

Metro™ QUARTERLY

WINTER/SPRING 2008

Choosing a Transit Future

Imagine the possibilities.



Metro™



Chief Executive Officer
Roger Snoble

Every weekday 1.4 million riders choose the transportation options Metro offers. The majority of commuters choose the option of driving their automobiles and driving alone. Los Angeles County's success in keeping its population mobile in the next few years will be determined by the choices these groups make, choices each of us make.

This issue of Metro Quarterly focuses on the choices we make that shape Los Angeles County transportation and the very quality of our lives. We'll explore how transit shaped the County's past, how it contributes to our present and how it might brighten our future. We'll ask a range of transportation experts what lies ahead if we continue to make the same choices and what choices we might make to lessen the congestion that threatens to diminish the quality of our life. We'll define what we mean by the term Congestion Pricing – a transportation option used in several major cities – and what benefits it might have for all commuters.

You'll notice I have used choices several times. Many of the things that frustrate Los Angeles County commuters – interstate highway speed, surface street traffic, long hours spent commuting – result from hundreds of thousands of choices made each day. The way we fund transportation projects, the mode of transportation we use to reach work and how far we live from our jobs are all choices we can rethink and maybe change.

This issue also presents the choices Metro has made to use more sustainable energy to reduce our carbon footprint. We want to be a model for other organizations concerned with our entire planet's quality of life.

Many simple choices can be made to reduce our County-wide congestion: carpooling, taking transit several times a week, riding a bicycle, walking. What choices will you make?

Sincerely,

Roger Snoble

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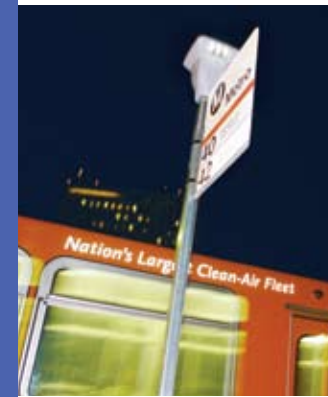
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Rendering on p.7 courtesy of the Grand Avenue Project.

METRO: SHAPING TRANSIT PAST, PRESENT AND FUTURE



“I THINK WE HAVE ALREADY **REACHED** THE **TIPPING POINT**.”

JACK KYSER, LA COUNTY ECONOMIC DEVELOPMENT CORPORATION SENIOR VICE PRESIDENT

Mobility dictates the way Los Angeles County residents live, work and play. In its 2007 “Urban Mobility Study,” the Texas Transportation Institute ranked the Los Angeles-Long Beach-Santa Ana area as having the worst traffic jams nationwide, with an annual average 72 hours stuck behind the wheel and 57 gallons of wasted gas per traveler.

But it wasn't always this way. In 1874, the first streetcar system in Los Angeles began to reshape the region, and in the early part of the 20th Century, the area grew around the world's largest inter-urban electric rail system. In 1901, Henry Huntington established the Pacific Electric Railway to move passengers to growing areas untouched by existing public transportation.

At their peak in the 1920s, these “Red Cars” connected Los Angeles, Orange, Riverside, San Bernardino and Ventura counties. The last Red Car was retired from service in 1961, as Los Angelenos chose automobiles and a new web of freeways for transportation.

Creating Our Present

In 1990, the Blue Line opened, bringing electric rail passenger train service once again to Los Angeles. Running between downtown Los Angeles and Long Beach, the Blue Line uses much of the same right of way as the original Pacific Electric line. Since then, Metro has opened the Red, Green, Purple and Gold lines. The Gold Line Eastside Extension to East Los Angeles is planned to open in 2009, and the Expo Line is planned to connect Los Angeles with Culver City in 2010.

It's not enough.

The Southern California Association of Governments (SCAG) estimates that the region's chronic traffic congestion impacts local economy to the tune of about \$12 billion a year in lost wages, productivity and fuel.

“I think we have already reached the tipping point,” says Jack Kyser, senior vice president and chief economist of the Los Angeles County Economic Development Corporation. “I know that I can't go to my favorite Mexican restaurant on the weekend because the freeways will be too congested; the people at the Los Angeles Philharmonic are constantly surveying their season ticket holders about the traffic [and how it affects attendance]; you know that on the southbound 5 freeway on a Saturday morning, the traffic will be worse than on a workday.”

Looking to the Future

Los Angeles encompasses 450 square miles – enough, notes Metro Board Member David W. Fleming, “to fit five American cities into the area and still have room left over.” In a city with a dozen hubs – rather than a traditional city's central hub – what will get people out of their cars and into public transportation? What will our cities become if they won't?

In this issue of Metro Quarterly, we take a closer look at the choices we make that create congestion, the options we have to reduce it and how our quality of life will be affected if we don't. From turning high-occupancy vehicle lanes into high-occupancy toll roads to developing a borough system such as those in London, Tokyo and New York, suggestions are plentiful. As Brad McAllester, Metro's executive officer of Long Range Planning notes, “It will take a bit of everything to make it happen.”

One way to reduce the drudgery of commuting is to change the rules of commuting. Victor Andrade shares his miles with his vanpooling family; Martha Welborne works to move thousands of residents near existing Purple Line stations, and Metro explores shifting some drivers to off-peak periods while raising transportation funding.

Changing the Rules of Commutes



Sharing the Miles

Some transportation options already reduce congestion. For Victor Andrade, technical director at Raytheon, his daily 180-mile round trip commute from Menifee in Riverside County to El Segundo has been lightened over the last nine years thanks to his 11 vanpooling partners.

“We’re like family,” says Andrade, who is his vanpool’s coordinator. “When you’re in the van, when you’re not driving, you can work or talk about [your] interests, problems, our families. It makes the time go by that much faster.” The smooth-running van includes people from Hemet, Temecula, Winchester, Murietta, Menifee, and Lake Elsinore.

So tight knit is the group that they help each other outside of the vanpool. They’ve even banded together on the weekend to celebrate a fellow rider’s birthday. “The cost savings, of course, is really nice. But the best part is not having to commute alone,” Andrade said.

Andrade’s vanpool is one of 500 vans currently participating in Metro’s vanpooling program.



Transit Oriented Development Provides Alternatives

Another transportation option wants to shrink the distance between where people work and the entertainment and services they require. This *New Urbanism* design and planning philosophy favors medium-density towns and neighborhoods where houses, offices, shopping and leisure activities are all within a walkable distance. In this environment, the automobile becomes an option, not a lifeline.

The region’s transit oriented development, more commonly known as TOD, serves as an example of this philosophy at work. Developments adjacent to subway stations at Hollywood/Highland, Hollywood/Western, Wilshire/Vermont and 7th Street/Metro Center create vibrant, walkable, mixed-use communities surrounding transit stations.

Existing Transit Supports Grand Plan

The Grand Avenue Project will transform downtown Los Angeles’ civic and cultural districts into a new regional center richly served by the Metro System.

The area will include entertainment venues, restaurants, and retail mixed with a hotel and up to 2,600 new housing units. Additionally, the project will convert the County Mall into Los Angeles’ own 16-acre Central Park.

Martha Welborne, managing director of the Grand Avenue Committee, notes that the subway’s proximity to the Grand Avenue Project gives transit riders access to the huge project – through the Civic Center Station.

“One of the portals to the Red Line is right in the middle of the park, which we’re imagining to become the downtown meeting ground for all Los Angelenos,” says Welborne, “It will be such a benefit for people to be able to come to big events like the 4th of July, Chinese New Year, a major community festival, a political rally or sports event, and not have to park their cars.”



Attacking Traffic Through Express Lanes

Express lanes are one approach to more efficiently manage capacity on our busy roadways. Congestion pricing might prompt a change in commuting behavior, as well as generating additional funds for more transit, vanpools and other transportation options to increase mobility.

Express lanes work by shifting some rush hour highway traffic to other transportation modes or to off-peak periods by charging for use of selected roads during a selected time. It has worked successfully in San Diego, Orange County, and Minneapolis, as well as London, Stockholm and Singapore.

Metro, Caltrans and the Southern California Association of Governments, in coordination with Los Angeles County and other major transportation stakeholders, have applied for funding for the Congestion-Reduction Demonstration Initiatives under the United States Department of Transportation. If the application is approved, demonstration projects would convert High Occupancy Vehicle (HOV) lanes to High Occupancy Toll (HOT) lanes along the I-110 Harbor Transitway, the I-10 El Monte Busway and the I-210. Approval of the grant is pending.

Additionally, in 2007 the Metro Board of Directors directed agency staff to identify by summer 2008 at least three demonstration projects where pricing will contribute to increasing capacity and throughput, improve air quality and raise funds for transit projects.

AT 3 AM ON JANUARY 2025, Steven Smith snaps off his alarm clock, groans his way to the shower, dresses, grabs a cup of coffee and pulls out of his driveway by 3:45 am. He hopes to slice a few minutes from his morning commute by hitting the road so early. The distance from his home in Temecula to his office in Culver City is 90 miles – one way. His commute usually requires three hours – more if there's an accident or rain. Not surprising given that the morning freeway speed averages 20 miles per hour.

Once inside Culver City, Smith looks for a parking place; he spends \$700 on parking and gas each month. After 5 pm, he drives the same route in reverse – five days a week, almost 300 days a year.

Home by 8 pm, family time at a premium, Smith has a couple of hours to devote to his wife, his two young children, his hobbies, his professional organization, his entertainment. Then he must be asleep by 10 pm. (Remember that 3 am wake up call?) Gone is the mid-week movie with the wife and coaching his daughter's soccer games.

Smith senses something has to change – a new job closer to home, a move from Southern California? Considering transit alternatives? Smith has some serious thinking to do.

AT 7 AM ON JANUARY 2025, Donna Villaverde knocks on her daughter's bedroom door and heads for the shower. After her shower, she knocks on her daughter's door again and reminds her they are leaving in 30 minutes. After a quick breakfast, Donna drives four miles to the Metro Gold Line. Once at Union Station, mother and daughter ride the subway together to the 7th Street/Metro Center Station. Then Donna continues on the subway to Westwood while her daughter takes the Expo Line to USC.

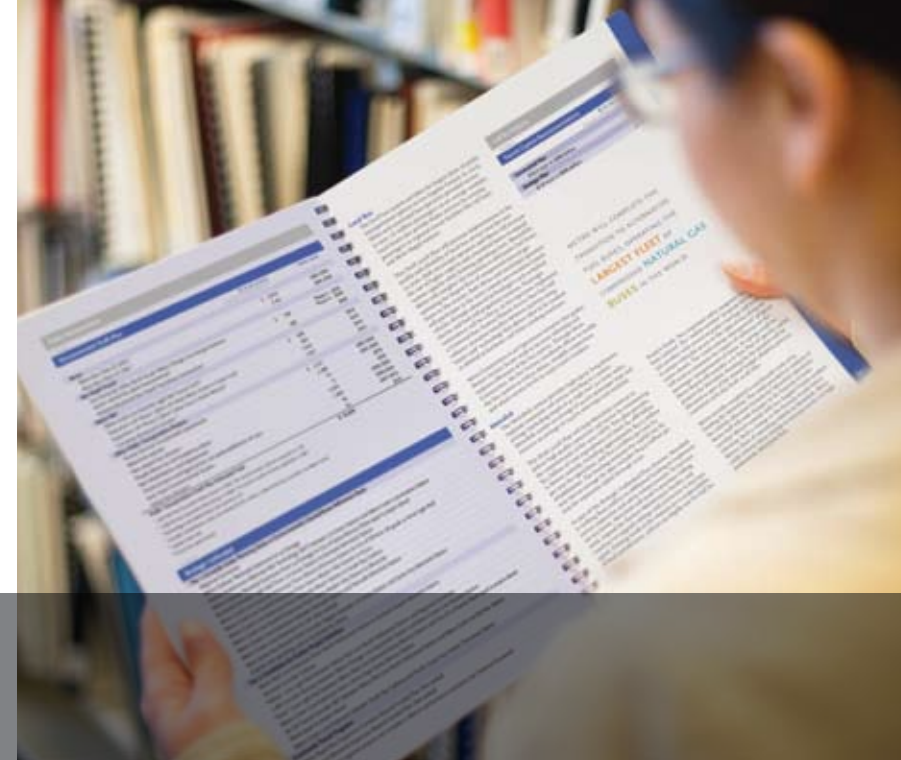
After work, Donna takes the subway to Santa Monica to meet her husband for carpet shopping. Then the Villaverdes take the subway to the Crenshaw Line to eat at a restaurant in Gardena.

Their daughter calls at 10:30 pm. Can someone pick her up at the Gold Line station? Donna's husband volunteers. It will be the first time he has driven today. Although he takes a vanpool to work in Venice, his turn to drive doesn't come up until next month.

Not everyone in Donna's office takes transit to work but more than half do. Friends tease Donna for never consulting a rail schedule. "The buses and trains run often enough that I don't need a schedule," she replies.

Donna will admit it takes a bit of planning to keep the family car in the garage during the busy workweek, but she and her husband saw no other option. With gas prices hovering around \$7 a gallon, the Villaverdes were paying the same amount for gasoline each month as all their utility payments. Something had to change.





Standing Still Means Falling Behind

If planning estimates are correct, Southern California's infrastructure will need to accommodate approximately five million more people – twice the population of Chicago – in the next 20 years. For Los Angeles' congestion, standing still will mean falling behind.

And now gasoline prices have reached \$4 per gallon in spots. Increasing gas prices spurred *Los Angeles Times* automotive writer Dan Neil to wonder in a recent article what would happen to real estate equity in Los Angeles' outlying regions when homeowners can't afford the gas to commute? And what would happen to the county's retail establishments when Americans no longer log an estimated 1 billion miles a year just to shop? "It's becoming clear to all but a few dead-enders that radical change in mobility is needed," he writes.

James Howard Kunstler, author of *The Long Emergency*, sees fundamental change in American society spurred by the end of the cheap-fossil-fuel era. "Daily life will be far less about mobility and much more about staying where you are," he writes. "Anything organized on the large scale, whether it is government or a corporate business enterprise such as Wal-Mart, will wither as the cheap energy props that support bigness fall away."

Public Transit Must Become a Rational Option

Says Martin Wachs, director of the RAND Corporation's Transportation, Space, and Technology Program, "Individuals make choices that are rational for them, and a very large proportion of the transit market is composed of people who don't have cars or who have to pay a great deal to park at work. Each traveler takes into account the alternatives and makes rational choices.

The way to get more people onto public transit includes several things, such as a more sophisticated fare structure, lower fares for shorter trips, monthly passes that could be provided by employers to make the marginal cost of another trip relatively low, charging appropriately at work and shopping locations for parking. All of those strategies could increase public transit use."

Growing Population Adds Pressure

"We know the population is going to continue to grow and that congestion will get worse," notes Jack Kyser, senior vice president and chief economist of the Los Angeles County Economic Development Corporation. "There will be a subtle shift when people living in outlying regions can't afford the gas to commute. You'll want to be near a good transit system – Metro Rail or Metrolink or a Metro Rapid line."

Adds Brad McAllester, Metro's deputy executive officer of Long Range Planning, "Strategies, such as rail, that get people off the roads are part of the successes that we're seeing. Of course, we're always limited to what can be done within anticipated revenues, as well as what could be done if additional revenues become available."

Better Use of the Infrastructure We Have

Metro Board Member David W. Fleming believes that we have to make better use of the infrastructure that we already have. "This means considering plans that include arterial highways and more signal synchronization, as well as [remaking] specific north-south streets into mini-freeways at rush hour times, or transforming high-occupancy vehicle (HOV) lanes that aren't in full capacity into high-occupancy toll (HOT) lanes. We've got to use every conceivable way we can to utilize our infrastructure."

Fleming points to the city's traffic successes during the 1984 Olympics as a remedy to our current – and predicted – situation. "By staggering work hours and spreading the traffic load, we were able to move cars at 65 miles an hour during rush hours. Now we need to think in terms of how

to stretch out driving times, how to incentivize people to use their cars at different times and to encourage businesses to operate at varying times."

Cycling advocate and executive director of the Los Angeles County Bicycle Coalition (LACBC), Jennifer Klausner, commutes on her bike from Brentwood to Downtown LA – more than an hour on her bike. "City planners need to be aware of creating alternate routes," she says. "Cyclists need connectivity on east-west and north-south routes throughout the city. Instead we have a jumbled network of streets."

For those considering biking, Klausner suggests a multi-modal commute. "That's where Metro fills in the gaps – you can put your bike on the bus or the rail," she says. "Multi-modal transportation is the answer in how to make huge, sprawling Los Angeles County more accessible.

"What is going to determine the future for bicyclists – and for people who want to get around town as Los Angeles goes through the next few decades – is going to be what we can do on the ground and with [our organizational] partners. It will take education and reaching potential cyclists who might be interested in trying to commute by bike, as well as reaching the motorists who we share the roads with."

"Business as usual simply won't suffice anymore," says Fleming. "I don't think there's one clear-cut answer like tunneling under freeways or building double-decker freeways."

Planning and Funding a Transportation Future

In March Metro released the Draft 2008 Long Range Transportation Plan for public review. The draft plan proposes funding an ambitious transportation program of more than \$152 billion through 2030, continuing the funding for projects already identified in Metro's 2001 Long Range Transportation Plan. Recent increases in the cost of construction materials, however, combined with reduced estimates of future funding, have impacted the schedule to complete some projects and precluded Metro's ability to add important new projects to the draft 2008 plan.

In an effort to explore new funding opportunities, the Board approved not only a list of funded projects, known as the "Constrained Plan," but approved for review a two-tiered list of unfunded projects, known as the "Strategic Plan."

The first-tier Strategic Plan proposes projects that have significant analysis and could be candidates for new funding initiatives. The second-tier Strategic Plan identifies projects with little study completed but the potential to increase mobility upon further analysis.

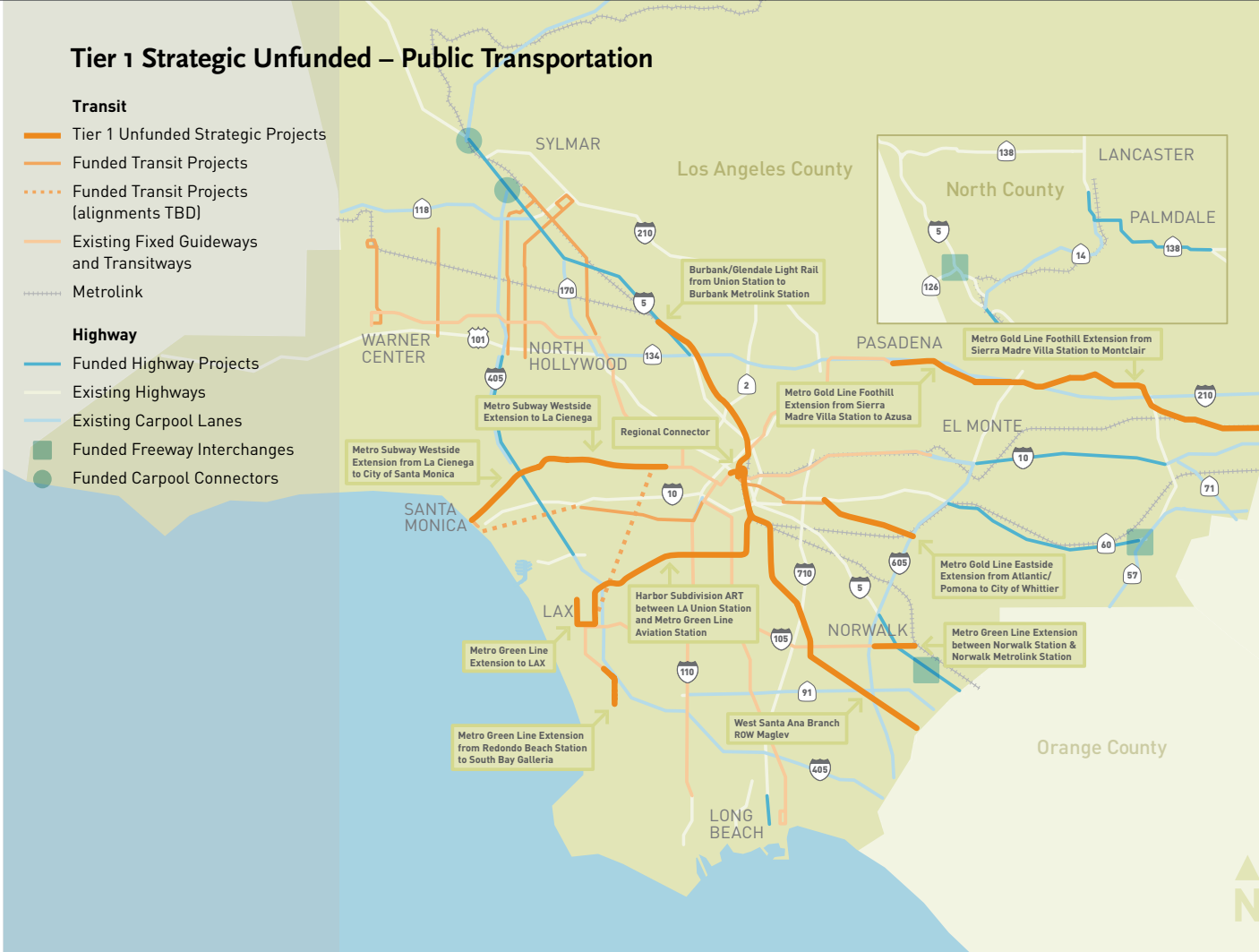
Metro has already begun looking for new funding sources to advance current project schedules and add new projects. "We all know there is not enough money for all the worthy projects," says Brad McAllester, Metro's executive officer of Long Range Planning.

The Draft 2008 Long Range Transportation Plan assumes continuing purchases of buses, particularly articulated buses with their larger seating capacity. The plan also includes the addition of two bus divisions at LAX and Union Station.

The Draft 2008 Long Range Transportation Plan can be viewed at metro.net/longrangeplan.

County's Future Mobility Linked to Project Funding

The following projects are from Metro's Strategic Plan and identify what could be done if additional funding is available.





1956



1990



2005

Developing Innovative Transportation

From the early days when horses powered transit, Metro and its predecessor agencies have often lead the nation in developing innovative transportation options.

Metro recently took delivery of its 2,500th compressed natural gas (CNG) bus, adding to what is already the largest clean-air fleet in the country. Additionally, Metro's technologically sophisticated super-sized 60-foot Metro Liners were the first articulated buses to operate in Los Angeles in two decades.

Over the last year, Metro has ordered 200 high-capacity CNG vehicles to replace older vehicles. The order includes 94 articulated buses, as well as 100 45-foot buses and six 20-foot hybrid coaches.

Leading the Nation, Leading the World

Each year, hundreds of visitors from around the world come to Los Angeles to study Metro's unique Orange Line and Rapid Lines. The Metro Rapid program, which debuted



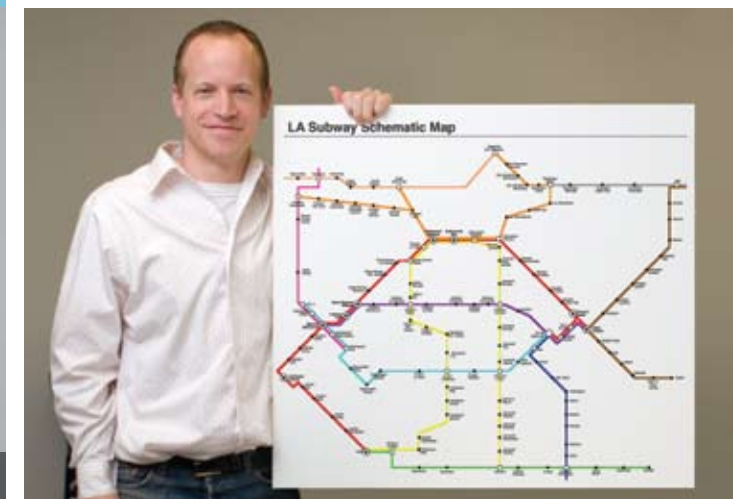
on Wilshire-Whittier (Metro Rapid Line 720) and Ventura Boulevards (Metro Rapid Line 750) in June 2000, has now grown to include 20 routes. When completed in 2008, the Metro Rapid Program will operate a 450-mile network of Metro Rapid service, complementing the agency's light and heavy rail transit throughout Los Angeles County.

Transit visionary Martha Welborne originally had the foresight in the 1990s to recognize that the Curitiba, Brazil bus rapid transit system could be transformed into the Orange Line and the Metro Rapid program. "The right people were at Metro who were willing to accept the ideas from this 'Lone Ranger,'" she says. "They were willing to go to Brazil and consider the ideas. That wouldn't be true in every city.

"In Los Angeles, we needed to find an affordable way to add transit as opposed to spending the hundreds of millions of dollars per mile to build underground heavy rail," she says. "If you don't have the money, you still need to find a way to solve the problem." The Metro Orange Line – the beneficiary of Curitiba's success – averages 25,600 riders each day.

"NEITHER THE REGION NOR THE WORLD CAN AFFORD TO CONTINUE **SQUANDERING** OUR **RESOURCES** ON INCREASING SPRAWL."

JOHN VON KERCZEK, BLOGGER



Transit Dreamer Imagines Elaborate Subway System

Transportation enthusiasts – unrestrained by funding, environmental impact reports and political concerns – have unleashed their creativity via the Internet, brainstorming new ideas to improve LA's mobility. In his blog titled "Ditch the Car, Take the Metro," John von Kerczek has created, revised and tweaked his idea on Los Angeles' future subway transit. "My Los Angeles subway plan is based upon latent but unrealized relationships that organize Los Angeles," he explains in an early post. "The core of the system is built upon two parallel corridors connecting three central business districts."

Von Kerczek believes his version of the subway system would relieve the region's congestion, as well as create a framework which he hopes would direct further sustainable growth and development. "Neither the region nor the world can afford to continue squandering our resources on increasing sprawl," he writes. "It's time to invest in what we have."



Metro Offers a Green Role Model

There are larger ramifications to congestion than long commute times. Many people in the region are concerned about global climate change and the automobile emissions experts say contribute to that change.

Over the last few years, Metro has made significant strides toward becoming a “green” transportation agency by developing and operating high-tech alternative fuel buses, introducing agency recycling and solar energy projects, building energy-efficient facilities, and planting water- and energy-saving foliage along the Metro Orange Line.

Metro wants to go further. In June 2007, Metro’s Board adopted an energy and sustainability policy. Among other things, it requires energy-efficient construction for all buildings over 10,000 square feet. It also requires sustainable practices on infrastructure and rail construction, as well as other appropriate projects.

Since 1993, Metro has phased in the purchase of alternative fuel vehicles and phased out the use of diesel buses. Currently, Metro operates the largest compressed natural gas (CNG) bus fleet in the country, with more than 2,500 buses – representing over 95 percent of its entire fleet – running on CNG.

To support an often overlooked technology, Metro has provided tens of millions of dollars to cities and the county to provide bike facilities and more than 1,000 miles of bike paths and lanes. Acknowledging that bicycles are an important component of creating a sustainable Los Angeles County, Metro has equipped nearly all its buses with bike racks. Most

rail stations include bike parking facilities. Not only is bicycling healthy and less polluting, it provides an attractive money-saving alternative to commuting by car.

A Commitment to Sustainable Construction

Metro’s environmental innovation has not gone unnoticed. The innovative solution to Red Line gas and water seepage won the Association of Environmental and Engineering Geologist annual award in 2007 for its pioneering use of high-density polyethylene to completely wrap transit stations and tunnels, preventing methane, hydrogen sulfide and water from entering the structures.

Moreover, Metro’s renewable energy project in the South Bay – Metro’s largest solar power installation – will supply up to 20 percent of the energy needs of the Carson Division, saving approximately \$17,000 each month. The solar power project produces a combined 425 kilowatts of clean, renewable electricity.

And in January Metro unveiled its first eco-friendly building with the opening of a three-story headquarters for the San Gabriel Valley Service Sector and Division 9. The new structure surpasses the State of California’s already strict standards for building energy use by 25 percent and water consumption standards by 50 percent. The headquarters building consumes 33 percent less electricity than a conventional structure, saving Metro over \$75,000 in utility costs annually.

New Hybrids Reduce Consumption and Emissions

The latest buzz in the automotive world is hybrid vehicles. Hybrids employ gasoline-powered engines to generate electricity for the vehicle’s electric motors. The benefit is reduced fuel consumption and emissions.

In September 2007, Metro’s Board approved the purchase of 50 new hybrid buses. Twenty-five of the gasoline-powered vehicles – Metro’s first in regular service – should be delivered in 2009 with 25 more delivered in 2010. The buses feature equipment that captures the energy usually lost by braking and returns it to the vehicle’s onboard energy storage system.

Understanding Sustainability

When talking about green practices, we all hear the term ‘sustainability’. But what does it really mean? Sustainability practices meet the needs of the present without compromising the ability of future generations to meet their own needs.

The sustainable movement asks everyone to leave the world better than he or she found it, take no more than you need, try not to harm life or the environment and make amends if you do. From selecting building materials and energy sources, to recycling at home and taking transit a few days a week, the conscious choices – big and small – that we make every day go a long way in promoting a sustainable LA County.

Understanding Your Carbon Footprint

Climate change is linked to the amount of carbon and other greenhouse gases being emitted into the atmosphere – and almost everything we do leads to the release of some carbon into the atmosphere. The amount of an individual’s consumed natural resources is known as his or her carbon footprint, measured in units of carbon dioxide.

Reducing that footprint can begin with something simple, such as leaving your car parked one day a week, taking transit, sharing a ride or biking to work or appointments.

A Symbol Worth the Paper It's Printed on

The back cover of Metro Quarterly sports a new symbol this issue, a mark of Metro's commitment to a sustainable future.

This symbol from the Forest Stewardship Council (FSC), an international organization that promotes responsible stewardship of the earth's forests, signifies products made from forests the FSC considers "well-managed, environmentally neutral and friendly."

MQ's printer encouraged Metro to use FSC-certified paper and processes

after it had earned the council's certification, no easy task.

FSC audits the "Chain of Custody" of its certified products through the printing process, which includes purchasing, inventory management and manufacturing protocols. Its certified printers also use environmentally sound processes, including non-petroleum inks, solvents and coatings. Publications must be certified for each printing.

FSC believes forests can be managed and protected simultaneously, posing

less of a threat to indigenous peoples and avoiding habitat destruction, water pollution and violence against the wildlife dwelling there.

Over the past 13 years, more than 90 million hectares in more than 70 countries have been certified according to rigorous FSC standards. The group also hopes to reduce humans' carbon footprint by protecting forests, allowing them to continue producing oxygen and reducing green house gases.

In-House Experts Upgrade Blue Line PA System



Incompatible PA systems and wiring were removed from all 69 Blue Line trains.

For 16 years, the Blue Line relied on train operators to announce stops. Now, after six months of testing, a new automated announcement system designed and built by Blue Line employees will do the work.

The Blue Line formerly used two incompatible public address (PA) systems. Not only did they deliver poor sound quality, they limited which cars could be coupled.

The older PA systems were developed at different times, so although each worked individually, replacement cars and later-model cars weren't able to fully synchronize with the original system equipment.

To solve these problems, a prototype system was designed by Eric Czintos, maintenance specialist, and Russell Homan, senior instructor for Rail Fleet Services.

The final version now uses a standard, off-the-shelf MP3 player to make the actual station announcements.

When the operators are ready to leave the station, they press a new button on the side of the dash to make an announcement that the doors are about to close. All standard safety announcements are then automatically played between stations.

Train operators can make manual PA announcements for unexpected circumstances, but even these messages will be clearer with the new system.

The result of all this work is station announcements that are always clear and crisp and a fleet of trains that are now interchangeable.

Solar-Powered Illumination Brightens Shadowy Bus Stops



Metro's new solar-powered I-Stop light fixtures and signals are shedding light on shadowy bus stops where undetected passengers are sometimes left in the dark.

Metro Stops & Zones staff installed the first 100 I-Stops throughout Los Angeles County at locations where there is inadequate street lighting, says Pete Serdienis, Facilities Maintenance manager.

Along with customer security and increased comfort levels, the new I-Stops are stopping passenger pass-ups in their tracks.

"We're looking at potential sites where there's a visibility issue in order to increase lighting and reduce passenger pass-ups. Stops with pass-up complaints reported by Customer Service get the highest consideration," he says.

The I-Stop Illuminated Transit Stop is a high-intensity LED light fixture mounted on top of a 10-foot-tall bus stop pole. In addition to the LED light, which can illuminate up to a six-foot diameter area, the I-Stop features a white flashing beacon to notify bus operators of waiting passengers. At night, these solar powered fixtures emanate a downward illumination, which is helpful at locations without adequate street lighting.

An additional 145 units will be installed through June of 2008, with approximately 700 more units planned for installation beginning in July.

Citizens Asked to "Imagine" Transportation Future



Metro is encouraging riders and nonriders to help shape a more mobile future for LA County.

In conjunction with the Draft 2008 Long Range Transportation plan, a series of public meetings and a special website are giving the public a chance to weigh in on which transportation improvements they'd most like to see. To facilitate the discussion, Metro has developed a series of ads with messages such as, "Imagine a faster commute," "Imagine more green lights," and "Imagine more rail to more places."

The special website includes the complete Draft 2008 Long Range Transportation Plan as well as an "Imagine" blog and other features. It can be accessed at metro.net/imagine.



TRANSIT FACTOIDS

Individual Choices Tip Carbon Scale

With global issues such as climate change, air pollution, and rising fossil fuel prices dominating headlines, it might be easy to conclude that an individual's choices have no effect. But there are many things each of us can do to make the world a little greener.

FROM EPA.GOV

- > By leaving your car at home two days a week, you would reduce gas emissions an average of 1,600 pounds per year.
- > By storing your car's removable roof rack, you might increase your fuel economy by five percent.

FROM TTI.TAMU.EDU

- > According to the most recent Texas Transportation Institute report on congestion in the top 85 cities in the US, congestion caused 3.7 billion hours of travel delay and 2.3 billion gallons of wasted fuel in 2003.

FROM WORLDWILDLIFE.ORG

- > By commuting each day to work via public transportation – assuming a 20-mile round trip – rather than driving, you would save 6,000 pounds of carbon dioxide each year.
- > By choosing to drive 15 miles less each week – by biking, taking public transportation or walking instead – you would reduce your creation of carbon dioxide by 900 pounds each year.



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