



Metro

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Members of Congress Met with Us Today to Discuss Our Congestion Reduction Proposal

Today, U.S. Representatives Xavier Becerra (D-CA), Lucille Roybal-Allard (D-CA) and Hilda Solis (D-CA) came to our headquarters to discuss the congestion reduction proposal we recently submitted to the U.S. Department of Transportation. The meeting was held to answer a number of questions and concerns raised by these Members of Congress in correspondence sent to me on December 21, 2007.

I explained that our region needs to get more people into buses and car/vanpools to increase highway capacity and how our Congestion Reduction Proposal will help accomplish this goal. We also discussed how the proposal will create a revenue stream that will be used to enhance express buses and vanpools to give commuters and others driving alternatives. Director John Fasana and Caltrans District 7 Director Doug Failing also participated in the meeting and expressed their support for the Congestion Reduction Proposal.

Among the concerns raised by these elected officials was how our proposal would impact modest-income commuters. The Members of Congress also requested that we provide data showing how we will be able to institute a tolling program without increasing the traffic impact to general purpose lanes on our county's highways. We will be working to promptly address the concerns of Representatives Becerra, Roybal-Allard, Solis and all other elected officials in

Los Angeles County with questions regarding our congestion reduction initiative.

Media Inquiries Focus on Congestion Pricing

This morning, Channel 5 and KFI Radio interviewed Media Relations staff about the federal congestion-reduction initiative application. Staff noted congestion pricing is not a panacea, but it is one of the major tools we, along with Caltrans, wish to test to see if it can help ease worsening traffic in the region. The aim is to change commuting behavior by either persuading drivers to not jam our highways during rush hours or opt for enhanced rideshare alternatives in the corridor. Staff also noted LA County may receive more than half-a-billion dollars in federal funding for this demonstration project, a significant sum that could be leveraged and put to work as early as spring 2009.

Media Inquiry on the Condition of Transportation in Los Angeles

Today, a reporter for the San Francisco Chronicle interviewed staff about the traffic and transit challenges in Los Angeles. The reporter has also conducted a separate interview with staff from the City of Los Angeles Department of Transportation (LADOT). The reporter is interested in how transportation agencies here in LA are responding to increasing levels of traffic congestion and whether LA will be able to expand the transit network to levels that would be similar to the system in the San Francisco Bay area.

Staff told the reporter that Southern California has some unique challenges that call for a broad range of congestion management solutions. LA County consists of 89 cities covering a large area. Although the county has a good grid system for automobile and bus travel, it has many urban centers, which generate complex travel patterns. LA is now facing all day traffic congestion with spreading morning and afternoon peak travel periods.

The reporter asked how we are managing the congestion and maintaining travel mobility. Staff cited examples such as the addition of carpool lanes, the expansion of the Metro Rapid Bus System, new rail transit lines and collaborating with developers in the building of transit-oriented developments. In addition, staff stated that we are also studying a system of bus only lanes. We also discussed the current construction of the Metro Expo Line and the extension of the Metro Gold Line to East Los Angeles and discussed other corridor planning studies, including the Metro Orange Line Canoga Extension, the Light Rail Transit Regional Connector, the Westside Extension and the Eastside Extension.

In addition, staff cited that one of our most important strategies to reduce congestion is to get people out of their single-occupant cars and onto public

transit and multiple occupant vehicles by giving people options and making transit an attractive alternative to the private automobile. The story is expected to run within the next two weeks.

Media Relations Issues News Release on Metro Blue Line Weekend Service Delays

Media Relations distributed a [news release](#) this morning announcing that work crews will be repairing the Stockwell Street grade crossing between Imperial/Wilmington & Compton Metro Blue Line Stations this Friday evening, January 11, 2008 through close of business Saturday, January 12, 2008.

The release advises that all Metro Blue Line patrons allow themselves extra travel time and expect delays in train service during this period. We will be operating replacement bus services to transport passengers between affected rail stations during this time.

Revised Exposition Metro Line Construction Authority Board Meeting Agenda

Yesterday, a revised agenda was released for the January 14, 2008 Exposition Metro Line Construction Authority (Expo) Board meeting, which is scheduled to meet at 2:30 p.m. in the Board of Supervisors' Hearing Room (381B) in the Kenneth Hahn Hall of Administration.

During the meeting, the Expo Board will consider the following action:

- Authorize the Chief Executive Officer (CEO) to issue a Notice-to-Proceed for Contract Package B2, Corridor Improvements between Vermont Avenue and Harcourt Avenue, including soil remediation within the railroad right of way, to FCI/Flour/Parsons (FFP), a joint venture, in a total amount not-to-exceed \$55,829,225; and
- Negotiate and execute a Contract Change Order to Contract Package A3, Trench Construction, to compensate the Design/Build Contractor, FFP, for the additional cost of Cast in Drilled Holes (CIDH) pile construction due to excessive caving in an amount not-to-exceed \$450,000.

In addition, two items on the Consent Calendar are to authorize the CEO to execute a two-year contract with Jones & Stokes, with an additional single-year option, for Environmental Compliance Services; and a Receive and file monthly report on CEO authorized contracts.

Under the General Board Discussion item, staff will present its Monthly Project Status Update.

2500th CNG Bus

On January 4, 2008, we accepted our 2,500th Compressed Natural Gas (CNG) bus! Effective with our last Shake-Up in December, CNG buses now account for over 97% of our directly operated service.

We initiated our CNG bus program in 1995, and since that time have purchased 2,500 low emission CNG buses from three U.S.-based bus manufacturers: North American Bus Industries (Anniston, AL); New Flyer (Crookston, MN); and Neoplan (Lamar, CO). We currently have the largest CNG bus fleet in North America, and are widely recognized for our work with alternative fuels, particularly CNG.

Below are the quantities and types of CNG buses purchased to date:

NABI 40' (2000-2004)	875
NABI 45' (2004)	100
NABI 60' (2005-2007)	385
Neoplan (1995-1999)	694
New Flyer (1998-2000)	446
Total:	2,500 CNG Buses

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