-up on the success of the Directory, the LACTC is sending a questionnaire to all firms in the directory to determine the progress being made in marketing their products and services.

(MORE)



**PROGRESS REPORT OF LACTC EFFORTS TO INVOLVE LOCAL COMPANIES IN TRANSPORTATION BODE WELL FOR JOBS OUTLOOK**

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The LACTC has also incorporated a new element to the bid for the 87-car L.A. Standard Light Rail vehicle contract. The first is an *Advanced Transit Products Development Program (ATPDP)*. The program calls for investment by rail car builders who are awarded future contracts to assist in the development of high-technology solutions to modern transportation challenges. By encouraging car builders to work in partnership with hi-tech firms, especially in aerospace and defense, the LACTC will help to develop innovative products that have proven transportation applications.

In order to help facilitate the advancement of the ATPDP, the LACTC has set aside \$12 million for research and development of prototype products developed by the hi-tech partnership of aerospace and defense firms with the car building community. The products developed by the partnerships will be installed on 2 demonstration vehicles the LACTC has included as part of its 87-car L.A. Car order. The LACTC believes that the research and development efforts would be successful in developing at least three advanced transit products.

While the LACTC awaits proposals for the 87-car L.A. Standard Light Rail vehicle, due December 1, 1992, it is intent on stimulating technology transfer and innovative joint ventures in order to serve as a catalyst for economic development in the region. The Products and Services Directory, development of advanced transportation products, and the advancement of domestic opportunities in transportation will maintain Los Angeles' position as a major force in the world economy and will safeguard employment opportunities for future generations of Southern California workers.

# # #





September 9, 1992

**CONTACT: CLARA POTES-FELLOW/STEPHANIE BRADY  
LACTC NEWS BUREAU  
(213)244-6566, 6792**

**ECONOMIC RECOVERY AND JOB CREATION ENCOURAGED  
BY TRANSPORTATION SUPPLIERS WORKSHOP**

More than 300 high-tech business owners from Los Angeles County are expected to participate in the first Standard Light Rail Vehicle workshop sponsored by the Los Angeles County Transportation Commission (LACTC).

Scheduled for Thursday, September 10, the workshop is an opportunity to introduce companies capable of producing products and services for the rail industry to international carbuilders and subcontractors.

"Connecting major carbuilders and suppliers is the first step in a process to foster the creation of jobs and to establish Los Angeles as a worldwide supplier of rail systems," said Supervisor Mike Antonovich, chairman of the Los Angeles County Transportation Commission.

The event also affords the opportunity to acquaint Los Angeles' businesses with some basic information about the LACTC contracting process.

**(MORE)**



**ECONOMIC RECOVERY AND JOB CREATION ENCOURAGED  
BY TRANSPORTATION SUPPLIERS WORKSHOP**

September 9, 1992

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"The LACTC will invest more than \$180 billion in transportation in Los Angeles during the next three decades. And, we intend to spend most of that money here in Southern California," said LACTC Commissioner Nick Patsouras.

"This workshop shows the commission's good faith efforts to help local contractors," said Neil Peterson, LACTC's executive director. "The event sends the message to rail carbuilders and local businesses, that we are committed to buying from our own."

Workshop participants include companies listed in the newly created L.A. Standard Light Rail Vehicle Directory of Products and Services. The document, published by the LACTC lists more than 500 Los Angeles County businesses that have already provided rail car components or have proven technology that can be applied to the transportation industry.

To produce the directory, approximately 2,000 companies in Los Angeles County were invited to participate in a survey and a series of random, on-site visits conducted by the LACTC. Many of the 500 companies selected are high-tech manufacturers for the defense and aerospace industry interested in making a product transition to the surface transportation industry.

About 30 percent of the companies invited to the workshop are Disadvantaged Business Enterprises, certified by the LACTC or other government agencies.

The meeting will feature four panels during which carbuilders and major subcontractors, high-tech partners of carbuilders, and LACTC contract

(MORE)





**ECONOMIC RECOVERY AND JOB CREATION ENCOURAGED  
BY TRANSPORTATION SUPPLIERS WORKSHOP**

September 9, 1992

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administration staff will provide information about business opportunities in Los Angeles' emerging transportation industry.

This workshop will make it easier for local companies to participate with major subcontractors in the Rail Construction Corporation's bids," said Ed McSpedon, president and CEO of the RCC.

The workshop will be held Thursday, September 10, from 8:30 a.m. to 4:30 p.m. at the Metro Red Line Yards and Shops, 320 S. Santa Fe Avenue, Los Angeles.

# # #

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SEPTEMBER 10, 1992

CONTACT: ROBERTA TINAJERO  
LACTC TRANSPORTATION NEWS BUREAU  
(213) 244-6565

FOR IMMEDIATE RELEASE

**PEOPLE WITH DISABILITIES IN THE SAN GABRIEL VALLEY  
GET A "FAIR" CHANCE**

People with disabilities can get direct transportation to the L.A. County Fair through a ride on a Metro Access shuttle van. The specialized service provides curb-to-curb transportation for disabled residents living in the San Gabriel Valley's 29 cities.

Metro Access service is unlike other dial-a-ride systems in that its vans are able to travel beyond city boundaries.

In addition to providing transportation to the fair, a Metro Access specially-equipped van is on display at the "Metro Village." The exhibit is sponsored by the Los Angeles County Transportation Commission (LACTC) and features trains, buses, tow trucks, call boxes and information about the Metro system.

Cities in the service area are Alhambra, Arcadia, Azusa, Bradbury, Claremont, Covina, Diamond Bar, Duarte, Glendora, Industry, Irwindale, La Puente, La Verne, Monrovia, Monterey Park, Pasadena, Pomona, Rosemead, San Dimas, San Gabriel, San Marino, Sierra Madre, South El Monte, South Pasadena, Temple City, Walnut, and West Covina.

**(MORE)**



**PEOPLE WITH DISABILITIES IN THE SAN GABRIEL  
VALLEY GET A "FAIR" CHANCE**

September 10, 1992

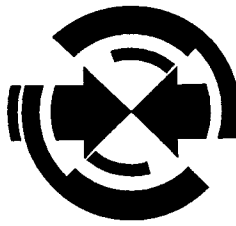
Page 2

Metro Access was created as a result of the 1990 Americans with Disabilities Act and requires that people with disabilities receive the equivalent quality of transportation services available.

Riders must be certified by the program as eligible to receive the service. Rides are \$1.50 each way. For more information, call 1-800-827-0829 or the TDD number for the hearing impaired at 1-800-827-1359.

# # #





SEPTEMBER 11, 1992

CONTACT: CLARA POTES-FELLOW/PETER HIDALGO  
METROLINK NEWS BUREAU  
(213)244-6566, 6142

FOR IMMEDIATE RELEASE

**METROLINK STATIONS GRANTED \$1.3 MILLION FOR  
CONSTRUCTION AND TREE PLANTING**

The California Transportation Commission granted \$318,182 for five tree planting projects at Metrolink stations and more than \$1 million for other transportation related projects. Metrolink is the Southern California Regional Rail Authority's commuter rail service to be launched on October 26.

The tree planting funds come from the Environmental Enhancement and Mitigation Demonstration Program created by Proposition 111, the gasoline tax approved by voters in 1990. The program provides \$10 million annually for 10 years to fund environmental projects related to transportation projects.

"Metrolink's commuter rail service has become a reality because of the passage of Propositions 108, 111, and 116 which were approved as transportation and clean air measures. These propositions provided the necessary funds to purchase

(MORE)





**METROLINK STATIONS GRANTED \$1.4 MILLION  
FOR CONSTRUCTION AND TREE PLANTING**

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the rights-of-way and to build the Metrolink system. Just a month from now, riders will be able to use the service and enjoy the trees and greenery that will beautify the stations and improve air quality," said Jacki Bacharach, chair of the Southern California Regional Rail Authority and member of the LACTC.

Funding will be used to plant close to 1,000 trees at Metrolink stations in the cities of Claremont, Covina, Chatsworth, Van Nuys and Pomona. The funds were allocated as follows:

**SAN BERNARDINO TO LOS ANGELES LINE:**

City of Claremont: \$73,180 for 450 feet of right-of-way and 96 trees and shrubs.

City of Covina: \$50,000 for 105 trees and 573 shrubs.

City of Pomona: \$55,002 for 119 trees and more than 1,000 shrubs.

**VENTURA TO LOS ANGELES LINE:**

Cities of Chatsworth and Van Nuys: \$140,000 for 350 trees in Chatsworth and 60 trees in Van Nuys

On another item, the CTC allocated \$600,000 to the City of Baldwin Park for construction of the Metrolink station. The City of Moorpark received \$280,000 to complete construction of the intercity rail and Metrolink station.

Metrolink service to Los Angeles' Union Station starts October 26, with 5 daily trains from Pomona, 4 from Moorpark in Ventura County and three from Santa Clarita. Morning trips to Los Angeles start at 5:00 a.m. and return trips will be offered from 3:45 p.m. to 6:25 p.m.





SEPTEMBER 14, 1992

CONTACT: CLARA POTES-FELLOW/STEPHANIE BRADY  
LACTC TRANSPORTATION NEWS BUREAU  
(213)244-6566,6792

FOR IMMEDIATE RELEASE

## **LACTC UNVEILS URBAN GREENWAYS DEMONSTRATION PROJECT IN WATTS**

The Los Angeles County Transportation Commission today unveiled plans for construction of the Watts Urban Greenways Project--a beautification plan to transform a vacant lot adjacent to the Metro Blue Line tracks into a recreational green area.

The Watts Urban Greenways is the first project of a countywide master plan calling for the development of green spaces for public recreation. The greenways can be developed on rights-of-way owned by the LACTC, or located near public transportation facilities. They will contain bikepaths, pedestrian or equestrian trails, artwork, and will connect transportation facilities to historic sites, cultural centers or natural resources.

"Development of community greenway areas is a long overdue project in Los Angeles County," said LACTC Commissioner Nick Patsouras, who conceived the Greenways project. "Despite the six-square-mile enclave of Griffith Park, Los Angeles is the nation's most under-parked city. Only 4 percent of L.A.'s land is developed as green sites, compared to 14 percent in Seattle and 9 percent in San Francisco."

"The objective of the Urban Greenways program is to beautify and provide maintenance to rail rights-of-way owned by the Commission," said Neil Peterson LACTC executive

(MORE)

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**LACTC UNVEILS URBAN GREENWAYS  
PROJECT IN WATTS**

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director. "Greenways will help to develop community pride and a sense of ownership of rail facilities."

The Watts Urban Greenways Project will connect the 103rd Street Metro Blue Line Station to the historic Simon Rodia Watts Towers.

Construction includes a bikepath, areas dedicated for artwork, and low maintenance, drought-tolerant vegetation, grass and shade trees.

"This is the first step of a "cultural crescent" that the community will develop to showcase the many talents, achievements, and cultural diversities that exist in our community," said councilwoman Joan Milke Flores. "Not only has the local community played a role in this project's planning strategies, but hopefully they will also be an important part of its upkeep and future development."

"The project ties into the Community Redevelopment Agency's efforts to revitalize "Watts," said Pastor Thomas Kilgore Jr., commissioner of the CRA. "The agency is currently working with the community and the consultant to prepare a master plan for the Cultural Crescent Area, which includes the Urban Greenways Project."

The site is a 60,000-square-foot area owned by the LACTC. Metro Blue Line trains and Southern Pacific trains operate on tracks to the west of the site, and Graham Avenue, a residential street, is to the east. A pedestrian bridge at 105th street, built to provide safe crossing above the rail tracks, sits in the middle of the site.

(MORE)



**LACTC UNVEILS URBAN GREENWAYS**

**PROJECT IN WATTS**

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The LACTC allocated \$90,000 from Proposition A, Rail Development funds for design and construction of the project. Ongoing maintenance will be paid for by the Community Redevelopment Agency (CRA) of the City of Los Angeles.

The landscape design for the Urban Greenways Project in Watts was prepared by Melendrez Associates, a Woman Business Enterprise (WBE), specialized in landscape architecture. The Watts Cultural Crescent Advisory Committee participated in the selection of Melendrez Associates. Design options were prepared in consultation with community groups and neighbors of the Watts area. Local high school students were employed to work with the architects to draft design plans for the project.

The first trees to be planted in the greenway site in Watts are 10 mature pepper, pine and chinese elm trees coming from a movie set of Fox Studios and donated by Christmas in April. The Mountains Conservancy Foundation made arrangements for the donation and paid for the transportation of the trees.

Construction of the project is scheduled to begin in November and to be completed in January 1993. The construction contract will be managed by the Rail Construction Corporation.

# # #







SEPTEMBER 16, 1992

CONTACT: MICHAEL BUSTAMANTE/STEPHANIE BRADY  
LACTC TRANSPORTATION NEWS BUREAU  
(213) 244-6591, 6792

**FOR IMMEDIATE RELEASE**

**LACTC COMMITTEE RECOMMENDS FUNDING FOR ANGELS' FLIGHT**

The Planning and Mobility Improvement Committee (PMIC) of the Los Angeles County Transportation Commission today recommended funding for the City of Los Angeles' Angeles' Flight Funicular, a project that will provide a transit link between Bunker Hill and the Metro Red Line scheduled to open in March 1993. The Community Redevelopment Agency (CRA) is seeking \$785,000 in Proposition C/ISTEA funds. The application is part of the Prop C/ISTEA allocations under consideration by the LACTC.

"The Angeles' Flight project is important to the City of Los Angeles and to the thousands of downtown workers who will use it everyday," said LACTC Commissioner and RTD Board Member Nick Patsaouras. "It will serve patrons who ride the bus, Metrolink and Metro Rail passengers, and will encourage tourism because of its historical significance. It will also provide a much-needed transit linkage between the Broadway Shopping District, a major economic activity center, and would create additional transit capacity within the Central Business District."

(MORE)



**LACTC Committee Recommends Funding for Angels' Flight**  
**Page 2**

Originally built in 1901, the Angels' Flight operated between Hill and Olive Street, adjacent to the street tunnel until 1969 when it was dismantled by the CRA to facilitate grading and re-parcelization of Bunker Hill. The CRA's redevelopment plan calls for an operating replica of the railway and provide for appropriate disposition of historic artifacts.

The LACTC is expected to make a final decision on the list of projects recommended for funding under the Prop C/ISTEA grant applications at its regularly scheduled meeting on September 23.

# # #





September 18, 1992

CONTACT: ROBERTA TINAJERO/STEPHANIE BRADY  
LACTC TRANSPORTATION NEWS BUREAU  
213-244-6565; 6792

**FOR IMMEDIATE RELEASE**

**BLUE LINE RAIL GRINDING TO EASE NOISE IN LONG BEACH**

Los Angeles County Transportation officials have begun a project they hope will lead to decreased noise levels along the Metro Blue Line in the Los Cerritos area of Long Beach. A rail grinder, on loan from Vancouver, British Columbia, began to grind the built-up corrugation on the hardened steel of the rail today (Friday, September 18).

The actual grinding will take about two weeks to complete and will take place from 9 a.m. until 2 p.m. each weekday to avoid peak hours of Blue Line traffic. The trains will continue to run on schedule and will bypass the grinding machine through the coordinated use of a single track.

"Ironically, we are going to have to temporarily increase the noise in order to lessen it because the rail grinder itself is a somewhat noisy machine," explained John Higgins, utility coordinator for the Rail Construction Corporation that built the Blue Line which runs from Long Beach to downtown Los Angeles.

(MORE)



## **BLUE LINE RAIL GRINDING TO EASE NOISE IN LONG BEACH**

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"I'm very excited that we are beginning to remedy this problem. The residents in the area obviously are anxious for the noise levels to be reduced. What we learn here will help us not only in Long Beach, but in other parts of our Metro Rail project as well," said Ray Grabinski, Long Beach City Councilman, who is also a member of the Los Angeles County Transportation Commission.

The grinding is just the first part of the Los Angeles County Transportation Commission's effort to reduce the noise radiated from the Blue Line.

Other noise control solutions will be presented later this month when the Navcon Engineering Network, a Fullerton-based Noise and Vibration Consulting Company, submits its report to the LACTC. It has been studying a variety of ways to permanently lessen the noise along the Blue Line.

Wheel rail noise is a very common problem in urban transit systems throughout the world. The main sources are usually the rail or the wheel or both.

The rail grinder, which was recently refurbished in Vancouver, will be operated by experienced workmen from B.C. Transit in Vancouver. Local RTD and maintenance workers will be trained to use the machine in future projects.

# # #







SEPTEMBER 21, 1992

CONTACT: JESSICA CUSICK/STEPHANIE BRADY  
LACTC TRANSPORTATION NEWS BUREAU  
(213) 244-6556; 6792

FOR IMMEDIATE RELEASE

### **FIRST METRO SIGNAGE APPEARS IN DOWNTOWN L.A.**

Construction workers for Metro Rail today installed the first in a series of nine pylons which will mark the entrances to the new Metro Red Line stations. The pylon, which was installed at the entrance to the Civic Center Station, at the corner of 1st and Hill streets and is the latest addition to the downtown landscape.

The pylon was developed by the well-known architectural firm of Harry Weese and Associates, the consulting architects on Segment 1 of the Metro Red Line. The 12-foot, stainless steel column, surmounted by the colorful, back-lit logo of the Metro system, was designed to complement a wide variety of urban settings. The pylon was reviewed and enthusiastically approved by the City of Los Angeles' Cultural Affairs Commission. "The pylon is an immediately identifiable marker which will provide clear, direct access to the new Metro Rail station," said LACTC Executive



2-2-2

Director Neil Peterson. "It is part of the LACTC's commitment to provide a system which is both user-friendly and meets high design standards."

The appearance of the pylon is the latest indication that a transportation renaissance is taking shape in Los Angeles. Construction crews are working on the finishing touches at all five Metro Red Line stations and those who keep a careful watch on downtown will notice many improvements taking place around the future entrances to the subway as Segment 1 of the Red Line prepares to open ahead of schedule in early 1993.

# # #

pylon.rls[09.24.92]  
MD:pls





SEPTEMBER 24, 1992

CONTACT: ROBERTA TINAJERO/STEPHANIE BRADY  
LACTC TRANSPORTATION NEWS BUREAU  
(213) 244-6565; 6792

FOR IMMEDIATE RELEASE

**CONGRESSIONAL COMMITTEE GIVES FINAL APPROVAL  
TO BILL PROVIDING \$110 MILLION FOR METRO RED LINE**

The House and Senate today wrapped up a conference agreement on finalizing the 1993 Transportation Appropriations bill (H.R. 5518) providing the Los Angeles Metro Red Line with the full \$110 million recommended previously in House and Senate versions of the bill.

"This is a tremendous victory, since we understand that most other New Start cities received across the board reductions of 15%," said Mayor Bradley referring to cuts made by the conferees to avert a threatened veto by the President.

"This \$110 million is especially important because \$60 million has been allocated equally between three extensions that comprise the third segment of the Red Line; to East Los Angeles, Mid-City, and North Hollywood," added the Mayor citing the first federal funding for these extensions approved by Congress last year. The Metro Red Line Segment 2, now under construction, will receive \$50 million dollars.

(MORE)



**CONGRESSIONAL COMMITTEE GIVES FINAL APPROVAL  
TO BILL PROVIDING \$110 MILLION FOR METRO RED LINE**

September 24, 1992

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LACTC Executive Director Neil Peterson said, "We congratulate our Congressional delegation, and especially Congressman Ed Roybal and Julian Dixon for doing such an outstanding job of protecting our \$110 million funding level.

"Congressman Roybal deserves tremendous credit, not only for shepherding through federal approval for the first subway extension to East Los Angeles last year, but also now securing the first federal funding to ensure that it opens, as planned, by 2001."

LACTC Vice Chairman, Councilman Richard Alatorre and Supervisor Gloria Molina actively lobbied Congress to ensure that funding for Red Line Segment 3 is equally apportioned between the three extensions.

The House and Senate are expected to ratify this agreement next week and the bill will then be sent to the President for signature into law before the 1993 fiscal year begins on October 1.

# # #







SEPTEMBER 24, 1992

CONTACT: MICHAEL BUSTAMANTE/STEPHANIE BRADY  
LACTC TRANSPORTATION NEWS BUREAU  
(213) 244-6591, 6792

**FOR IMMEDIATE RELEASE**

**LACTC AGREES TO PURCHASE OF SOUTHERN PACIFIC RIGHTS-OF-WAY**

The Los Angeles County Transportation Commission today announced that an agreement has been reached with the Southern Pacific Railroad Company to purchase rights-of-way from downtown Los Angeles to Palmdale, and other properties located in Canoga Park, Burbank and Chatsworth for future commuter rail projects.

The 67-mile Saugus Line, which extends from downtown Los Angeles to Palmdale, will provide for a future extension of Metrolink, the commuter rail service scheduled to begin operation October 26. The acquisition of the Saugus Line will also provide for Metrolink service to Lancaster at a later date.

"The acquisition of these rights-of-way are necessary in order to provide future transportation service to the communities of Palmdale and Lancaster," said LACTC Chairman and L.A. County Supervisor Mike Antonovich. "The purchase also provides for additional access into downtown's Union Station via Southern Pacific's bridge over the Los Angeles River and paves the way for future service to Ventura County."

The acquisition of Southern Pacific properties also include:

**(MORE)**



**LACTC AGREES TO PURCHASE SOUTHERN PACIFIC RIGHT OF WAY**

**September 24, 1992**

**Page 2**

- The Canoga Park and Burbank segments of the Burbank Branch which will provide the full right-of-way for the proposed Burbank/Glendale light rail line, while assuring minimal railroad interference during construction;
- Two non-operating parcels in Chatsworth for future park-and-ride lots and adjacent uses for the Metrolink station in Chatsworth; and
- Additional properties and rights including radio frequencies for operation.

The agreement reached with the Southern Pacific also lays the groundwork for Ventura County to purchase the Santa Paula Branch, a 28-mile line located entirely within Ventura County. Its acquisition would allow for future connections of the cities of Ventura and Santa Clarita by rail.

"The agreement reached with the Southern Pacific is another step toward creating one of the most effective and expansive commuter rail systems in the nation," said LACTC Executive Director Neil Peterson. "In addition to Metrolink service, it also provides for future light rail service to the Burbank/Glendale communities. This acquisition and those recently concluded with the Santa Fe and Union Pacific Railroads are important pieces of the overall Metro transportation system we envision for Los Angeles County. Purchases such as these make it possible to provide the expanded transportation services taxpayers are demanding through their support at the polls."

The total purchase price agreed upon by the Commission for the properties, excluding Ventura County's option of the Santa Paula Branch, shall be no more than \$67.8 million.

# # #





SEPTEMBER 24, 1992

CONTACT: LYNN KROWN/(310) 859-8561  
ROBERTA TINAJERO/ (213) 244-6565  
LACTC TRANSPORTATION NEWS BUREAU

**FOR IMMEDIATE RELEASE**

**RAIL CONSTRUCTION CORPORATION SPONSORS SEMINAR PROGRAM  
FOR SMALL MINORITY AND WOMEN-OWNED FIRMS**

The Rail Construction Corporation (RCC), the construction subsidiary of the Los Angeles County Transportation Commission (LACTC), is introducing a series of seminars called STEPS, Success Through Excellent Professional Services.

The RCC initiated this professional development program in keeping their policy to assist small, minority and women-owned professional service firms in doing business successfully with the RCC/LACTC and other public sector clients.

The first component of the STEPS program is a full-day seminar: **GETTING ON TRACK: HOW TO EFFECTIVELY MARKET PROFESSIONAL SERVICES.** Subsequent STEPS seminars will focus on contract administration and project management.

The one day seminar will be offered on three different dates: Thursday, October 29; Tuesday, November 10; and Thursday November 19, 1992 at a downtown Los Angeles location. The hours will be from 8:30 a.m. - 6:45 p.m. There is no charge to attend the seminar.

Ed McSpedon, RCC president said, "We deliberately designed STEPS as a series of seminars, rather than a large conference, because we want to give people several opportunities to participate. We hope that they will leave the seminar with a better

(MORE)



**RAIL CONSTRUCTION CORPORATION  
SPONSORS SEMINAR PROGRAM FOR  
SMALL MINORITY AND WOMEN-OWNED FIRMS  
September 24, 1992  
Page 2**

understanding of the RCC's program and more confidence about how to market their services.

Our 30 year plan calls for \$183 billion worth of transportation improvements. The program offers significant opportunities for small, minority and women-owned firms to provide design related services."

Seminar participants will learn techniques for marketing to the public sector. Topics include: the RCC's long and short term Metro Rail program, overview of the RCC solicitation and selection processes, techniques for effectively communicating your qualifications, creating teams and joint venture relationships and the interview process.

It is important to register early because enrollment will be on a first-come basis and limited in size to facilitate participation. There will be no on-site registration. Only those with prior written confirmation may attend.

For more information and to request a registration form: call (213) 362-9475.

**# # #**







OCTOBER 1, 1992

CONTACT: ROBERTA TINAJERO/STEPHANIE BRADY  
LACTC TRANSPORTATION NEWS BUREAU  
213/244-6565;6792

FOR IMMEDIATE RELEASE

## **CONGRESS APPROVES \$110 MILLION FOR METRO RED LINE**

U.S. Senator John Seymour announced today that the 1993 Transportation Appropriations bill (H.R. 5518) received final approval by the House and Senate and that it will shortly be signed into law by President Bush. The bill allocates \$110 million to Los Angeles' Metro Red Line. The bill also provides \$4.9 million in funds for the development of high-tech systems that would be used in projects like the Smart Corridor project along the Santa Monica (10) Freeway.

The Red Line Segment 3 will receive \$60 million, allocated equally to its three branches extending to East Los Angeles, North Hollywood and the Mid-City area.

"This allocation of funds demonstrates federal commitment to improving the quality of life in large urban cities," said Seymour. "L.A.'s aggressive rail transit plan is creating jobs and making it easier for people to get to jobs," he said.

(MORE)



## **CONGRESS APPROVES \$110 MILLION FOR METRO RED LINE**

October 1, 1992

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"California is clearly paving the way in developing innovative traffic management systems. The Smart Corridor will alleviate congestion along one of our country's busiest freeways," said Seymour. "Smart Corridor" techniques include sensors embedded in the roadways that report traffic conditions to computers in a central traffic control office and can adjust the timing of traffic signals and freeway ramp meters accordingly. Improved information to motorists through "real time" Highway Advisory Radio and Changeable Message Signs will alert motorists to traffic conditions along the corridor. The system is aided by emergency response teams and the Two Truck Service Patrol.

"This \$110 million represents a major breakthrough since it includes the first federal funding to extend Metro Rail to East Los Angeles," said City Councilman Richard Alatorre, who is also the Vice Chairman of the LACTC. The remaining \$50 million will help fund construction of Segment 2 now taking place along Wilshire Blvd. Construction begins early next year below Vermont Ave. and Hollywood Blvd. as part of the Segment 2 project.

Segment 3 includes a 2.3-mile underground extension from the Metro station at Wilshire and Western, to a station at Crenshaw and Olympic Blvds., and to a station in the vicinity of Pico, San Vicente, and Rimpau Blvds.

Routes into East Los Angeles are currently under study. The 6.3 mile route into North Hollywood was approved in the Red Line's initial Environmental Impact Report in 1989. All three portions of Segment 3 are expected to open in the year 2000.

# # #





OCTOBER 1, 1992

CONTACT: ROBERTA TINAJERO, STEPHANIE BRADY  
LACTC TRANSPORTATION NEWS BUREAU  
(213) 244-6565; 6792

FOR IMMEDIATE RELEASE

**LACTC-SCRTD MERGER STEERING COMMITTEE  
BEGINS SEARCH FOR MTA CHIEF EXECUTIVE OFFICER**

The LACTC-SCRTD Merger Steering Committee has launched a nationwide search for the chief executive officer of the new Los Angeles County Metropolitan Transportation Authority (MTA), a four-month process that will be completed in February with the inauguration of the MTA.

The seven-member committee voted Thursday, October 1, to hire R. Rollo Associates, a Los Angeles executive search consulting firm, to assist the committee in determining the CEO's duties, responsibilities and compensation. The firm will contact and screen possible candidates, and present the committee with a recommended list of finalists for the position.

"It is very important to ensure the integrity of the CEO selection process," said Councilman Richard Alatorre, Merger Steering Committee chairman. "We want to conduct the most thorough, most objective search possible. Filling this position with the best available person is critical to the success of the MTA."

(MORE)



**SEARCH BEGINS FOR MTA CHIEF  
EXECUTIVE OFFICER**

October 1, 1992

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Robert S. Rollo, managing partner of the search firm, told the Steering Committee that the CEO's job specifications would be drafted for review by mid-October. The 12-week search, screening and recommendation process will end with a short list of eligible candidates. The committee will then need about three weeks to interview and evaluate the candidates before selecting three to five finalists.

Candidates from among the existing Los Angeles transportation agencies may be considered during the screening process. The new MTA board of directors is expected to make the final decision on the CEO in early February.

Alatorre said all resumes received will be reviewed and kept confidential by the search firm. The committee's policy prohibits discrimination against any applicant on the basis of race, religion, creed, age, color, sex, sexual orientation, disabilities, medical condition, veteran status or natural origin.

The contract with R. Rollo Associates calls for the firm to be paid 30 percent of the CEO's first-year compensation, not to exceed \$50,000, plus expenses. The SCRTD and LACTC will share equally in funding the contract. Rollo was directed to report on the progress of the search at each Steering Committee meeting.

# # #







OCTOBER 5, 1992

CONTACT:       MICHAEL BUSTAMANTE/  
                  STEPHANIE BRADY  
                  LACTC TRANSPORTATION NEWS BUREAU  
                  (213) 244-6591, 6792

**FOR IMMEDIATE RELEASE**

**LACTC AWARDS 15 CAR ORDER  
TO SUMITOMO FOR METRO GREEN LINE**

The Los Angeles County Transportation Commission today unanimously awarded a contract to Sumitomo Corporation to build a 15-car order for start-up operation of the Metro Green Line. The Green Line is scheduled to begin operation in November 1994.

"Awarding of the contract to Sumitomo allows for the LACTC to move aggressively and commence operation of the Metro Green Line by November 1994 and, at the same time create new jobs in the region", said LACTC Commissioner Jacki Bacharach. "The agreement we've reached with Sumitomo for the 15 cars is by far superior in terms of compatibility to our existing Blue Line fleet, jobs created in L.A. county, overall domestic content and a substantial commitment to area DBE and WBE companies."

Sumitomo's proposal calls for 61% of the work in building the rail cars to be performed domestically, and 10%, or over \$4.4 million of the contract to be  
(MORE)



**LACTC AWARDS 15 CAR ORDER  
TO SUMITOMO FOR METRO GREEN LINE**

October 5, 1992

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awarded to local Disadvantaged and Women Business Enterprise (DBE/WBE) companies. The 15 cars will cost \$2.9 million each. A total of 79 jobs will be created for L. A. County.

On December 1, 1992, the LACTC will open bids received for the awarding of the 87-car L.A. Standardized Light Rail Car. The L.A. Car will be used for the Metro Green Line and the Metro Blue extension to Pasadena, scheduled to open in fiscal year 1996-97.

# # #

mac[sumitomo.rls\10.05.92]  
MJB:pls



# 15 GREEN LINE START-UP VEHICLES OPTION COMPARISON

	OPTION #1 PURCHASE OPTION	OPTION #2 LEASE OPTION
DBE	10%	5.6%
Domestic Content*	61%	55%
Jobs	79 (L.A.)	50-70 (CA)
Present Value** (15 Cars)	\$41.9 M	\$39.6 - 42.5 M***

\* DOMESTIC CONTENT as defined according to FTA guidelines

\*\* PRESENT VALUE (PV) is the value in today's dollars of a future cash flow. PV takes into account the time value of money.  
(e.g.: \$1,000.00 cash outlay today (for a purchase) rather than in two years (for the lease) would result in a loss of \$134.00 in potential interest on that \$1,000.00 earned at a rate of 6.5%)

\*\*\* Dependent on replacement car costs.



# LACTC LIGHT RAIL VEHICLE CHRONOLOGY

DATE	ACTION
December 3, 1990	Initiation of Metro Green Line (MGL) Vehicle Procurement for 41 Vehicles (P1900)
December 1991	P1900 Contract Awarded to Sumitomo
January 1992	Cancellation of Contract by Los Angeles County Transportation Commission (LACTC)
January 1992	LACTC 6 Point Plan Adopted: Local Jobs, Domestic Content, Formation of Task Force/L.A. Car Ad Hoc Committee
February 1992	102 Standard Light Rail Vehicle RFP Recommended
May 1992	USC Conference on Formation of Transit Industry Locally
May 1992	Carbuilders Recommend Separation of 15 Vehicles Required for MGL Opening from 102 Vehicle RFP
June 1, 1992	Release of 15 Vehicle Invitation For Bids (IFB)
July 1, 1992	IFB - 15 Vehicle: No Responsive Bids Received
July 15, 1992	L.A. Car Ad Hoc Committee Authorizes Discussions on Open Market and Further Discussions on Lease Agreement with St. Louis
August 24, 1992	Release of L.A. Standard Light Rail Vehicle Products & Services Directory Which Identifies 500+ Local Firms with Capacity to Participate in Development/Manufacture of Vehicles/Surface Transportation Industry
September 10, 1992	<ul style="list-style-type: none"> <li>● LACTC Workshop for Firms Listed in Directory</li> <li>● Morrison-Knudsen/Lockheed/Hughes Announce Joint Venture for 87 Vehicle Order</li> </ul>
December 1, 1992	Proposals Due for 87 L.A. Standard Light Rail Vehicles (RFP P2000)
May 26, 1993	Anticipated Contract Award for P2000
November 1994	Metro Green Line Opening - 15 Vehicles Required
September 7, 1995	P2000 Standard Light Rail Vehicle Delivery Commences Delivery of 87 Vehicles







OCTOBER 7, 1992

CONTACT: ROBERTA TINAJERO/STEPHANIE BRADY  
LACTC TRANSPORTATION NEWS BUREAU  
213/244-6565;6792

### **ARTWORK MAKES BLUE LINE STATION "A GREAT GATHERING PLACE"**

"A Great Gathering Place" is the way artist Jackie Dreager interprets the rail stations that serve the Metro Blue Line. Her public art work, unveiled today at the Wardlow Station in North Long Beach, refers to the way the piece entices passengers to get close, to read its inscriptions, to touch, and to sit.

Passengers standing on the station platform or riding on the train can view three large planetary forms that rest on the station embankments. A fourth sculpture sits in the drop-off area where the main piece is installed.

The focal point of Dreager's work is a large fiberglass and bronze circular tabletop that serves as the resting place for a large globe made into a sundial. The sundial idea stems from the sundial at nearby Rancho Los Cerritos, and passengers waiting for a train can actually tell the time anywhere on Earth by simply counting the meridian lines on the globe, spaced one hour apart.

"What's important about the Art For Rail Transit program is that it reflects the unique character of the neighborhoods served by the Metro Blue Line," said Deane Dana, L.A. County Supervisor and Los Angeles County Transportation Commissioner. "The artist of The Great Gathering Place is to be commended for seeking out the neighborhood's people and history to make this artwork not only an enhancement for the community, but a meaningful piece of work."

(MORE)



**ARTWORK MAKES BLUE LINE STATION  
"A GREAT GATHERING PLACE"**

October 7, 1992

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The Blue Line's Long Beach stations share a unique design, echoing the streamline modern style of the 1920's and 1930's when the city was one of the fastest-growing in the country. "Like the station design itself, Dreager's work is both forward looking and historical in outlook," said Ray Grabinski, Long Beach City councilman and LACTC commissioner. "Contemporary in style, it reminds us of the area's heritage as a place where, since the earliest times, people have gathered to build homes and futures for themselves.

A poem inscribed on the table top focuses on people's place in the world. Dreager was drawn to piece, entitled "Planet on a Table" by Wallace Stevens for its images of the sun. "All the materials have a translucent quality to play with the sunlight," said Dreager. The work also includes a bronze book, "Adobe Days," an historical novel set in the nearby Rancho Los Cerritos area.

The full installation is the second art work to be installed at a Metro Blue Line station as part of the Art-for-Rail Transit program of the Los Angeles County Transportation Commission. The first piece is Tom Eatheron's "Unity," a series of fiber optic light panels in the Blue Line subway in downtown Los Angeles.

Artworks are planned for each station through a process that involves input from a community advisory group of residents and business leaders. The group produces a community profile that assists artists in developing their ideas. Artists are chosen by a panel consisting of two community members and three arts professionals.

A-R-T projects are funded from one-half of one per cent of the Metro construction costs. Other art works for the Metro Blue Line are currently on display through November 21 at the FHP Hippodrome Gallery in Long Beach. Stations profiled include: Willow, Pacific Coast Highway, Transit Mall, 5th Street, 1st Street, and Pacific.

# # #





OCTOBER 9, 1992

CONTACT: MICHAEL BUSTAMANTE/STEPHANIE BRADY  
LACTC TRANSPORTATION NEWS BUREAU  
(213) 244-6591; 6792

FOR IMMEDIATE RELEASE

### **METRO RED LINE CONSTRUCTION GIVEN A CLEAN BILL OF HEALTH**

After spending the equivalent of 51 separate tunnel inspections, construction safety in the Metro Red Line tunnel was given a clean bill of health today by the U.S. Department of Labor, Division of Occupational Safety and Health Administration (FedOSHA). The report, in excess of 120 pages, concluded that the "lower-than-expected violation yield was an indication that employee safety on the Metro Rail project was generally being adequately addressed."

"Countless hours have been spent independently reviewing construction safety in the Metro Red Line project because of all the allegations," said LACTC Chairman and L.A. County Supervisor Mike Antonovich. "The FedOSHA report confirms the same conclusions our independent experts found. This should put to rest the allegations of unsafe conditions. I have appointed a safety committee to oversee future construction work and safeguard construction workers."

An independent safety audit conducted by the Flour-Daniel Company last June concluded similar findings to those drawn by the FedOSHA inspectors. Flour-Daniel's audit found that the two most active construction projects -- segment two of the Metro

(MORE)



## **METRO RED LINE CONSTRUCTION GIVEN A CLEAN BILL OF HEALTH**

October 9, 1992

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Red Line and the Green Line -- were 35% below the national average for accident frequency and 32% below the national average for accident severity for the Metro Red Line. The Metro Green Line numbers were equally positive with 43% below the national average for accident frequency and 31% below the national average for accident severity. Year-to-date figures by Flour-Daniel for the Metro Red Line segment one determined that the accident frequency rate was 67% below the national average and accident severity was 51% below the national average, statistics consistent with the findings of FedOSHA.

"The conclusion drawn by the FedOSHA report vindicates the Los Angeles County Transportation Commission, its subsidiary, the Rail Construction Corporation, and restores the good name of the Metro Red Line project," said LACTC Executive Director Neil Peterson. "We have waited a long time for this report to confirm what we have known all along, that the workers in the tunnel are doing it right and doing it safely."

A Task Group composed of FedOSHA and Cal/OSHA members conducted twelve separate "wall-to-wall" inspections on the Metro Rail Red Line tunnels and stations during two separate periods between May and July. The report states that the total time spent in the tunnel by the Task Group would, under normal safety inspections, be comparable to the equivalent of 51 separate safety inspections. Yet, despite the amount of time spent in the tunnel, the report concluded that "despite the intense scrutiny devoted to the assessment of employee safety during the joint inspection, comparatively few violations were discovered by the Task Group inspectors." In all, a total of \$3,325 in fines were imposed for the Metro Red Line project, a comparatively minute figure for the massive \$1.45 billion project.

(MORE)





## **METRO RED LINE CONSTRUCTION GIVEN A CLEAN BILL OF HEALTH**

October 9, 1992

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"Safety has always been of the utmost concern to the RCC as we proceed with the nation's largest public works project," said RCC president and CEO Ed McSpedon. "Despite all of the criticism waged, this independent report by federal and state inspectors confirms what we have known all along, that work is being performed safely, the Metro Red Line tunnel is one of the finest constructed underground subway projects in the world, and the allegations made about safety problems are without merit."

The Task Group review was split into two phases. Phase One involved a comprehensive inspection of all Metro Rail project construction sites and any of the on-site employers. Phase Two consisted of an inquiry into ten specific issues concerning employee safety on the Metro Rail tunnel project and the oversight function of CalOSHA. The Task Group found in Phase One that comparatively few violations were discovered.

Of the ten issues reviewed in Phase Two, "the Task Group was unable to substantiate the validity of seven of the ten specific issues...." Moreover, while the Task Group found evidence of five violations ranging from noise exposure to employees not wearing protective eye or hearing protection, the report concluded that "correction of each hazard identified in the Phase One citations was achieved by the abatement dates set forth."

"It is impossible to believe that anyone who really looks at these self-proclaimed watchdogs actually thinks these individuals are constructively, beneficially impacting this multi-million dollar program and that none of our actions or those of other inspectors would have occurred without them. We are working diligently to continue to make the Red Line project the best in the nation in terms of performance and construction safety," concluded RCC Board Member John Murray.

# # #





OCTOBER 9, 1992

CONTACT: MICHAEL BUSTAMANTE/STEPHANIE BRADY  
LACTC TRANSPORTATION NEWS BUREAU  
(213) 244-6591; 6792

FOR IMMEDIATE RELEASE

**PUBLIC HEARINGS SCHEDULED FOR DRAFT ENVIRONMENTAL IMPACT  
REPORT FOR PASADENA - LOS ANGELES LIGHT RAIL PROJECT**

The Los Angeles County Transportation Commission will be holding three public information meetings and workshops to discuss the findings of a draft Supplemental Environmental Impact Report (SEIR) for the Metro Blue Line extension from downtown Los Angeles to Pasadena. The public meetings will give the communities and interested individuals an opportunity to review the document and provide comments to the SEIR.

The draft SEIR analyzes environmental impacts generated by proposed modifications to the adopted Pasadena - Los Angeles light rail project. Modifications include three new potential station sites, two potential grade separations of the rail line, and three sites under consideration for the light rail maintenance facility.

**(MORE)**



**PUBLIC HEARINGS SCHEDULED FOR DRAFT ENVIRONMENTAL IMPACT  
REPORT FOR PASADENA - LOS ANGELES LIGHT RAIL PROJECT**

October 9, 1992

Page 2

LACTC staff will be on hand to answer questions and receive comments in English, Spanish and Chinese\*. The meetings will be held on the following dates and locations:

**Chinatown**  
**Thursday, October 15**  
Castelar Elementary  
School  
840 Yale Street  
Los Angeles, CA  
Open House: 4-6 P.M.  
Public Hearing: 6 P.M.

**Pasadena**  
**Monday, October 19**  
The Pasadena Center  
Conference Bldg.  
Upper Level - Room 211  
300 East Green Street  
Pasadena, CA  
Open House: 5-7 P.M.  
Public Hearing: 7 P.M.

**Highland Park**  
**Thursday, October 22**  
Loreto Elementary  
School  
3408 Arroyo Seco Ave.  
Los Angeles, CA  
Open House: 4-6 P.M.  
Public Hearing: 6 P.M.

For more information, please call Art Cueto at (213) 244-6586.

\*Chinese translators will be available only at the Chinatown location. Spanish translators will be available only at the Pasadena and Highland Park locations.

# # #





OCTOBER 13, 1992

CONTACT: STEPHANIE BRADY  
LACTC TRANSPORTATION NEWS BUREAU  
(213) 244-6792

FOR IMMEDIATE RELEASE

### **FIVE EASTSIDE ELEMENTARY SCHOOLS TAKE ON FISH FARMING**

Elementary school children in five eastside schools are anticipating the day that MacArthur Park Lake is refilled. While heavy construction continues on a subway in the dry lakebed, the children are breeding Bluegill fish to replenish the lake.

"The exercise combines lessons in biology, ecology, public policy and transportation planning," said Councilman Richard Alatorre, who also serves as Vice Chair for the Los Angeles County Transportation Commission (LACTC). "The learning experience is a way to introduce the schools to positive changes planned for their communities," he said.

"At a time when schools are adjusting to cutbacks and a shortage of supplies, we found a way for these students to get new equipment that lets them enjoy fish farming," said Neil Peterson, LACTC Executive Director. The aquariums and fish were donated by LACTC transportation planners who work on rail projects that serve downtown and East Los Angeles.

The group was also able to recruit volunteer biology professors from the Claremont Colleges to introduce environmental concepts to the young fish farmers. Along with lessons in the care and rearing of fish, the students are learning about the public permit process with the California Department of Fish and Game.

The schools are located in the vicinity of a planned Metro subway extension into East Los Angeles. The fish will also be released in the recently refurbished Hollenbeck Park Lake that will eventually be within walking distance from a Metro subway station.

**(MORE)**





## **FIVE EASTSIDE ELEMENTARY SCHOOLS TAKE ON FISH FARMING**

October 13, 1992

Page 2

Five routes are currently under study that would extend the Red Line from Union Station to a terminus near Whittier Blvd. and Atlantic Ave. in the year 2008.

Students will be invited to release the fish in the restored MacArthur Park Lake next summer. The lake was drained for construction of the Red Line's Segment 2, where trains will run below the lake and head north on Vermont and west on Wilshire. The Metro Rail construction plans call for a \$6 million restoration and beautification of the lake and its surrounding area. New walkways, lights, planters and benches will be installed. The lake will get a new fountain, lining, and aeration system.

"These local lakes are the sites where many young inner city children have their first recreational fishing opportunity. The fish they are raising today are the start of the lake's population," said Peterson.

The elementary schools involved in the Fish Tank program are Glassell Park, Saint Mary's Catholic School, Second Street, Sheridan, and Soto.

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OCTOBER 14, 1992

CONTACT: JESSICA CUSICK  
LACTC TRANSPORTATION NEWS BUREAU  
213/244-6556

FOR IMMEDIATE RELEASE

**PUBLIC ART AS A CULTURAL BRIDGE: OPPORTUNITIES FOR ARTISTS**

One of the main premises of the Art for Rail Transit (A-R-T) program of the Los Angeles County Transportation Commission is to use public art as a form of dialogue between the diverse communities of Los Angeles. The art in each rail station should reflect the culture and character of the area: a community's history as well as its hopes and dreams. In the same manner that the Metro Rail will connect different areas of Los Angeles, art pieces in each of the stations will serve as cultural links within the city.

For the voices of the various communities in the city to be heard, the art work has to be conceived by artists that represent each of these communities. To find these voices for future stations in the Metro System, A-R-T is holding application workshops at community arts organizations already committed to the enrichment of the cultural landscape of Los Angeles.

(MORE)

**PUBLIC ART AS A CULTURAL BRIDGE: OPPORTUNITIES FOR ARTISTS**

October 14, 1992

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The workshops will take place as follows:

Wednesday, October 21, 1992

6:30 P.M.

PLAZA DE LA RAZA

3540 North Mission Road

Los Angeles, CA 90031

(213) 223-2475

Wednesday, November 4, 1992

6:30 P.M.

JAPANESE AMERICAN

NATIONAL MUSEUM

369 E. First Street

Los Angeles, CA 90012

(213) 625-0414

Tuesday, November 10, 1992

6:30 P.M.

KOREAN COMMUNITY CENTER

5505 Wilshire Boulevard

Los Angeles, CA 90036

(213) 936-7141

Thursday, November 19, 1992

6:30 P.M.

CHINESE ARTIST ASSOCIATION

8450 Garvey Avenue

Rosemead, CA

(818) 576-7454

The same workshop will be offered at different locations. It is designed to inform artists about our public art commissions: application materials will be distributed and requirements for participation in the program will be discussed. There will also be a slide presentation of recently completed commissions which show how different artists have addressed the characteristics of their stations.

The LACTC's public art policy allocates one-half of one percent of the construction cost of the rail transit system for the creation of art for the rail lines. The budget for art at a particular rail station may range from approximately \$45,000 to \$100,000. One or more original works of art are commissioned for each rail station.

For information regarding the workshops or the A-R-T program please call Alessandra Moctezuma at (213) 244-6810.

# # #



OCTOBER 29, 1992

CONTACT: MICHAEL BUSTAMANTE/STEPHANIE BRADY  
LACTC TRANSPORTATION NEWS BUREAU  
(213) 244-6591; 6792

FOR IMMEDIATE RELEASE

**TRANSPORTATION COMMISSION APPROVES  
LOCAL "REBUILD L.A." PROJECTS**

The Los Angeles County Transportation Commission, at its meeting last night, approved recommendations for five "Rebuild L.A." projects. The projects were made possible by the leadership of the California Transportation Commission to accelerate \$106 million in state funds on Metro Red Line Segment 2. This results in the deferral of the \$106 million local match requirements for two years and allows the LACTC to use the State funds for projects that will assist in the rebuilding effort.

"We are working to provide a future for all L.A. County residents in the growing transportation field," said LACTC Commissioner Gerry Hertzberg. "The programs we are looking at, including on-the-job apprenticeship training, will put area residents to work and provide high school students getting ready to enter the job market an important skill."

The programs the LACTC has approved include:

(MORE)

## **TRANSPORTATION COMMISSION APPROVES LOCAL "REBUILD L.A." PROJECTS**

October 29, 1992

Page 2

- Accelerating construction of two prototype demonstration line segments (approximately 10 miles) for an electric trolley bus program running six miles along 1st Street and Broadway Blvd. to the L.A. Convention Center in the City of Los Angeles and four miles along Anaheim Street in the City of Long Beach (\$10 million);
- Development of an apprenticeship program in the growing field of Transportation Demand Management (TDM), providing the opportunity to train and groom young professionals out of high school for this program, provide scholarships for a two-year college course offered at local technical colleges and fund salaries for on-the-job training (\$1 million);
- Implementation of a building trades apprenticeship program in cooperation with the Associated General Contractors and the Unions (Operating Engineers, Carpenters, Laborers, and Cement Masons) providing pre-apprenticeship training and employment for qualified unemployed adults in the Los Angeles area, including on-the-job training at LACTC rail construction job sites (\$1 million);
- Creating jobs for local youth along recently acquired rights-of-way to maintain and remove graffiti (\$1 million); and
- Accelerating construction of the Alameda Corridor Project in order to provide improved rail access to the Ports of Long Beach and Los Angeles, grade separations and reconstruction of the viaduct on Anaheim Street in the Wilmington area, and other improvements to improve the flow of vehicular traffic (\$25 million).

(MORE)

## **TRANSPORTATION COMMISSION APPROVES LOCAL "REBUILD L.A." PROJECTS**

October 29, 1992

Page 3

"The building trades apprenticeship program is something I have sought and is an important element in providing jobs for the rebuild L.A. effort," said LACTC Commissioner and RTD Board Member Nick Patsouras. "By working in partnership with all the major union groups, we are producing a very effective program that will provide a future for those interested in the field of construction. At the same time, we are delivering expanded transportation programs like the electric trolley bus program and street improvements that will produce a greater need for construction work."

"The deferral of the \$106 million essentially results in a two-year, interest-free loan that we can put to use on local projects," said LACTC Executive Director Neil Peterson.

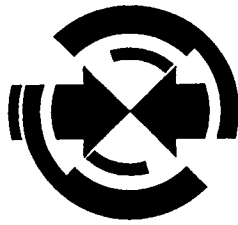
"LACTC staff has been working with local, state and federal agencies to develop programs that would deliver the most effective transportation improvements, create jobs and develop training programs that would provide a positive impact to L.A. County."

The remaining funds will be used for projects to be selected during the next Call for Projects through the Prop C/ISTEA allocations scheduled for January 1993.

# # #







# **METROLINK NEWS**

OCTOBER 30, 1992

CONTACT: MICHAEL BUSTAMANTE/STEPHANIE BRADY  
LACTC TRANSPORTATION NEWS BUREAU  
213/244-6591; 6792  
MARY BURCZYK  
CATELLUS DEVELOPMENT CORPORATION  
415/974-4648

FOR IMMEDIATE RELEASE

## **METROLINK AND CATELLUS DEVELOPMENT CORPORATION ANNOUNCE PROPOSED AGREEMENT FOR JOINT DEVELOPMENT AND SHARED OPERATION COSTS AT UNION STATION**

Representatives of Metrolink, the new commuter rail service for Southern California and Catellus Development Corporation, owner of Union Station, this morning announced that a proposed agreement has been reached related to sharing operation costs at Union Station. Union Station is critical as the terminus for Metrolink commuter trains arriving on the three routes from Moorpark, Santa Clarita and Pomona across the San Fernando and San Gabriel Valleys. This proposed agreement must be approved by both the Los Angeles County Transportation Commisision (LACTC) and the Southern California Regional Rail Authority (SCRRA).

Both parties characterized today's negotiations as, at times, difficult but agreed that they were conducted in mutual good faith and resulted in a commitment to pursue long-term joint development of Union Station. Jacki Bacharach, Chair of SCRRA, which developed Metrolink, said "this proposed agreement assures the thousands of Metrolink commuters that they can continue to depend on this new transportation alternative to reach their downtown destinations from Union Station."

(MORE)



**METROLINK AND CATELLUS DEVELOPMENT CORPORATION ANNOUNCE  
PROPOSED AGREEMENT FOR JOINT DEVELOPMENT AND SHARED OPERATION  
COSTS AT UNION STATION**

October 30, 1992

Page 2

Vernon Schwartz, President of Catellus Development Corporation, said, "We are very pleased to have successfully concluded this one-year proposed agreement, which not only contributes to the early success of Metrolink, but also will lead to the development of a long-term plan which will make Union Station the transportation hub for Southern California."

Both sides are committed to the continued success of Metrolink service. Neil Peterson, Executive Director of LACTC said, "both parties recognize that the thousands of daily Metrolink commuters are bringing new life into Union Station, which is a wonderful historic institution in our community. This proposed agreement ensures that we work together to revitalize Union Station and develop a joint development program for the future development of Union Station, similar to the tremendous success which has been achieved in revitalizing Union Station in Washington, D.C.

# # #





OCTOBER 30, 1992

CONTACT: ROBERTA TINAJERO/STEPHANIE BRADY  
LACTC TRANSPORTATION NEWS BUREAU  
213/244-6565; 6792

FOR IMMEDIATE RELEASE

### **PLANES, TRAINS AND AUTOS WILL TRAVERSE BUSY INTERSECTION**

A busy South Bay intersection is serving as an example of how several modes of transportation can share the same space.

"Improvements to the intersection of Rosecrans Avenue and Aviation Boulevard will allow the site to accommodate 100,000 daily motorists while freight and passenger trains pass above on modern bridges," said Deane Dana, L.A. County Supervisor and Los Angeles County Transportation Commissioner. The site currently serves about 82,000 vehicles and serves as a gateway leading to the Los Angeles airport area.

"Trains, planes and automobiles were all factored into the planning for this site by engineers working on the Metro Green Line," said Ed McSpedon, president of the Rail Construction Corporation.

Transportation officials representing all three modes converged near the intersection today to unveil the newly built bridge for the Metro Green Line, as well as to announce plans for a major street widening project.

The changing look of the intersection includes:

(MORE)

## **PLANES, TRAINS AND AUTOS WILL TRAVERSE BUSY INTERSECTION**

October 30, 1992

Page 2

- **Metro Green Line Bridge** -- The 320-foot long bridge is the first in Los Angeles county to be built above ground without disrupting peak hour traffic. The bridge was constructed by the pouring and setting of 17 concrete segments in place and is the first of its kind in LA County. "The major advantage of segmental bridge construction is the minimized impact on traffic during construction," said McSpedon.

"The construction contracting firm, Kiewit-Pacific, deserves recognition for its safety record. The job required extra attention to safety regulations since workers were high above the ground using heavy equipment over a site where people and cars pass," said McSpedon. The firm completed a year of construction without a single lost time injury.

- **Street Widening, 1000 ft. in each direction** -- Rosecrans Avenue will be widened from a six-lane arterial to eight lanes between Isis and Douglas streets. Additional left and right turn lanes will be included. Aviation Boulevard will be widened from four lanes to six lanes, with extra turn lanes from 33rd to Hawaii streets.

The project starts in a few months and will take approximately one year to complete. It's the first phase of future widening of Aviation Blvd. through the cities of El Segundo, Hawthorne, Manhattan Beach and Los Angeles.

- **Santa Fe Bridge** -- The Santa Fe bridge is being reconstructed to allow for the street widening work. (The bridge crosses diagonally and currently restricts the road widths of both streets.)

(MORE)

## **PLANES, TRAINS AND AUTOS WILL TRAVERSE BUSY INTERSECTION**

October 30, 1992

Page 3

The \$12.3 million intersection widening project is being funded by the cities of El Segundo, Hawthorne, Manhattan Beach, the County of Los Angeles, the state and federal governments and the LACTC. Continental Development Corporation, Fairchild Industries, TRW and Xerox Corporation also contributed funds to the project.

"Buses, cars, trucks, and company vanpools all negotiate these streets daily. Most travel to the El Segundo employment center and the LAX area which has staggered work hours, so there's a major bottleneck here throughout the day," said Carl Jacobson, mayor of El Segundo and vice chair of the LAX Blue Ribbon Committee. "The work to be done here had the strong support of neighboring cities and the LAX Blue Ribbon Committee," he said.

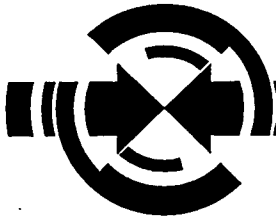
"I commend the South Bay cities for joining together to support the 'multi-modal' transportation projects going on at this site," said Jacki Bacharach, LACTC commissioner and Rancho Palos Verdes city councilmember. "While building rail lines, we're paying attention to improvements that can be made at street intersections, traffic signaling systems, bridges and other facilities that effect the areas we pass through," she said.

The 20-mile Green Line is now under construction from Norwalk to El Segundo and will start service in November, 1994.

# # #







November 2, 1992

CONTACT: PETER HIDALGO  
METROLINK MEDIA RELATIONS  
(213) 244-6142

**FOR IMMEDIATE RELEASE**

**METROLINK BEGINS REVENUE SERVICE  
WITH 1,400 MORNING PASSENGERS**

LOS ANGELES, CA -- The Southland's newest train system began revenue service today carrying 1,400 long-distance commuters inbound to Los Angeles from outlying communities.

The Ventura County Line, with service from Moorpark into Los Angeles, carried 665 passengers; the San Bernardino Line, with service from Pomona to Los Angeles, carried 566 passengers; and the Santa Clarita Line carried 168 passengers to downtown Los Angeles Union Station.

"We estimated that the three lines would accommodate 2,000 passenger trips daily. This morning's count alone was 1,400. We look to surpass our daily passenger trip count by 800," said Richard Stanger, executive director of the Southern California Regional Rail Authority.

All 12 Metrolink trains today were running on time and some were ahead of schedule. No incidents were reported by the Amtrak/Metrolink train crews.

Metrolink Ambassadors staff each station and will assist passengers with the ticket vending machines. Los Angeles Union Station has three ticket vending machines as well as ticket window staffed by a ticket agent.

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NOVEMBER 9, 1992

CONTACT: CLARA POTES-FELLOW/STEPHANIE BRADY  
LACTC TRANSPORTATION NEWS BUREAU  
(213)244-6566

### **PASADENA METRO BLUE LINE COOPERATIVE AGREEMENT SIGNED**

A master cooperative agreement has been signed by the Los Angeles County Transportation Commission and the City of Pasadena to set the parameters for construction of the Metro Blue Line in the City of Pasadena.

The agreement specifies the procedures which the Commission and the City of Pasadena will follow during construction and the manner in which the city will be reimbursed for costs incurred during construction.

"The agreement ensures a cordial relationship between the agency and the city during the years that construction crews will be working on public facilities, streets, highways, bridges and other municipal jurisdictions," said Neil Peterson, LACTC executive director.

The Pasadena to Los Angeles Metro Blue Line is a 13.6-mile light rail project extending from Union Station in downtown Los Angeles to Sierra Madre Villa Avenue in Pasadena. The line will travel through the communities of downtown Los Angeles, Mt. Washington, Highland Park, South Pasadena and Pasadena. It will operate primarily on the existing Santa Fe Railroad right-of-way and will have 13 stations.

The Southern California Regional Rail Authority and the Santa Fe Railroad made an agreement in November that calls for the railroad to move freight traffic off the Pasadena subdivision by January 1994 to allow the initiation of heavy construction. Utility relocation will begin by the end of 1993.

The line is expected to be operational in late 1996. The estimated cost of the project is \$690 million funded with state and local dollars from Propositions A, C and 108. State and local funds finance 50% each.

# # #





# News



RTD-213

Contact: Greg Davy/Jim Smart

(213) 972-4400

Nov. 9, 1992

FOR IMMEDIATE RELEASE

RTD BOARD TO CONSIDER ELECTRIC TROLLEY BUS  
PROJECT DRAFT ENVIRONMENTAL IMPACT REPORT  
NOV. 12; PUBLIC WORKSHOPS BEGIN MONDAY, NOV. 17

A series of public workshops will be held in November and December starting Nov. 17 to allow citizens the opportunity to inspect and comment on the draft environmental impact report (EIR) on the first phase of the Electric Trolley Bus project, to be considered by RTD's Board of Directors Nov. 12.

Pending Board approval, copies of the draft EIR will be available for public scrutiny beginning Friday, Nov. 13, announced RTD General Manager Alan F. Pegg.

"The report discusses the environmental impacts of the trolley bus project on the neighborhoods that are scheduled to receive the first 12 lines," Pegg noted. "The report is based on feedback we have received from earlier public meetings as well as

more ...



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thorough studies done by our Transit Systems Development department.

"We strongly urge the public to attend these workshops. We want and need their input on this important project."

The Electric Trolley Bus (ETB) project, jointly sponsored by RTD and the Los Angeles County Transportation Commission (LACTC) in cooperation with Long Beach Transit and Montebello Municipal Bus Lines, received its first \$8 million in funding from the LACTC in September, 1991.

In March, 1992, RTD's Board of Directors selected 12 RTD, Long Beach Transit and Montebello bus lines to be the first to receive zero-emission electric trolley buses along their routes.

In June, the Board approved a prototype demonstration project to be conducted along a downtown Los Angeles segment of RTD Line 30/31. Another segment will be built in Long Beach and will be operated by Long Beach Transit.

Construction of the prototype segments is expected to begin in 1993 and take about 12 months to complete at a cost of \$50 million. Last month, the project was allocated its first \$19.4 million in funds, giving RTD a green light to proceed with the project.

Following is a list of community workshops to be held, along with the bus lines the meetings will discuss:

more ...





Add 2

**MONDAY, NOVEMBER 16 (RTD Line 182) --** Library Auditorium, 110 N. Glenoaks Avenue at Olive, Burbank. Presentations at 4:30 and 6:30 p.m.

**TUESDAY, NOVEMBER 17 (RTD Line 30-31) --** Japanese-American Cultural Community Center, 244 S. San Pedro Street, Room B and C, second floor, Los Angeles, 6 p.m.

**WEDNESDAY, NOVEMBER 18 (RTD Line 182) --** Wilson Middle School Auditorium, 300 S. Madre Street, Pasadena. Presentations at 4:30 and 6:30 p.m.

**THURSDAY, NOVEMBER 19 (RTD Lines 16, 18, 45, 204) --** Los Angeles City College, Student Center, Clausen Hall, 855 N. Vermont Avenue, Los Angeles. Presentations at 4:30 and 6:30 p.m.

**THURSDAY, NOVEMBER 19 (RTD Line 182) --** Glendale City Hall, Council Chambers, 613 E. Broadway, Glendale. Presentations at 4:30 and 6:30 p.m.

**SATURDAY, NOVEMBER 21 (Long Beach Transit Line 40, 50, 60, 90) --** Southern California Gas Company, 2400 E. Spring Street, Long Beach, 10 a.m.

**TUESDAY, DECEMBER 1 (RTD Line 40) --** Lawndale City Hall, 14717 Burin Avenue, Lawndale, 6 p.m.

**TUESDAY, DECEMBER 1 (RTD Lines 66-67, 18; Montebello Line 10) --** East Los Angeles College, cafeteria, 1301 Brooklyn Avenue, Monterey Park, 6:30 p.m.

**WEDNESDAY, DECEMBER 2 (RTD Line 70) --** Monterey Park City Hall, 320 W. Newmark Street, Monterey Park, 6:30 p.m.

more ...



ADD 3

THURSDAY, DECEMBER 3 (RTD Line 560) -- San Fernando Valley  
Boys and Girls Club, 11251 Glenoaks Boulevard, Pacoima, 4:30 p.m.

THURSDAY, DECEMBER 3 (RTD Line 30-31) -- Boyle Heights  
Senior Citizen Center, 2839 E. Third Street, Los Angeles, 6 p.m.

SATURDAY, DECEMBER 5 (RTD Line 40) -- Challengers Boys and  
Girls Club, 5029 S. Vermont Avenue, Los Angeles, 12:30 p.m.





NOVEMBER 10, 1992

CONTACT: MICHAEL BUSTAMANTE/STEPHANIE BRADY  
LACTC TRANSPORTATION NEWS BUREAU  
(213) 244-6591; 6792

FOR IMMEDIATE RELEASE

**COMMUNITY WORKSHOPS PLANNED TO DISCUSS  
SANTA MONICA BOULEVARD TRANSIT PARKWAY**

The Los Angeles County Transportation Commission will be holding two community workshops to discuss the proposed Santa Monica Boulevard Transit Parkway Demonstration Project. The 2.2 mile federally funded project extends from the San Diego Freeway to Century City. The same material will be presented at each workshop.

The workshops are being conducted to discuss options for Santa Monica Boulevard and for the community to provide input on proposed plans. "The workshops will provide an opportunity for LACTC staff to discuss with the community the types of projects we are planning and to determine if there are other opportunities for the Boulevard," said LACTC Westside Area Team Director Steve Lantz.

The two community workshops are scheduled for:

**THURSDAY, NOVEMBER 12, 1992**  
Emerson Junior High School  
Auditorium  
1650 Selby Avenue  
7:00 PM -- 9:00 PM

**MONDAY, NOVEMBER 16, 1992**  
Emerson Junior High School  
Auditorium  
1650 Selby Avenue  
7:00 PM -- 9:00 PM

For additional information, please call Patti Holmberg at (213) 244-6780.

# # #

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NOVEMBER 11, 1992

CONTACT: CLARA POTES-FELLOW/STEPHANIE BRADY  
LACTC TRANSPORTATION NEWS BUREAU  
213/244-6566; 6792

FOR IMMEDIATE RELEASE

**BIKEWAY MASTER PLAN FOR L.A. COUNTY RECOMMENDED TO THE LACTC**

The Planning and Mobility Improvement Committee of the Los Angeles County Transportation Commission recommended the development of a Countywide Bikeway Policy Document and separate Bikeway Master Plans for the Westside, Central/Eastside and South Bay areas.

The committee recommended that the Countywide Policy Document and the Westside Area Master Plan contract be awarded to Korve Engineering. The remaining contracts will be awarded later.

The Countywide Bikeway Policy Document will define the LACTC's policies and priorities, funding sources, design standards and safety and education programs for the Bikeway Program proposed in the Commission's 30-Year Plan.

The Bikeway Master Plans are sub-regional plans for the provision of bicycle facilities and programs for the next 30 years. The Master Plan studies and subsequent implementation will be undertaken once the Countywide Bikeway Policy Document is adopted.

# # #

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NOVEMBER 11, 1992

CONTACT: ROBERTA TINAJERO/STEPHANIE BRADY  
LACTC TRANSPORTATION NEWS BUREAU  
213/244-6565; 6792

FOR IMMEDIATE RELEASE

**NEW PLAN FOR METRO RED LINE TO NORTH HOLLYWOOD ADVANCES  
CONSTRUCTION, OPENING DATE**

A new plan for the North Hollywood leg of the Metro Red Line Segment 3 will allow for a faster start of construction and an earlier opening of the 6.3-mile subway.

The Rail Construction Corporation (RCC), the building subsidiary of the Los Angeles County Transportation Commission (LACTC), will begin work in North Hollywood and Universal City next summer with a target opening date for the year 2000. Previous plans called for tunneling to begin at the Segment 2 terminus at Hollywood and Vine, with a 2001 opening. The switch in starting points was due to property that has already been acquired above Universal City for the Red Line project, as well as early design work conducted concurrently with Segment 1 design.

"I'm very pleased that the San Fernando Valley will be served at an earlier date by this method of construction," said Nick Patsouras, LACTC Commissioner.

Segment 3 would complete the 22.7-mile Metro Red Line, considered the "spine" of the 400-mile rail transit system. Two other branches of Segment 3 will extend from Union Station into east Los Angeles and from a Wilshire/Western station to the mid-city.

(MORE)

**NEW PLAN FOR METRO RED LINE TO NORTH HOLLYWOOD ADVANCES  
CONSTRUCTION, OPENING DATE**

November 11, 1992

Page 2

Segment 1 from Union Station to MacArthur Park will open in early 1993. Segment 2 is now under construction along Wilshire Boulevard; work soon begins along the Vermont and Hollywood routes.

The new schedule was presented to the LACTC's Planning and Mobility Committee and will be formally presented to the commission early next year.

# # #



NOVEMBER 11, 1992

CONTACT: ROBERTA TINAJERO/STEPHANIE BRADY  
LACTC TRANSPORTATION NEWS BUREAU  
213/244-6565; 6792

FOR IMMEDIATE RELEASE

**STRICT MEASURES TAKEN TO ENFORCE SECURITY, WARD OFF TRESPASSERS  
AT METRO GREEN LINE & CONSTRUCTION SITES**

**Norwalk to El Segundo --** Aggressive security efforts are being enforced along the new I-105 freeway and Metro Green Line to deter vandalism and trespassing. Measures being instituted by the Rail Construction Corporation (RCC) and Caltrans include 24-hour patrols and on-site guards from an armed security service and the Los Angeles County Sheriff's Department.

Residents and businesses located along the corridor are encouraged to report suspicious incidents to the special Transit Bureau of the Sheriff's Department at 213/563-5200 and to call 911 in emergencies. Large signs will soon be posted along the project notifying residents and business owners of the Transit Bureau phone line.

"We've agreed to use the strictest penal code to deal with trespassers," said Frank Vadurro, Sheriff's Department Transit Bureau captain. "Anyone unlawfully entering the site is subject to arrest," he said.

"The strict enforcement is to protect citizens from being hurt at a potentially dangerous site," said Ed McSpedon, Rail Construction Corporation president. "We are now at a

(MORE)

**STRICT MEASURES TAKEN TO ENFORCE SECURITY, WARD TRESPASSERS AT METRO GREEN LINE & CONSTRUCTION SITES**

November 11, 1992

Page 2

point in construction where a lot of heavy equipment is on site. Any construction area can be hazardous to those unfamiliar with industry safety practices.

"We are also planning to work with local courts to enforce strict penalties for graffiti vandals. We're asking that convicted vandals be subject to a one-year suspension or delay of drivers license privileges," said McSpedon.

The long stretches of unopened freeway have been inviting to graffitists and joyriders. Concrete barricades are now strategically placed to prevent people from driving their vehicles onto the freeway. Additional barriers will also be installed at ramps.

The Rail Construction Corporation, builders of the Metro system, conducts an on-going safety campaign for schools located along the routes of their construction sites. Students learn the hazards of roaming construction areas through videos, leaflets and other handouts. The program originated during construction of the Metro Blue Line and reached literally thousands of students along the 22-mile route.

# # #  
enhanced security along 20 mile  
route to trespassers and vandalism  
or graffiti.

Repairs to the site and two new rail  
lines are under construction and therefore  
a dangerous place to be

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race  
24h. patrols and guards  
drive concrete barriers.



# METROLINK NEWS

November 12, 1992

CONTACT: PETER HIDALGO  
METROLINK MEDIA RELATIONS  
(213) 244-6142

**FOR IMMEDIATE RELEASE**

**METROLINK TRAINS POPULAR, ON TIME  
MORE PASSENGERS THAN EXPECTED**

LOS ANGELES - Metrolink, the Southland's newest commuter train service is carrying an average of 3,300 riders a day, more passengers than expected. Metrolink is in its second week of revenue service.

The Southern California Regional Rail Authority (SCRRA), builders and operators of Metrolink, projected 2,000 riders a day for the first few months of service.

SCRRA primarily designed Metrolink to carry passengers into downtown Los Angeles but commuters are realizing it is convenient transportation to other employment centers as well.

Metrolink projected that 80 percent of its passengers would travel into Los Angeles, with 20 percent commuting to cities in between. However, 25 percent are disembarking at interim stations along the three routes.

"We expected the stations in Burbank, Glendale and El Monte to be destination points," said Richard Stanger, executive director of the Southern California Regional Rail Authority. "However, many more commuters than we projected are riding Metrolink to work in these areas."

(MORE)

**METROLINK TRAINS POPULAR, ON TIME  
MORE PASSENGERS THAN EXPECTED**

November 12, 1992

Page 2

Along with the positive response from commuters, Metrolink trains are running on time.

"We continue to experience an above 95 percent on-time performance record which means that most of our trains are either on-time or ahead of schedule," said Stanger. "Also, in the next month we are looking to decrease our travel times by five to ten minutes on each line."

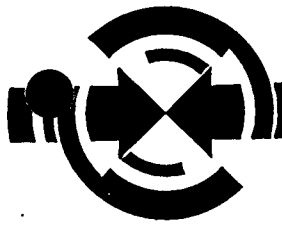
Metrolink runs 24 trains a day on three routes: The Ventura County Line, with service from Moorpark and cities in between to Los Angeles, averages 1,500 riders a day. The San Bernardino Line, with service from Pomona and cities in between to Los Angeles, averages 1,300 riders a day. The third line from Santa Clarita and cities in between to Los Angeles averages 500 riders a day.

In the next six months, Metrolink will add more routes and stations. In December, Metrolink will add a station in Claremont on the San Bernardino Line. Early next year, the route will extend to Montclair. In March, the line will be completed to San Bernardino, with stops in Upland, Rancho Cucamonga, Fontana and Rialto.

A fourth line will open in April 1993 between Riverside and Los Angeles which parallels the 60 Pomona Freeway with stops in Pedley, Ontario, Pomona, Industry and Montebello.

Late next year, Metrolink will connect Oceanside and cities in between with downtown Los Angeles.

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# **METROLINK NEWS**

NOVEMBER 13, 1992

CONTACT: PETER HIDALGO (213) 244-6142  
BRENDAN SHEPHERD (213) 244-7173  
METROLINK MEDIA RELATIONS

## **FOR IMMEDIATE RELEASE**

### **METROLINK ADJUSTS FARES ON VENTURA COUNTY LINE DECREASES TRAVEL TIMES ON ALL LINES**

LOS ANGELES -- Passengers boarding Metrolink in Simi Valley will pay less for tickets, the Southern California Regional Rail Authority Board (SCRRA) decided today.

The SCRRA, builder and operator of the new commuter train system, also announced that commute times on all three routes will decrease from nine to 17 minutes. Both changes are expected to be effective Tuesday, December 1, 1992.

The fare decrease is in response to an inequity in the zone structure for Simi Valley riders commuting from Simi Valley to Chatsworth and Burbank. Simi Valley to Chatsworth originally was a two-zone trip and now will be a one-zone trip. The Simi Valley to Burbank commute originally was a four-zone trip and now will be a three-zone trip.

"Moving Simi Valley one zone closer makes Metrolink more affordable to commuters," said Bill Davis, SCRRA board member and Mayor Pro Tem, City of Simi Valley. "Many of our passengers work in Chatsworth and Burbank and the lower price will very good news."

Metrolink ticket prices are based on distance. Commuters pay a base fare for the first zone plus a charge for each additional zone. Each zone is roughly 11 miles. SCRRA action moves the zone boundary from the east side to the west side of the Simi Valley station. The

**METROLINK ADJUSTS FARES ON VENTURA COUNTY LINE  
DECREASES TRAVEL TIMES ON ALL LINES**

November 13, 1992

Page 2

result is passengers boarding there traveling to Burbank, Glendale and Los Angeles pay for three zones instead of four. This change means Simi Valley commuters pay \$32 less for their monthly pass to these areas, \$144 from \$176.

Metrolink is also improving service by decreasing travel times. This is possible because of completion of signal and track improvements in the Metrolink Maintenance Facility area and train operators and dispatchers becoming more familiar with the Metrolink operations.

The travel times will drop at least nine minutes on the San Bernardino Line, 12 minutes on the Santa Clarita Line and 17 minutes on the Ventura County Line. This represents at least an 18 percent reduction.

"The decrease in travel time is wonderful news to those passengers coming in from Santa Clarita," said Jan Heidt, SCRRA alternate and Santa Clarita city councilmember.

"Now you can ride to downtown Los Angeles in under an hour."

The SCRRA board also directed staff to continue to monitor the system to determine the need for any other modifications. Metrolink will solicit additional passenger input through an on-train survey and broader market research efforts.

"Metrolink is sincerely dedicated to responding to our patrons' needs and suggestions," said Hal Bernson, SCRRA alternate and City of Los Angeles councilman.

###

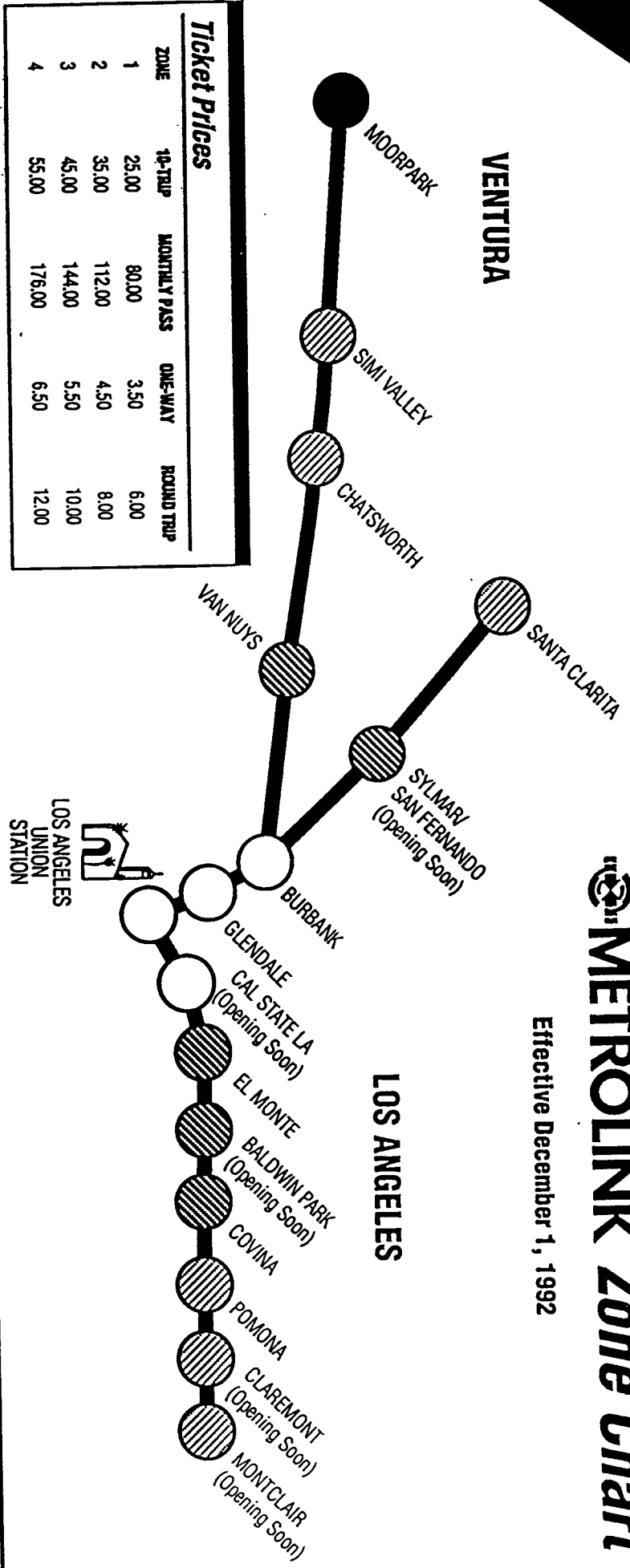
EDITOR'S NOTE: See attached zone map.





# METROLINK Zone Chart

Effective December 1, 1992



ZONE	10-TRIP	MONTHLY PASS	ONE-WAY	ROUND TRIP
1	25.00	80.00	3.50	6.00
2	35.00	112.00	4.50	8.00
3	45.00	144.00	5.50	10.00
4	55.00	176.00	6.50	12.00

## Instructions

All Metrolink trains run inbound to Los Angeles in the morning and outbound in the evening. Passengers must purchase a ticket prior to boarding and display ticket when requested by conductor.

To determine the price of your Metrolink commute, first look at the fare zone map and count how many zones you pass through (include origin and destination zones). Then use the ticket price chart and find the type of ticket you need (monthly, 10-trip, etc.) and compare it to the number of zones travelled.

### Example:

Simi Valley to Burbank is 3 Zones



All ticket-types are available from vending machines at each station and from the Union Station ticket window. Initially, the ticket vending machines accept only cash, but in early 1993 they will accept credit and debit cards.

Elderly and disabled passengers can purchase half-price tickets. One child under six years can ride for free when accompanied by each fare-paying adult.

All Metrolink tickets are good for a transfer from Metrolink to directly connecting transit on participating transit operators. Round-trip, 10-trip and monthly passes are also good for direct connections to Metrolink stations.

For more information, call 1-800-371-LINK.





NOVEMBER 16, 1992

CONTACT: MICHAEL BUSTAMANTE/STEPHANIE BRADY  
LACTC TRANSPORTATION NEWS BUREAU  
213/244-6591; 6792

FOR IMMEDIATE RELEASE

### **LACTC JOBS DEVELOPMENT TASK FORCE UNVEILS TRAINING PROGRAM**

LACTC Commissioner Nick Patsaouras today unveiled a proposed jobs development and training program of the Los Angeles County Transportation Commission. The proposed program was announced following a meeting of the Job Development/Training Task Force of which Mr. Patsaouras is Chair and will be forwarded to LACTC Commissioners for final approval at its December meeting.

"Economic growth and jobs creation is the foremost challenge of this decade and, as a major regional economic force, the LACTC is in a position to make a significant contribution toward employment development," said LACTC Commissioner and RTD Board member Nick Patsaouras. "This Task Force was charged with and has developed a model program that will help to redirect displaced and unemployed workers."

The proposed program to be recommended to the LACTC encourages a commitment to job development and training from contractors and bidders seeking to do business with the LACTC. "We are recommending that at least three percent (3%) of the total direct labor costs be allocated to a job development and training plan by all contractors and bidders," said Patsaouras. "And at least half of that should go toward programs designed to increase employment opportunities for workers between 17 and 35."

(MORE)

## **LACTC JOBS DEVELOPMENT TASK FORCE UNVEILS TRAINING PROGRAM**

November 16, 1992

Page 2

Under the proposed program, bidders would be eligible for bonus points in the contract award process if at least two of the following activities are met including:

- Organized activities designed to improve basic skills of employees including writing, reading, and communication skills necessary to coping with changing job requirements;
- Activities that constitute formal, technical efforts to upgrade and enhance on-the-job competencies to improve job performance and raise employee productivity;
- Formal programs designed to facilitate and aid in the training and hiring of displaced workers predominantly between the ages of 17 and 35;
- Train and facilitate career readiness for high school students seeking entry level employment opportunities in labor markets, in addition to developing programs such as in-house and/or formal programs in traditional education institutions aimed at increasing employment opportunities for presently unemployed workers.

"This broad coalition of labor, education and business leaders that comprise the Task Force have taken the first step to develop a game plan on how to approach one of the most critical issues of our time. By including all facets of our diverse community, we can work together toward the common goal of an equitable distribution of jobs, creative opportunity for the business sector, and economic enhancement for our city," concluded Patsaouras.

# # #

**LOS ANGELES COUNTY ECONOMIC MODEL: 30-YEAR PLAN IMPACT  
FORECASTED OCCUPATIONAL EMPLOYMENT**

<i>OCCUPATION</i>	<i>1990</i>	<i>1995</i>	<i>2000</i>	<i>2005</i>	<i>2010</i>
<i>Managerial &amp; Administration</i>	4,726	4,822	2,820	3,733	4,065
<i>Management Support</i>	1,951	2,222	1,271	1,661	1,826
<i>Engineers</i>	698	656	267	469	540
<i>Architects &amp; Surveyors</i>	324	405	200	237	250
<i>Life Scientists</i>	43	58	38	47	52
<i>Computer Math Res. Analyst</i>	205	192	96	182	221
<i>Physical Scientist</i>	77	81	39	56	62
<i>Social Scientist</i>	42	64	48	56	61
<i>Social, Recreation &amp; Related Workers</i>	220	333	275	324	358
<i>Judges, Magistrates</i>	3	20	23	21	23
<i>Lawyers</i>	711	975	532	645	710
<i>Teachers, Librarians, Counselors</i>	770	1,649	1,492	1,527	1,616
<i>Health Diagnostic</i>	176	174	105	158	180
<i>Health Assessment, Treatment</i>	718	741	465	687	785
<i>Writer, Artists, Entertainers</i>	422	328	138	275	318
<i>Other Professional Workers</i>	188	239	173	226	256
<i>Health Technology</i>	2,055	2,305	2,234	2,573	2,785
<i>Engineering &amp; Science Technician</i>	766	810	380	547	606
<i>Cashiers</i>	957	800	461	690	762
<i>Counter &amp; Retail Clerks</i>	151	127	69	120	142
<i>Insurance Sales Workers</i>	101	76	41	66	73
<i>Real Estate Agents</i>	239	191	86	121	129
<i>Retail Salespersons</i>	1,591	1,389	822	1,210	1,349
<i>Security &amp; Financial Services</i>	95	92	58	97	113
<i>Stock Clerks, Sales</i>	512	433	248	365	403



**LOS ANGELES COUNTY ECONOMIC MODEL: 30-YEAR PLAN IMPACT  
 FORECASTED OCCUPATIONAL EMPLOYMENT  
 PAGE TWO**

<i>OCCUPATION</i>	<i>1990</i>	<i>1995</i>	<i>2000</i>	<i>2005</i>	<i>2010</i>
<i>Other Technicians</i>	593	685	379	545	628
<i>Travel Agents</i>	40	24	5	28	39
<i>Adjusters, Investors, Collectors</i>	312	290	182	264	295
<i>Communication Equipment Operators</i>	177	154	94	134	145
<i>Computer &amp; Related Equipment Operators</i>	180	178	99	148	168
<i>Financial Record Processors</i>	1,837	1,781	967	1,215	1,247
<i>Information Clerks</i>	994	982	699	934	1,038
<i>Mail Clerks &amp; Messengers</i>	151	147	71	101	109
<i>Receiving, Scheduling, Dispatch</i>	1,360	1,208	893	1,145	1,217
<i>Non-Financial Records Processor</i>	385	353	197	281	303
<i>Secretary, Stenographer, Typist</i>	3,069	3,373	1,846	2,327	2,473
<i>Other Clerical</i>	3,187	3,218	1,994	2,631	2,843
<i>Cleaning Occupations</i>	1,299	1,083	552	906	1,017
<i>Food Preparers &amp; Servers</i>	2,310	1,904	1,049	1,778	2,048
<i>Health Service</i>	927	999	793	1,007	1,111
<i>Personal Service</i>	600	539	342	537	622
<i>Private Household Worker</i>	344	272	150	234	254
<i>Protective Service</i>	632	1,025	881	1,019	1,133
<i>Other Service Worker</i>	475	508	443	547	606
<i>Non-farm Animal Care</i>	17	15	8	14	16
<i>Farm Occupations</i>	78	38	4	32	41
<i>Farm Operators &amp; Managers</i>	12	6	-0-	6	9
<i>Fishers, Hunters &amp; Trappers</i>	2	1	-0-	1	1
<i>Forestry &amp; Loggers</i>	10	8	4	7	9
<i>Non-Farm Gardeners</i>	269	247	139	195	215





**LOS ANGELES COUNTY ECONOMIC MODEL: 30-YEAR PLAN IMPACT  
 FORECASTED OCCUPATIONAL EMPLOYMENT  
 PAGE THREE**

<i>OCCUPATION</i>	<i>1990</i>	<i>1995</i>	<i>2000</i>	<i>2005</i>	<i>2010</i>
<i>Other Sales Workers</i>	1,727	1,384	683	1,180	1,350
<i>Other Agriculture Related Workers</i>	29	27	16	23	26
<i>Blue Collar Worker Sups.</i>	1,153	1,265	738	911	972
<i>Construction Trades</i>	5,472	7,343	3,797	4,133	4,248
<i>Oil &amp; Gas Extractor</i>	16	12	5	9	10
<i>Mining, Quarrying</i>	4	3	1	2	2
<i>Other Extraction</i>	63	77	43	51	54
<i>Communication Equipment Mechanic</i>	36	25	13	20	21
<i>Electrical Equipment Mechanic</i>	299	279	142	194	206
<i>Machine &amp; Related Mechanic</i>	868	828	434	602	658
<i>Other Mechanical Workers</i>	667	716	373	463	485
<i>Precision Assemblers</i>	36	41	44	15	9
<i>Precision Food Workers</i>	90	64	31	55	62
<i>Precision Inspectors</i>	135	39	13	48	64
<i>Precision Metal Workers</i>	437	399	147	242	266
<i>Precision Print Workers</i>	26	18	8	16	18
<i>Precision Textile &amp; Apparel</i>	77	51	22	51	61
<i>Precision Woodworker</i>	67	43	11	32	38
<i>Other Precision Workers</i>	75	53	20	43	49
<i>Chemical Plant &amp; System Operators</i>	3	2	3	1	-0-
<i>Electrical Power Operator</i>	7	10	8	10	11
<i>Gas &amp; Petroleum Plant Worker</i>	14	9	4	5	5
<i>Stationary Engineers</i>	5	6	5	6	7
<i>Water &amp; Liquid Waste</i>	7	34	38	36	39
<i>Other Plant &amp; Systems</i>	24	23	12	16	16
<i>Num Ctrl Mach Tool</i>	5	8	10	4	3



**LOS ANGELES COUNTY ECONOMIC MODEL: 30-YEAR PLAN IMPACT  
 FORECASTED OCCUPATIONAL EMPLOYMENT  
 PAGE FOUR**

<i>OCCUPATION</i>	<i>1990</i>	<i>1995</i>	<i>2000</i>	<i>2005</i>	<i>2010</i>
<i>Comb Machine Tool Operators</i>	13	1	7	1	2
<i>Mobile Equipment Mechanics</i>	1,512	1,612	1,436	1,722	1,885
<i>Machine Tool Cut &amp; Form Operators</i>	116	6	56	7	21
<i>Metal Fabr Machine Operators</i>	60	53	19	31	34
<i>Metal &amp; Plastic Machine Operators</i>	37	25	41	9	1
<i>Print, Bind &amp; Related Workers</i>	100	62	21	60	71
<i>Textile &amp; Related Operators</i>	135	58	82	38	72
<i>Woodworking Machine Operators</i>	22	2	9	3	6
<i>Other Machine Operators</i>	395	204	34	172	207
<i>Land Workers</i>	484	147	48	145	189
<i>Motor Vehicle Operators</i>	10,032	11,562	11,960	13,349	14,407
<i>Rail Transportation Workers</i>	37	41	45	52	58
<i>Water Transportation Workers</i>	37	37	23	32	35
<i>Material Moving Operators</i>	728	869	431	510	532
<i>Other Transportation Operators</i>	91	94	77	92	99
<i>Laborers</i>	3,704	4,059	2,157	2,625	2,740
<b>TOTAL</b>	<b>65,851</b>	<b>69,530</b>	<b>46,609</b>	<b>59,088</b>	<b>64,292</b>

Source: REMI Economic Model of Los Angeles County





PUBLIC COMMENT PERIOD OPENS FOR RAIL TRANSIT PROJECTS EVALUATION METRO  
June 26, 1991  
Page 3

NOVEMBER 20, 1991

CONTACT: MICHAEL BUSTAMANTE/STEPHANIE BRADY  
LACTC TRANSPORTATION NEWS BUREAU

(213) 244-6791, 244-6792

FOR IMMEDIATE RELEASE

### COMMISSION MOVES FORWARD WITH REVIEW OF ALTERNATIVES FOR BLUE LINE EXTENSION TO PASADENA

The Los Angeles County Transportation Commission's Planning and Mobility Improvement Committee announced plans today to move forward with reviewing potential alternatives for a Blue Line extension into Pasadena. On a unanimous motion by the PMIC, LACTC staff will revisit route alternatives previously discussed during the initial EIR stage as well as new options and conduct scoping meetings with the community to determine support and receive comment on route options.

The initial route to Pasadena proposed to use rights-of-way owned by the Atchison Topeka and Santa Fe Railroad Company. Negotiations, however, have been at an impasse with the Santa Fe since they have been unwilling to reduce their asking price. With funding already earmarked for a Pasadena extension and a solid commitment on the part of the Commission to operate a rail line to Pasadena - one of the busiest corridors in Los Angeles County - the LACTC will now review route corridor options in order to accomplish the goal of operational service to the communities of Pasadena, Highland Park, Mount Washington, and Sierra Madre as quickly as possible.

"The Santa Fe route was originally selected because it was expected to be the most cost effective and quickest to build," said LACTC Executive Director Neil Peterson. "Santa Fe

(MORE)

**COMMISSION MOVES FORWARD WITH REVIEW OF ALTERNATIVES FOR  
BLUE LINE EXTENSION TO PASADENA**

November 20, 1991

Page 2

is simply asking for an outrageous price for the purchase of their rights-of-way - a price we cannot accept on behalf of the taxpayers - and deliberately trying to create an obstacle in our efforts to provide a sound transportation alternative for residents between Pasadena and downtown Los Angeles. We're determined to get rail service to the Pasadena area and other communities as soon as possible. If the Santa Fe right-of-way is not available, then we will identify other options."

"Pasadena is pleased with the re-commitment of the LACTC to maintain the Pasadena light rail line as its highest priority for construction. We are eager to assist with the implementation of the Pasadena line, since it is critical to the continued vitality of our community. We will work closely with the LACTC to seriously explore alternative lines," concluded Pasadena City Manager Phil Hawkey.

# # #



NOVEMBER 20, 1992

CONTACT: MICHAEL BUSTAMANTE/STEPHANIE BRADY  
LACTC TRANSPORTATION NEWS BUREAU  
(213) 244-6591, 6792

**FOR IMMEDIATE RELEASE**

**LACTC TO HOLD WORKSHOPS ON LOBBYIST REGISTRATION PROGRAM**

The Los Angeles County Transportation Commission will be holding two workshops to discuss with all vendors, lobbyists, and firms employing lobbyists the LACTC's recently-adopted Ethics Policy, which includes a provision that calls for the registration of all lobbyists that interact with LACTC commission staff and Commissioners. Beginning Tuesday, December 1, 1992, all vendors, lobbyists and firms employing lobbyists must register with the LACTC by this date.

The workshops will provide information on the LACTC's Lobbyist Policy and staff will be on hand to answer any questions about the new lobbyist registration requirements.

The workshops will be held at the following times and locations:

**MONDAY, NOVEMBER 23, 1992**  
2:00 P.M. to 4:00 P.M.  
LACTC Headquarters  
818 West 7th Street  
Los Angeles Room - 10th Floor  
Downtown Los Angeles

**TUESDAY, NOVEMBER 24, 1992**  
9:00 - 11:00 A.M. and  
2:00 P.M. - 4:00 P.M.  
LACTC Headquarters  
818 W. 7th Street  
Los Angeles Room - 10th Floor  
Downtown Los Angeles

For more information, please call Ryan Nakagawa at (213) 244-6303

# # #







NOVEMBER 23, 1992

CONTACT: MICHAEL BUSTAMANTE/STEPHANIE BRADY  
LACTC TRANSPORTATION NEWS BUREAU  
(213) 244-6591, 6792

**FOR IMMEDIATE RELEASE**

**METRO FREEWAY SERVICE PATROL TO EXPAND HOURS  
FOR THANKSGIVING HOLIDAY TRAFFIC**

The Metro Freeway Service Patrol will expand its afternoon hours of operation on Thanksgiving eve, Wednesday November 25, to accommodate the large number of travelers expected to be on Los Angeles County's freeways. The Metro FSP will expand by five hours its afternoon service, from 12:00 noon until 9:00 PM.

"Last year, on average, the Metro Freeway Service Patrol doubled its normal assist rate on Thanksgiving eve due to the large volume of traffic," said LACTC Executive Director Neil Peterson. "Because of the number of motorists out on the road trying to get to their destination, the FSP drivers will be out in force assisting motorists to make the holiday a little happier and a whole lot safer."

Metro FSP drivers assist stranded motorists on more than 250 miles of Los Angeles' freeways. Metro FSP drivers will administer a "quick fix" -- change a flat tire, provide a gallon of gas, tape radiator hoses, or tow the motorist off the freeway -- free of charge. Since its inception 17 months ago in July 1991, the Metro FSP has assisted more than 240,000 motorists. The service is paid for by Proposition C, the half-cent sales tax measure approved by voters in November 1990.

# # #





12/3/94  
Clara Pottes  
Teams/Team members  
checked (v) are  
those that proposed  
LAX/Palmdale  
- Non

NOVEMBER 24, 1992

CONTACT: MICHAEL BUSTAMANTE/STEPHANIE BRADY  
LACTC TRANSPORTATION NEWS BUREAU  
(213) 244-6591, 6792

FOR IMMEDIATE RELEASE

**LACTC RECEIVES PROPOSALS FOR LAX-PALMDALE AND  
SAN FERNANDO VALLEY EAST-WEST LINES**

The Los Angeles County Transportation Commission today received proposals from interested teams of proposers for both the proposed LAX-Palmdale line and the San Fernando Valley East-West line. The complex proposal process was broken down into two Requests For Proposals (RFP's): LAX-Palmdale with an option to also propose on the SFV East-West alignment or the SFV East-West line alone without the option to propose an LAX-Palmdale alternative.

The combined LAX-Palmdale/East-West RFP received four proposals, one of which did not include a combined proposal. This unique RFP is considered a "turnkey" project that allows the LACTC the authority to enter into a competitively negotiated agreement with a single contractor to provide the required services to design and construct the proposed projects (from start to finish) and turn them back over to the LACTC. This unique arrangement was created through legislation authored by Assemblyman Richard Katz (D-39).

(MORE)



The teams of proposers for the combined LAX-Palmdale/East-West procurement include TransitLA (Bombardier, Fischbach Moore, ICF Kaiser); M-K (Morrison Knudsen, DMJM, Hughes Aircraft, and Kasler Corp.); Advanced Transit Technology Team (Matra, ABB Traction, Kiewit, and Parsons, DeLeuw); and Thyssen (Thyssen Henschel, Hughes Aircraft, General Atomics, and Booz, Allen). A partial list of technologies include Magnetic Levitation, Advanced Light Rail, Advanced Monorail, LA Standard Light Rail Vehicle and Advanced Rapid Transit. The attached matrix provides a breakdown of each team and technology proposed.

The East-West stand-alone proposal received a single response from the TransitLA team, proposing one of three technologies: Advanced Rapid Transit, Automated Light Rail or Automated Monorail for the Ventura Freeway alignment. No proposers provided a response for the Burbank Chandler alternative nor did any team propose a subway technology.

The LACTC is scheduled to make a decision at its regularly scheduled December 16 meeting on one of two route alignments, the Burbank-Chandler alignment approved by the Commission in March 1989 or the Ventura Freeway aerial alignment, which has already undergone environmental review certified by the Commission last September.

The LACTC staff will review the boxes of documents received by the teams of proposers to determine if the proposers met the RFP's technical requirements. Following that review, the SFV East-West alternative information will be discussed at the Planning and Mobility Improvement Committee of the LACTC at its regularly scheduled meeting on December 9.

# # #



**SPECIALIZED RAIL TRANSIT PROJECTS  
REQUESTS FOR PROPOSALS**

**RFP RESPONSE ABSTRACT  
EAST-WEST SAN FERNANDO VALLEY  
(Stand Alone Procurement)  
ST-009**

TEAM NAME	TEAM MEMBERS	TECHNOLOGY	ALIGNMENT(S) PROPOSED	TURNKEY/ NON TURNKEY
TransitLA	Bombardier/UTDC Systems Div  Fischbach and Moore  ICF Kaiser Engineers	Advanced Rapid Transit or Automated Light Rail or Automated Monorail	Ventura Fwy Elevated	NON- TURNKEY







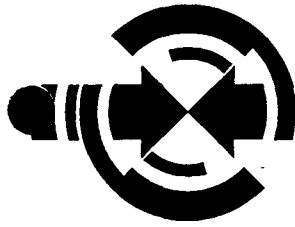


**SPECIALIZED RAIL TRANSIT PROJECTS  
REQUESTS FOR PROPOSALS**

**RFP RESPONSE ABSTRACT  
LAX-PALMDALE & EAST-WEST SAN FERNANDO VALLEY  
(Combined Procurement)  
ST-007/ST-008**

TEAM NAME	TEAM MEMBERS	TECHNOLOGY	ALIGNMENT(S) PROPOSED	TURNKEY/ NON TURNKEY
Advanced Transit Technology Team ✓	Matra Transit ABB Traction Kiewit Pacific Parsons, DeLeuw	Automated Guideway Transit	LAX-Palmdale  East-West Ventura Fwy Elevated	TURNKEY
Thyssen Henschel ✓	Thyssen Henschel Hughes Aircraft General Atomics Booz, Allen & Hamilton	MAGLEV	LAX-PALMDALE	TURNKEY





# METROLINK NEWS

DECEMBER 3, 1992

CONTACT: PETER HIDALGO (213) 244-6142  
BRENDAN SHEPHERD (213) 244-7173  
METROLINK MEDIA RELATIONS

## FOR IMMEDIATE RELEASE

### **METROLINK IMPLEMENTS NEW SCHEDULE IMPROVES TRAVEL TIMES**

LOS ANGELES -- On Monday, December 7, Metrolink will implement a new schedule with decreased travel times.

Travel times will decrease on all three lines, ranging from eight to 14 minutes. This is possible because of completion of signal and track improvements in the Metrolink Maintenance Facility area near downtown Los Angeles and train operators and dispatchers becoming more familiar with Metrolink operations.

"The decrease in travel time is wonderful news to Southern California commuters," said Jacki Bacharach, Metrolink board chair and City of Rancho Palos Verdes councilmember. "The new schedule is an example of how Metrolink will continue to expand and improve."

Metrolink also adjusted some evening departure times from Union Station.

"We modified some departure times for several reasons," said Metrolink Executive Director Richard Stanger. "For the Ventura County Line, we did this to help reduce delays caused by other trains. Also, some passengers commented on the need to leave Union

(MORE)

## **METROLINK IMPLEMENTS NEW SCHEDULE IMPROVES TRAVEL TIMES**

December 3, 1992

Page 2

Station a few minutes later to improve the connections with the Metrolink Shuttles."

Travel times will be reduced an average of nine minutes on the San Bernardino Line, 12 minutes on the Santa Clarita Line and 14 minutes on the Ventura County Line. This represents at least an 18 percent reduction.


For a copy of the new timetable, call 1-800-371-LINK between 6:00 a.m. and 8:00 p.m., Monday through Friday. For recorded information concerning Metrolink, the customer service line is available 24 hours a days, seven days a week.

Metrolink began commuter train service on October 26 on three routes: San Bernardino Line, Santa Clarita Line and Ventura County Line. Metrolink officials projected a daily ridership of 2,000. Currently, an average of 2,800 passenger trips a day are made on Metrolink.

# # #

EDITOR'S NOTE: See attached timetable.


EFFECTIVE DECEMBER 7, 1992

 METROLINK	SAN BERNARDINO LINE INBOUND TO UNION STATION (AM)				
	301	303	305	307	309
CLMT	5:28	6:08	—	7:28	—
PMNA	5:34	6:14	6:54	7:34	8:04
CVNA	5:44	6:24	7:04	7:44	8:14
BDPK	—	—	—	—	—
ELMT	5:58	6:38	7:18	7:58	8:28
CSLA	—	—	—	—	—
LAUS	6:20	7:00	7:40	8:20	8:50

SAN BERNARDINO LINE OUTBOUND FROM UNION STATION (PM)					
	300	302	304	306	308
LAUS	3:45	4:35	5:15	5:45	6:25
CSLA	—	—	—	—	—
IT	4:05	4:55	5:35	6:05	6:45
BDPK	—	—	—	—	—
CVNA	4:19	5:09	5:49	6:19	6:59
PMNA	4:31	5:21	6:01	6:31	7:11
CLMT	—	5:28	6:08	6:38	—

<b>CLAREMONT (CLMT)</b>	200 West 1st Street	Between Indiana Hill and College Avenue
<b>POMONA (PMNA)</b>	205 Santa Fe Street	Between Garey Avenue and Fulton Road
<b>COVINA (CVNA)</b>	600 North Citrus Avenue	Between Cypress Avenue and Badillo Avenue
<b>BALDWIN PARK (BDPK)</b>	3825 Downing Avenue	Downing Avenue south of Ramona
<b>CAL STATE LA (CSLA)</b>	San Bernardino Freeway (I-10) Transit Center	
<b>EL MONTE (ELMT)</b>	10925 Railroad Street	Tyler Avenue north of Valley Boulevard
<b>LOS ANGELES UNION STATION (LAUS)</b>	800 North Alameda	Next to the Hollywood Fwy

 METROLINK	SANTA CLARITA/ VENTURA COUNTY LINES INBOUND TO UNION STATION (AM)						
	100	200	102	202	104	204	106
MRPK	5:20	—	6:05	—	6:45	—	7:25
SIMI	5:33	—	6:18	—	6:58	—	7:38
CHWT	5:46	—	6:31	—	7:11	—	7:51
VNYS	5:57	—	6:42	—	7:22	—	8:02
SCLT	—	5:40	—	6:35	—	7:30	—
BRBK	6:07	6:12	6:52	7:07	7:32	8:02	8:12
GLND	6:14	6:19	6:59	7:14	7:39	8:09	8:19
LAUS	6:30	6:35	7:15	7:30	7:55	8:25	8:35

SANTA CLARITA/VENTURA COUNTY LINES OUTBOUND FROM UNION STATION (PM)							
	201	101	103	203	105	205	107
LAUS	4:10	4:20	5:00	5:30	5:40	6:15	6:30
GLND	4:25	4:35	5:15	5:45	5:55	6:30	6:45
BRBK	4:32	4:42	5:22	5:52	6:02	6:37	6:52
SCLT	5:07	—	—	6:27	—	7:12	—
VNYS	—	4:52	5:32	—	6:12	—	7:02
CHWT	—	5:03	5:43	—	6:23	—	7:13
SIMI	—	5:15	5:55	—	6:35	—	7:25
MRPK	—	5:33	6:13	—	6:53	—	7:43

<b>MOORPARK (MRPK)</b>	300 High Street	East of Moorpark Avenue
<b>SIMI VALLEY (SIMI)</b>	5050 Los Angeles Avenue	West of Stearns Avenue
<b>CHATSWORTH (CHWT)</b>	21510 Devonshire Street	Between Lassen Street and Devonshire Street
<b>VAN NUYS (VNYS)</b>	7720 Van Nuys Boulevard	North of Saticoy Street
<b>BURBANK (BRBK)</b>	201 North Front Street	Between Olive Street and Magnolia Street
<b>GLENDALE (GLND)</b>	400 West Cerritos Avenue	San Fernando Road south of Los Feliz Boulevard
<b>SANTA CLARITA (SCLT)</b>	22122 Soledad Canyon Road	East of Speedway







DECEMBER 7, 1992

CONTACT: CLARA POTES-FELLOW/STEPHANIE BRADY  
LACTC TRANSPORTATION NEWS BUREAU  
213/244-6566; 6792

FOR IMMEDIATE RELEASE

**METRO BLUE LINE RAIL CROSSING STUDY  
REPORTS 600 VIOLATIONS PER WEEK**

As a part of a special enforcement effort funded by the LACTC to improve rail safety, the Sheriff's Department conducted a 90-day intensive review of grade crossings safety along the Metro Blue Line.

The results of their findings released today at the Rail Construction Corporation's board meeting disclosed 7,760 citations for Blue Line grade-crossing violations, with a weekly average of 600.

"The most common violations are illegal left turns and drivers and pedestrians who ignore warning lights and go around lowered crossing gates," said Lou Hubaud, LACTC Director of Rail Safety and Security.

The rail safety task force included the deployment of 10 Sheriff's deputies, to patrol vehicle and pedestrian crossings along the most troubled Metro Blue Line intersections, from June 7 through September 4.

**(MORE)**



**METRO BLUE LINE RAIL CROSSING STUDY  
REPORTS 600 VIOLATIONS PER WEEK**

December 7, 1992

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The Sheriffs issued 43 citations per day for failure to stop for crossing signals and lowered gate arms, and 11 citations per day for failure to obey traffic signals and left turn restrictions.

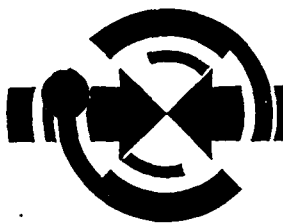
Since safety officials found that Sheriff's deputies presence at rail crossings tends to decrease the number of violations, the LACTC and RCC boards extended the special enforcement program through June 1993.

The Blue Line grade crossing safety program is part of an overall rail safety plan that includes the Metro Blue Line, Metrolink and future rail lines.

Based on recommendations from safety experts the LACTC is planning to establish additional safety measures such as automated enforcement systems, legislative initiatives, education, and traffic engineering improvements.

# # #





# **METROLINK NEWS**

DECEMBER 7, 1992

CONTACT: PETER HIDALGO (213) 244-6142  
BRENDAN SHEPHERD (213) 244-7173  
METROLINK MEDIA RELATIONS

## **FOR IMMEDIATE RELEASE**

### **METROLINK OFFERS FREE HOLIDAY TRAINS**

LOS ANGELES -- Metrolink will run special holiday trains on two weekends this month, offering area residents a free ride on the new commuter train system.

There will be one train on all three routes: San Bernardino, Santa Clarita and Ventura County lines. If passengers ride all the way to Union Station, they can get around downtown on the DASH shuttle which runs to Exposition Park, Chinatown, the garment and jewelry districts and other sites.

"This is a great opportunity for people to take a day trip," said Jacki Bacharach, Metrolink board chair and Rancho Palos Verdes councilmember. "People could take their families to museums and galleries, and ride the train for free."

On Saturday, December 12, the Ventura County Line train will depart the stations at the following times: Moorpark 8:30 a.m., Simi Valley 8:45 a.m., Chatsworth 9:00 a.m., Van Nuys 9:13 a.m., Burbank 9:25 a.m., Glendale 9:34 a.m. and arrive at downtown Los Angeles Union Station at 9:50 a.m. In the afternoon, the return trip will leave Union Station

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## **METROLINK OFFERS FREE HOLIDAY TRAINS**

December 7, 1992

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at 3:15 p.m., Glendale at 3:31 p.m., Burbank 3:39 p.m., Van Nuys 3:50 p.m., Chatsworth 4:01 p.m., Simi Valley 4:14 p.m. and arrive at Moorpark 4:32 p.m.

Stations locations are: Moorpark, 300 High St. (east of Moorpark Ave.), Simi Valley, 5050 Los Angeles Ave. (west of Stearns Ave.) Chatsworth, 21510 Devonshire St. (between Lassen and Devonshire), Van Nuys, 7720 Van Nuys Blvd. (Van Nuys Blvd. north of Saticoy), Burbank, 201 N. Front St. (between Burbank Blvd. and Olive St.) and Glendale, 400 W. Cerritos Ave. (Cerritos Ave. and San Fernando Rd., south of Los Feliz Blvd.)

On Saturday, December 19, the Santa Clarita Line train will depart the stations at the following times: Santa Clarita 9:00 a.m., Burbank 9:34 a.m., Glendale 9:43 a.m. and arrive at Union Station at 9:59 a.m. In the afternoon, the return train will depart Union Station at 3:30 p.m., Glendale at 3:46 p.m., Burbank 3:54 p.m. and arrive at Santa Clarita at 4:29 p.m.

Stations locations are: Santa Clarita, 22122 Soledad Canyon Rd. (east of Speedway), Burbank, 201 N. Front St. (between Burbank Blvd. and Olive St.) and Glendale, 400 W. Cerritos Ave. (Cerritos Ave. and San Fernando Rd., south of Los Feliz Blvd.)

Also on Saturday, December 19, there will be a train on the San Bernardino Line. This train will depart the stations at the following times: Pomona 9:00 a.m., Covina 9:12 p.m., El Monte 9:28 a.m. and arrive at Union Station at 9:50 a.m. The return trip in the afternoon will depart Union Station at 3:30 p.m., El Monte 3:51 p.m., Covina 4:06 p.m. and arrive in Pomona at 4:18 p.m.

††

(MORE)

**METROLINK OFFERS FREE HOLIDAY TRAINS**

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Station locations are: Pomona, 205 Santa Fe St. (between Garey Ave. and Fulton Rd.), Covina, 600 N. Citrus Ave. (between Cypress Ave. and Badillo Ave.), and El Monte, 10925 Railroad St. (Tyler Ave., north of Valley Blvd.)

For more information, call 1-800-371-LINK.

Metrolink began commuter train service on October 26 on three lines: San Bernardino, Santa Clarita and Ventura County. Metrolink normally runs 12 round-trip trains, Monday through Friday.

###







DECEMBER 8, 1992

CONTACT: MICHAEL BUSTAMANTE/STEPHANIE BRADY  
LACTC TRANSPORTATION NEWS BUREAU  
213/244-6591; 6792

FOR IMMEDIATE RELEASE

**LACTC COMMISSIONER TO PARTICIPATE IN PRESIDENT-ELECT  
CLINTON'S TRANSPORTATION TRANSITION CLUSTER GROUP**

LACTC Commissioner and Rancho Palos Verdes City Councilwoman Jacki Bacharach has been invited to participate in President-elect Bill Clinton's Transportation Transition Cluster Group during the next two weeks. The Cluster Group meetings will provide Ms. Bacharach the opportunity to discuss national transportation and infrastructure programs and review budget, personnel and policy issues as they relate to transportation.

"By investing wisely in transportation infrastructure programs, the Clinton-Gore Administration has the opportunity to provide the economic stimulus necessary to allow American companies to transition into the emerging surface transportation industry," said Bacharach. "But in order to make that happen, local governments must get the federal funds so that the kinds of programs President-elect Clinton is looking at will get implemented."

The Cluster Group will be charged with looking at the Department of Transportation (DOT), Federal Transit Administration (FTA), and other transportation departments to do a "quick audit". About 20 people from around the country will participate in that endeavor.

**(MORE)**

**LACTC COMMISSIONER TO PARTICIPATE IN PRESIDENT-ELECT  
CLINTON'S TRANSPORTATION TRANSITION CLUSTER GROUP**

December 8, 1992

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Bacharach has been an LACTC Commissioner for over 10 years and is a nationally recognized leader in the transportation industry. In addition to her civic and LACTC duties, Ms. Bacharach is also the Chairwoman of the Southern California Regional Rail Authority (SCRRA), operators of the successful Metrolink commuter rail system.

# # #







DECEMBER 16, 1992

CONTACT: MICHAEL BUSTAMANTE/STEPHANIE BRADY  
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FOR IMMEDIATE RELEASE

**VENTURA FREEWAY ALTERNATIVE ADOPTED AS PREFERRED ALIGNMENT  
FOR SAN FERNANDO EAST/WEST RAIL LINE**

The Los Angeles County Transportation Commission (LACTC) today approved a motion by LACTC Chairman and L.A. County Supervisor Michael Antonovich which called for the adoption of the Ventura Freeway as the preferred alignment for the San Fernando Valley East/West rail line. The motion was approved by a six to three vote, with two LACTC Commissioners abstaining.

The motion also instructs the Executive Director to enter into a negotiated procurement for the proposals recently received by the private sector concerning the final pricing structure, timing and technology for the Ventura Freeway line and report back any draft agreement to the Commission for final approval. Staff is also requested to report back to the Commission at the January meeting to include an analysis of costs associated with operation, maintenance and security that might offset the difference in costs to construct an aerial guideway. A final decision is expected at the LACTC's regularly scheduled January 1993 Commission meeting.

# # #

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DECEMBER 17, 1992

CONTACT: MICHAEL BUSTAMANTE/STEPHANIE BRADY  
LACTC TRANSPORTATION NEWS BUREAU  
213/244-6591; 6792

FOR IMMEDIATE RELEASE

### **LACTC APPROVES JOBS DEVELOPMENT TASK FORCE TRAINING PROGRAM**

The Los Angeles County Transportation Commission (LACTC) approved a jobs development and training program proposed by LACTC Commissioner Nick Patsaouras, who also serves as chair of the Job Development/Training Task Force.

"Economic growth and jobs creation is the foremost challenge of this decade and, as a major regional economic force, the LACTC is in a position to make a significant contribution toward employment development," said LACTC Commissioner and RTD Board member Nick Patsaouras. "This Task Force was charged with and has developed a model program that will help to redirect displaced and unemployed workers."

The program approved by the LACTC encourages a commitment to job development and training from contractors and bidders seeking to do business with the LACTC. "We are recommending that at least three percent (3%) of the total direct labor costs be allocated to a job development and training plan by all contractors and bidders," said Patsaouras. "And at least half of that should go toward programs designed to increase employment opportunities for workers between 17 and 35."

**(MORE)**

## LACTC APPROVES JOBS DEVELOPMENT TASK FORCE TRAINING PROGRAM

December 17, 1992

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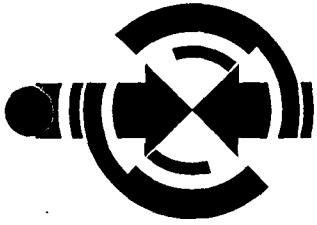
Under the program, bidders would be eligible for bonus points in the contract award process if at least two of the following activities are met including:

- Organized activities designed to improve basic skills of employees including writing, reading, and communication skills necessary to coping with changing job requirements;
- Activities that constitute formal, technical efforts to upgrade and enhance on-the-job competencies to improve job performance and raise employee productivity;
- Formal programs designed to facilitate and aid in the training and hiring of displaced workers predominantly between the ages of 17 and 35;
- Train and facilitate career readiness for high school students seeking entry level employment opportunities in labor markets, in addition to developing programs such as in-house and/or formal programs in traditional education institutions aimed at increasing employment opportunities for presently unemployed workers.

"This broad coalition of labor, education and business leaders that comprise the Task Force have taken the first step to develop a game plan on how to approach one of the most critical issues of our time. By including all facets of our diverse community, we can work together toward the common goal of an equitable distribution of jobs, creative opportunity for the business sector, and economic enhancement for our city," concluded Patsaouras.

# # #





# METROLINK NEWS

DECEMBER 17, 1992

CONTACT: PETER HIDALGO (213) 244-6142  
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METROLINK MEDIA RELATIONS

FOR IMMEDIATE RELEASE

## **METROLINK JANUARY PASSES VALID IN FEBRUARY**

LOS ANGELES -- Metrolink monthly pass users ride free in February with their January pass, it was announced recently.

The program intends to increase awareness about monthly passes -- the most economical way to ride Metrolink.

"I think some people just hear about one-way or round-trip ticket prices," Metrolink Executive Director Richard Stanger said. "When a person considers a monthly pass and how many trips they make in a month, the cost per day drops by over a third. A one-way ticket from Moorpark to Los Angeles is \$6.50. But with a monthly pass, the trip is a lot cheaper. For example, Metrolink trains will run 20 days this January. That equals 40 trips, counting the morning and evening commutes. A monthly pass from Moorpark to Los Angeles costs \$176. That breaks down to \$4.40 per trip, \$2.20 less each way than a one-way ticket. Plus, all Metrolink tickets are good for free transfers to connecting buses and the new Metro Red Line subway.

"A commuter can also look at ticket prices based on cost per mile. The 46.9 mile trip from Moorpark to L.A., with the monthly pass, costs only 9.4 cents per mile," Stanger

(MORE)



## **METROLINK JANUARY PASSES VALID IN FEBRUARY**

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said. "And, with the January special, a commuter can get two months for the price of one."

To take advantage of the promotion, passengers can simply purchase a January monthly pass as they would normally. This same January pass will also be valid in February. The pass does not have to be exchanged or validated in any way.

Monthly passes are sold the last five days and the first ten days of each month (Dec. 27-Jan. 10). Passes are sold at all Metrolink stations from ticket vending machines (TVMs). The TVMs accept cash, and early next year credit and debit cards. Passengers may also buy passes at the Union Station ticket window weekdays between 6:00 and 9:30 in the morning and 3:00 and 6:30 in the evening. Cash, check and credit cards are accepted at the window. A Metrolink monthly pass is valid for unlimited trips within a calendar month and only has to be displayed to a train conductor upon request. Metrolink also offers three other ticket types: one-way, round-trip and ten-trip.

Monthly passes and ten-trip tickets also are sold through the Metrolink Employer Pass Program. Companies with an Employee Transportation Coordinator (ETC) may order Metrolink passes through the mail.

Metrolink is the new commuter train system which opened October 26. Metrolink operates 12 round-trip trains each weekday during the commute periods between downtown Los Angeles and Claremont, Moorpark and Santa Clarita. For more information, call 1-800-371-LINK.

# # #





## News

RTD-246

Contact: Greg Davy/Jim Smart

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Dec. 17, 1992

FOR IMMEDIATE RELEASE

**RTD BOARD DIRECTS STAFF TO DETERMINE  
METRO RED LINE SUBWAY OPENING DATE  
BASED ON SYSTEM RELIABILITY AND SAFETY**

The RTD Board of Directors Thursday directed RTD staff to determine an opening date for the first leg of the Metro Red Line subway system, using safety and reliability as its top criteria.

The direction came in the form of a motion put forth by Board Member Antonio Villaraigosa, building on a unanimously-approved safety motion by Los Angeles City Councilman and Board Member Richard Alatorre that was made at the previous RTD board meeting.

The motion followed a Red Line operations progress report given by RTD Assistant General Manager for Operations Arthur Leahy. Leahy's report raised a number of operational problems, especially with the new rail cars, that he stated must be resolved before the trains were fully prepared for revenue service.

"The Red Line presents a great asset to Los Angeles County," Leahy said. "People are going to go into the stations and look at the trains for the first time, and they're going to say it's

more ...

## **LACTC APPROVES JOBS DEVELOPMENT TASK FORCE TRAINING PROGRAM**

December 17, 1992

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Under the program, bidders would be eligible for bonus points in the contract award process if at least two of the following activities are met including:

- Organized activities designed to improve basic skills of employees including writing, reading, and communication skills necessary to coping with changing job requirements;
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- Train and facilitate career readiness for high school students seeking entry level employment opportunities in labor markets, in addition to developing programs such as in-house and/or formal programs in traditional education institutions aimed at increasing employment opportunities for presently unemployed workers.

"This broad coalition of labor, education and business leaders that comprise the Task Force have taken the first step to develop a game plan on how to approach one of the most critical issues of our time. By including all facets of our diverse community, we can work together toward the common goal of an equitable distribution of jobs, creative opportunity for the business sector, and economic enhancement for our city," concluded Patsaouras.

# # #

Add 1

wonderful. That's why we are determined to make sure the trains are fully reliable and safe."

"I'm not interested in rushing ahead to schedule an opening date just for the sake of having a date," said Los Angeles City Councilman and RTD board member Richard Alatorre. "I don't believe that's responsible. Until we know it's ready, I will not vote on any date."

Among the issues raised in the report:

- Only four of the 12 rail cars are fully ready for operation. Further, there has been a shortage of critical spare parts on hand.
- The electronic control unit that controls the car's friction braking system sometimes malfunctions, causing trains to come to a safety stop during operation for no apparent reason.
- The car doors sometimes jam, apparently caused by insulation inside the door that interferes with the door's operation.
- A variety of problems still exist with the train's intercoms and radio communication system.
- All four of the fire emergency deluge systems in the underground stations failed during a recent test, as well as one of the gas detection systems.

more ...

**Add 2**

In putting forth the motion, RTD Board member Antonio Villaraigosa stated: "Ultimately, the responsibility for the safety of the trains falls on us, the operator of the Red Line."

RTD staff continue to meet with LACTC/RCC staff to determine a reasonable "work-toward" start-up date.

"These types of issues are typical of major rail projects during the final testing and initial operational test phases," said RTD General Manager Alan F. Pegg. "They should not represent a serious problem or delay for the Red Line, but must be addressed on a very current basis."





DECEMBER 23, 1992

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FOR IMMEDIATE RELEASE

**L.A.'s METRO CALL BOX SYSTEM IS NEW AND COMPLETE**

Los Angeles County drivers are getting a holiday present this season. Upgrading of the Metro Call Box System, the nation's largest, is finally complete with approximately 4,300 call boxes installed on almost 700 miles of freeways and highways.

"The 30-year-old system was replaced with the latest cellular and solar technology," said Supervisor Mike Antonovich, Los Angeles County Transportation Commission (LACTC) Chairman. "The old underground wire has been deactivated. The new wireless equipment will save taxpayers thousands of dollars needed in the past to repair underground wire damages."

Call boxes are used by drivers to report freeway accidents, disabled vehicles and medical emergencies. About 60,000 to 90,000 calls are placed by L.A. County motorists monthly.

"The new freeway call box system is synonymous with safety and convenience," said Neil Peterson, LACTC Executive Director. "The new, more reliable equipment allows the

(MORE)

## **L.A.'s METRO CALL BOX SYSTEM IS NEW AND COMPLETE**

December 23, 1992

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user to place calls faster, reducing the time stranded motorists wait for help on the freeway."

Upgrading and expansion of the system began in October 1991. The \$18 million program was financed by a \$1 surcharge on vehicle registration fees in the County of Los Angeles.

The project provided for the replacement of 3,500 existing boxes and installation of 800 additional call boxes in new locations. New call boxes were installed for the first time on Pearblossom Highway (Route 138), Angeles Crest Highway (Route 2), Route 39, the Antelope Valley Freeway (Route 14) and Pacific Coast Highway. Metrolink stations also have call boxes to assist passengers in case of emergency or vehicle malfunction.

"The new call boxes will serve us better than ever," said Jerry Baxter, Caltrans District 7 Director. "Our studies show that about half of all freeway congestion is caused by stalled or disabled vehicles. As traffic managers, we know that the sooner we respond to such incidents, the sooner traffic gets back to normal."

Motorists' calls are responded to by bilingual operators located at the California Highway Patrol communications center. When a call is placed, the operators first make sure the motorist is not in traffic lanes. Then they dispatch aid from a tow truck service, automobile repair shop, family, friend or whoever the motorist wishes to obtain help from.

**(MORE)**

## **L.A.'s METRO CALL BOX SYSTEM IS NEW AND COMPLETE**

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"Call boxes are complemented by the Freeway Service Patrol, another joint program of the CHP, Caltrans and the LACTC," said Richard Noonan, CHP Assistant Chief. "The two combined are helping to reduce congestion and make the freeways safer."

County call boxes are installed within easy walking distance on the right shoulder of freeways and highways. On most freeways the phones are placed about every quarter mile and on remote highways they are located at about one-mile intervals.

The busiest call boxes are on freeways 710, 60, 405, 10 and 91. Call boxes are most frequently used between 1:00 p.m. and 6:00 p.m. The average call box is used about 12 times per month with some call boxes used up to 70 times per month.

# # #

## **METRO CALL BOXES NEW FEATURES**

- **CELLULAR TELEPHONE SYSTEM**
- **SOLAR POWER**
- **AUTOMATIC NUMBER IDENTIFICATION** which allows the CHP operator to identify the phone location of the caller.
- **1/4 MILE SPACING**
- **BILINGUAL (ENGLISH/SPANISH) INSTRUCTIONS**
- **HEARING AID COMPATIBILITY**
- **NOISE SUPPRESSION FEATURE** which blocks some of the freeway noise allowing easier understanding between the caller and the operator.
- **SELF-DIAGNOSTIC CIRCUITRY** that automatically reports breakdowns to a central control facility.
- **AUTOMATIC THEFT AND VANDALISM ALARMS**
- **LARGER PEDESTRIAN STANDING AREAS**
- **CELLULAR TELEPHONE SYSTEM**
- **CALL BOX OPERATORS LINKED TO THE METRO FREEWAY SERVICE PATROL** which allows faster response during peak hours.

# # #