



Discover Gold.

Metro Rail's Gold Line Opens July 26.



Chief Executive Officer
Roger Snoble

Board of Directors



Los Angeles County Metropolitan Transportation Authority

There's a rich history of electric passenger train service between LA and Pasadena that began more than a century ago. This year we're going full circle as MTA gets ready to open the new LA to Pasadena Metro Gold Line.

Commuters used to crawling along the clogged 210 and 110 freeways will soon be able to park their cars and hop on the train. They don't have to stop when they get to Union Station in downtown Los Angeles. They can take Metro Rail connections to Long Beach, Hollywood, Universal City and North Hollywood, Norwalk and Redondo Beach. This year we also hope to break ground on a Metro Gold Line extension to the Eastside, an area heavily dependent on public transportation.

This issue of Metro Quarterly explores the new Metro Gold Line and chronicles MTA's progress on multiple transportation fronts from expanding Metro Rail and Metro Bus options to bicycling, and we'll also look at how MTA's efforts are improving air quality.

Inspired by the past when it was relatively easy and even fun to maneuver around Los Angeles County, MTA is charging into the future with new transportation tools as well as the knowledge gleaned from years of experience to ensure that all Angelenos today and tomorrow can get where they want to go when they want to get there.

Sincerely,

Roger Snoble

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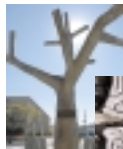
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The Natural

GENERAL MANAGER TAILOR-MADE FOR SERVICE SECTOR ASSIGNMENT



Metro San Gabriel Valley General Manager Jack Gabig (left) discusses ways to improve bus lines with service development managers Callier Beard and Jon Hillmer during strategy session.

His background as general manager of Montebello Bus Lines and efforts over 13 years to improve customer service including working closely with the San Gabriel Valley Council of Governments (COG) made him the best choice.

Since last July, Gabig and his Metro San Gabriel Valley staff have focused on improving safety, service quality and customer satisfaction.

A new Gabig ally is the start-up of community and Governance Council meetings where the public can participate in the decision-making process.

“The anticipated result will be improved on-time performance for our passengers and increased field support and monitoring of operator performance,” says Gabig.

The first round of improvements was implemented last December with many more expected. In June 2003, a major service-restructuring plan was implemented in the San Gabriel Valley. He estimates that 90% of the service changes will support the new Los Angeles-Pasadena Metro Gold Line rail service.

“When the Gold Line opens this summer, we will provide critically needed bus connections for our passengers at all 13 rail stations,” says Gabig.

Metro San Gabriel Valley General Manager Jack Gabig wanted to play a big role in the restructuring of MTA when he applied for the position.

To make sure service improvements are carried out successfully, equal importance is placed on assuring there are sufficient staffing levels at the two MTA operating divisions under his control.

MTA SERVICE SECTORS CONTINUE PROGRESS

MTA service sectors continue to improve Metro Bus service throughout LA County, helping customers get where they need to go and providing an alternative to driving.

Collectively, five community-based service sectors made more than 100 bus routes and schedule changes over the last year.

The latest improvements, scheduled to take effect in June 2003, will provide better connectivity between bus and train service and introduce new bus service where it is needed most.

“Our goal has been to provide greater service to our customers while getting the most efficiency out of our bus schedules,” says MTA Deputy CEO John Catoe. “The service sectors have really ramped up to localize control of our bus lines. The results are now becoming evident.”

Service sectors now work closely with members of the community to plan service changes that meet their needs.

In addition, service sectors have set up governance councils to improve customer service. Made up of elected officials and public transit consumers, councils oversee the planning and implementation of bus service and conduct public hearings to collect feedback as part of the decision-making process.

FullSpeedAhead

BRUNT OF VALLEY RAPIDWAY CONSTRUCTION UNDERWAY

Preliminary demolition work on the future 14-mile San Fernando Valley Metro Rapidway, which will save Metro passengers up to 20 minutes on their commute, has given way to full-scale construction following MTA's award of a \$148.9 million contract to the joint venture of Shimmik Construction Co., Inc./Obayashi Corp.

Expected to open in August 2005, the Rapidway will extend between the North Hollywood Metro Rail Station and Warner Center in the West Valley along a former Southern Pacific Railroad right-of-way, serving such communities as North Hollywood, Valley Glen, Van Nuys, Sherman Oaks, Encino, Tarzana and Woodland Hills.

The Rapidway will feature new 60-foot articulated buses with 15 more seats than regular Metro Buses that command traffic signals to remain green long enough for nearly unimpeded travel, and low floors for quicker boardings.

Paralleled by a bikeway and pedestrian paths, the Rapidway will be enhanced by 80 acres of landscaping



Artist's rendition of completed LA River bus bridge in West San Fernando Valley that will accommodate 60-foot articulated buses.

including 7,000 trees and 1 million drought-tolerant shrubs.

MTA PLACES NEW ORDER FOR HIGHER CAPACITY BUSES

MTA has ordered 200 60-foot buses to be deployed on Metro Rapid and high-capacity lines when they

begin arriving in the summer of 2005. This is another major step in modernizing the Metro Bus fleet and improving the quality of service.

An additional 70 45-foot buses should arrive in late 2004 and will be deployed throughout the Metro Bus system.



Propelled by clean-air, compressed natural gas (CNG), the advanced aerodynamically designed coaches, which are 50% quieter than other buses in service, feature larger passenger windows, three large doors and seating for 60 passengers, 15 more seats than standard 40-foot buses.

Lighter in weight than steel counterparts, 1-ton lighter to be exact, and also powered by CNG, the 45-foot Compo-Buses can seat 46 passengers, the equivalent of up to six extra seats.

Measuring 60 feet in length, articulated buses bend in the middle and seat many more passengers than a standard 40-foot bus.

The Big Picture

MTA CEO ROGER SNOBLE LOOKS AT FUNDING CRISIS



When former Dallas Area Rapid Transit chief Roger Snoble became the MTA CEO two years ago, no one ever said creating a transportation system that he hoped someday would be considered one of the best in the nation was going to be easy. This became even more apparent with the shocking revelation that the state's FY2004 budget was approximately \$38 billion in the red, impacting numerous MTA transportation improvement projects. Without hesitating, Snoble and a team that included members of the MOBILITY-21 Summit Coalition, a partnership of public and private sector officials formed by MTA last fall, went on the offensive, unleashing a coast-to-coast full court lobbying press in Sacramento and Washington with the goal of saving as many projects as possible. The ongoing strategy has proven successful. In April, the California Transportation Commission approved a funding agreement which guaranteed MTA \$332.2 million over the next five years to fund such high-priority projects as the San Fernando Valley Metro Rapidway and Eastside Light Rail Project, purchase of 200 state-of-the-art articulated buses and Metro Gold Line rail cars. Despite this initial victory for Los Angeles County residents, many more challenges lie ahead. MQ caught up with Roger Snoble and asked him to update readers on this funding crisis.

Q MTA was able to save critical local transit projects by coming up with an innovative financing plan to, essentially, loan the state monies interest-free and get paid back over time in cash and in-kind projects. How did you manage to pull off this coup?

A We listened to the governor when he said Traffic Congestion Relief Program (TCRP) funding would not be available. We prioritized all of our projects using only the funds available in the State Transportation Improvement Program (STIP), which is basically state tax dollars and federal dollars. Our planning staff and our finance staff worked hard to come up with a solution. We kept working on it and grinding on it and finally, with the help of the Caltrans staff, came up with the program that got approved. So it was just a lot of hard work and a lot of innovation on the part of our staff.

Q Does MTA have other innovative financing plans in place to help secure scarce state and federal dollars?

A We will have to be innovative because the simple fact of the matter is the state's budget problem is going to hurt us tremendously. We are able to borrow the money for the STIP amendment but we are very limited on how much we can borrow. It's going to take away as much as 50% of the funding that we've been counting on. We'll use debt in limited cases only where it makes sense. There aren't a lot of other rabbits that we can pull out of the hat.

Q Why were the San Fernando Valley Metro Rapidway, Eastside Light Rail Project, purchase of 200 60-foot articulated buses for high-capacity lines and more light rail vehicles given the highest priority?

A The Eastside alignment is a high priority because we are in the midst of negotiating a full-funding grant agreement with the federal government for \$490 million of matching federal money. The local share was to come from the TCRP, which now has been eliminated, so we had to assign STIP money to it. The buses and the San Fernando Valley Metro Rapidway are ready to go. This money is going into the economy right now, it's going to provide jobs, it's going to get people to work and it's going to be able to bring that service to the people much sooner. So it was very important and the same with the buses.

Q How much of a difference will these projects make in erasing traffic congestion in LA County?

A I think all of them will really help. The Rapidway is going to be a very good option for people traveling east and west in the Valley and, of course, that's a very heavily congested area. The Eastside extension of the Metro Gold Line will serve an area that's already very heavily transit-dependent. The fast and comfortable rides will encourage many people not to drive.

Q It seems you are in Sacramento and Washington almost every week. Is this primarily because of the deficit? Are you encouraged by the feedback you're getting?

A Well, I'm in Sacramento because there's always something going on in the legislature in Sacramento and we always need to be there, and of course lately it's because of the STIP amendment. The federal efforts are because reauthorization of the Transportation Equity Act of the 21st Century is coming up. When we started earlier in the year we had the appropriations

for fiscal year 2003 plus we were getting ready for the reauthorization of the bill. The appropriations for 2003 have now been passed into law and signed by the President and we did a little bit better there than we might have, but still not anywhere near getting our fair share back. We're working hard to start on the new transportation bill to make sure Los Angeles receives its fair share of funding and then making sure that the critical projects for us are going to be authorized.

Q How important is the reauthorization of the federal transportation bill?

A Every five to six years Congress enacts a transportation bill. This bill is critically important; that's why I'm back in Washington about every month to make sure everything is going well and to make sure people in Congress know we're there and what our needs are. The objective is to grow funding by 12% a year so that in five years it would be double in size. That may not be practical but any increase would be good. If the funds grow then we will be working hard to get a bigger share of that growth to ensure that our region gets a more equitable amount back.

Q What do you mean when you say LA does not receive its fair share?

A Just in transportation, Los Angeles County sends \$200 million a year more in gas taxes to Washington than we get back, so getting a bigger share of that back would be a big help. We're not anywhere near our share. For example, San Diego got twice as much as we did in 2003, San Francisco is getting over three times more than LA County and of course, Los Angeles is bigger than both San Diego and San Francisco put together.

Q Besides lobbying efforts in Washington and Sacramento, are there any other actions that can be taken to preserve or even expand funding for LA County?

A The only other current opportunity is a proposed bill in the Legislature that would lower the super majority needed for the local transportation sales tax. So, instead of having to receive approval from two-thirds of the voters, the bill could pass with a 55% plurality. That would provide more money for capital needs. But that would be the only other thing that's there and there is not really much hope at this time for even getting that done. The overall biggest strategy is to reduce our cost and to live within our means.

Q Will the state budget deficit and federal budget affect MTA's long-range planning?

A Yes. As a result of MTA budget changes this current fiscal year and the reduced MTA budget in fiscal year 2004, the 10-year forecast will be revised. The long-range plan forecast predicted a \$1.4 billion shortfall. So the revised plan is going to be a lot worse. Simply put, many needed projects will be delayed for many years.

Q How surprised were you by the severity of the state budget deficit?

A In California we always face things like this. I was in California for 20 years before DART. California is a boom or bust economy; you know it's either good times or bad times and somehow things work out.

Q What are you telling elected officials in Sacramento and Washington that may persuade them to give Los Angeles more priority than other cities and counties?

A We're making the case that Los Angeles is critically important to the state economic health and the country primarily because of the ports of Long Beach and Los Angeles and Los Angeles Airport. They're all critical for bringing in goods from the Pacific Rim and distributing those goods through the state and the country. Also, freight causes all kinds of other severe transportation challenges in that it clogs up our freeways, our roadways and everything else. LA County is bigger than 43 states and the six-county Southern California Association of Governments area is half the population of the state of California. So, we have to get them to understand the huge needs we have here, and the fact that the area's been ignored for a long time.

Q What happens to the hundreds of other local transportation projects including the Call for Projects process when 88 cities in LA County apply to MTA for funding every two years?

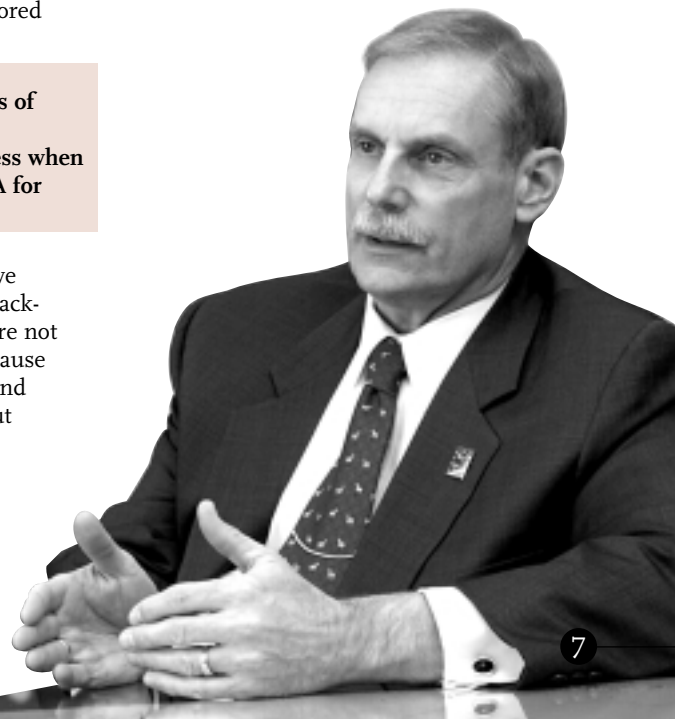
A The projects that will not receive funding will have to be put on the backburner until the money arrives. We're not really looking at canceling them because they were good projects a year ago and they are still good projects today, but we don't have the money and they'll just have to be put on hold. If the project was scheduled for being done in 2005, it's probably going to be pushed down until 2009 or something like that.

Q Is MTA looking at other revenue sources such as higher gas taxes?

A A transportation coalition formed during the MTA and LA Area Chambers of Commerce-sponsored MOBILITY-21 summit last fall is looking at all ways that we might be able to increase transportation dollars. This includes supporting an increase of the gasoline tax or even fundamental changes in the way transportation funding happens. The gas tax is not really a very good tax because it's not sensitive to inflation and if we are trying to cut back on gas consumption then that means we get less money, so it's not the greatest tax. Increasing the local transportation sales tax, other new taxing sources or fees or tolls are among the other possibilities.

Q Besides seeking more money, is there anything we can do to ease traffic without asking the taxpayers for more money?

A There's just a ton of things we can be doing to make the pavement we have better. Better land use is a very big option. For instance, developers create auto dependency when they go outside and build single-family houses on half-acre lots with big garages far away from any other services. There are traffic-engineering kinds of intelligent transportation things that could be done. The City of Los Angeles is looking into their traffic signal system to see if they can coordinate that better and, of course, we're using Metro Rapid. Car-pooling is always a good thing because if we could just get our auto occupancy from 1.12 up to 1.3 occupants per car, you'd eliminate most of the congestion in Los Angeles County.



Network

EVOLVING METRO RAPID PROVIDING LINK TO MANY BUS AND RAIL LINES

When the newest Metro Rapid lines open June 29 on Florence Avenue and Van Nuys Boulevard there will be six Metro Rapid lines in operation, a true 65-mile network that makes connecting to other Metro Bus lines and Metro Rail easy.

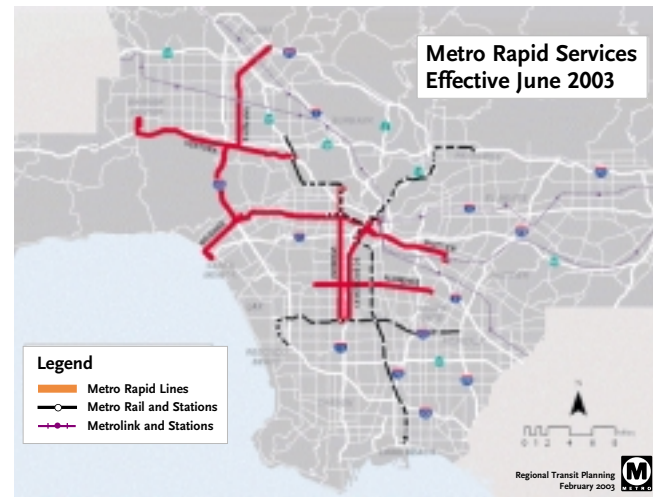
Metro Rapid saves passengers up to 30% in travel time versus local bus service by employing compressed natural gas buses that enjoy traffic signal priority, stop only once every approximate one mile and have low floors that allow quicker passenger boardings and exits.

“With the addition of the Florence and Van Nuys Metro Rapid corridors, a network of fast and frequent regional bus and rail service has begun to emerge,” says Metro Rapid Project Director Rex Gephart.

The 10.3-mile Florence Metro Rapid (Line 711) will travel along Florence Avenue between Garfield Avenue and Crenshaw Boulevard and serve the communities of South Los Angeles, Bell Gardens, Bell and Huntington Park.

The 21.4-mile Van Nuys Metro Rapid (Line 761) will operate along Van Nuys Boulevard, Ventura Boulevard and the San Diego Freeway between Foothill Boulevard and Wilshire Boulevard. The line will serve the communities of Pacoima, Panorama City, Lakeview Terrace, Van Nuys, Sherman Oaks and Westwood.

In 2005, Van Nuys Metro Rapid should also connect with the 14-mile



San Fernando Valley Metro Rapidway, which will extend between the North Hollywood Metro Rail Station and Warner Center in the West Valley.



By 2008, the Metro Rapid network will grow to 27 lines, comprising nearly 415 route miles and 779 stations – six years earlier than originally planned – with service offered to 34 cities and 11 unincorporated communities.

SANTA MONICA BOULEVARD WILL MAKE RAPID ADVANCE

When the widening of a 2.5-mile segment of Santa Monica Boulevard is completed in 2005, two new Metro Rapid lines will blend into the faster traffic flow afforded by three eastbound and three westbound lanes.

The buses will arrive at stations every 3 to 10 minutes during peak hours between downtown Los Angeles and Ocean Boulevard in Santa Monica along the un-bottlenecked thoroughfare.

Co-funded by MTA, the renovated portion of Santa Monica Boulevard will extend between Beverly Hills city limits and the San Diego Freeway (I-405) and also will feature a landscaped median and bicycle lanes.

“The joining together of ‘little’ and ‘big’ Santa Monica boulevards is vital to relieving traffic congestion on the Westside,” says MTA CEO Roger Snoble.

“It also will increase the efficiency of Metro Rapid, one of LA County’s most popular forms of public transit.”

Back To The Future

OPENING OF LA – PASADENA METRO GOLD LINE CAPS YEARS OF BUILDING EXCITEMENT



A northbound Metro Gold Line picks up speed as it moves toward its next stop at Lincoln Heights/Cypress Park Station after leaving Chinatown in downtown Los Angeles.

Within a few weeks, MTA will begin operating the 13.7-mile Los Angeles-Pasadena Metro Gold Line, a comeback for electric rail in the San Gabriel Valley, serviced by the Red Car trolley until 1951.

The first new light rail system to open in LA County since the Metro Green Line in 1995 will link Union Station in downtown Los Angeles and Sierra Madre Villa in East Pasadena via Chinatown, Highland Park, South Pasadena and Pasadena to the entire Metro Rail system that crisscrosses LA County.

The expansion of Metro Rail to 73.1 miles will provide area residents with easy and convenient access to major job centers, government, schools, hospitals, shopping, sports, entertainment and cultural venues throughout LA County.

During its first year, the line featuring 13 stations, is expected to carry between 26,000 and 32,000 daily passengers.

“Each time MTA expands Metro Bus and Metro Rail, more people take advantage of a very real alternative to driving, a choice that will result in a more manageable and enjoyable life,” says MTA CEO Roger Snoble.

It also is estimated that the new line will lead to 2.6 million fewer annual automobile trips taken and 35.6 million fewer annual automobile miles driven on the area’s streets and highways, resulting in the removal of 173,000 pounds of air polluting matter from the environment.

The Metro Gold Line will use 26 state-of-the-art rail cars, each costing \$3.75 million and capable of carrying 144 passengers, 76 seated.

The Metro Gold Line was constructed by the Los Angeles to Pasadena Metro Construction Authority.

Many Metro Bus improvements also have been made in the San Gabriel Valley to better serve the Metro Gold Line, providing direct bus service to various stations along the alignment.

“The Metro Gold Line is a valuable new member of the Metro Rail family and will work hand-in-hand with the Metro Bus system in meeting the growing mobility needs of our communities,” says Snoble.

Metro Rail, comprised of the light rail Metro Blue, Green and Gold lines, and the heavy rail Metro Red Line subway, services wide portions of LA County.



Children from Loreto and Hillside elementary schools in Highland Park enjoyed their time aboard light rail car in April.

Interacting

SAFETY AND SECURITY PRECAUTIONS EXTEND TO STREETS AND STATIONS

MTA's Safety Education Program is only one element in a wide range of steps taken to prevent avoidable accidents along Metro Rail and



(L-R) Sheriff's Deputy Marlon Quesada, MTA Security Sgt. Yi Pu and Sheriff's Fare Inspector Vanessa Mack are among the many vigilant security personnel, including Deputy Dav Veylupek (on motorcycle) who will patrol the Metro Gold Line.

to create a safe and secure environment for passengers at stations.

Instrumental in achieving this goal has been MTA's Rail Operations Safety (ROS) team, which is making sure numerous rail crossing gates along the LA – Pasadena Metro Gold Line are working properly. Involved in this project from the outset, ROS also has paid close attention to signage and road striping at intersections.

At key intersections along the line, four-quadrant gates completely seal intersections when trains are nearing. Additionally, 23 grade crossings are equipped with pedestrian gates.

Fiber optic signs installed on traffic signal cantilevers give

drivers advance warning of approaching trains. Used currently on the Metro Blue Line, the signs have dramatically reduced incidents of illegal left-hand turns.

Another major reassuring measure is the strong presence of the Los Angeles County Sheriff's Department (LASD), which watches over the entire Metro System. With the assignment of special LASD fare inspectors, deputies will have more time to extend coverage and visibility.

"MTA will have more station security coverage than it has ever had before with the introduction of these fare inspectors," says Paul Lennon, chief of security and law enforcement at MTA.

In addition to constant patrols, other safety enhancers include well-lit parking lots, closed-circuit television cameras and emergency call boxes that will connect riders to live operators.

100,000 KIDS AND ADULTS LEARN ABC'S OF LIVING WITH TRAINS

MTA safety officials are teaching communities along the rail line to Pasadena lifesaving safety tips.

The education program has been delivered to an estimated 100,000 people. These include presentations at community events and before 46,000 students who attend 66 area schools. The newest tool in MTA's state-of-the-art education arsenal is a mobile theater. Metro Experience employs advanced video and 3-D effects to simulate the true

operation of a train. The ride is similar to an amusement park thrill ride with vibrating seats and theater-quality sound.

Children and adults walk away from their lessons with a keener sense of what it takes to safely co-exist with rail lines including the importance of obeying such rail crossing warnings as flashing signals and train whistles.

Other components of MTA's Safety Education Program include a poster campaign in schools and the broadcast of public service announcements.



Students from Nightingale Middle School in Highland Park, donning 3-D glasses, are the first to experience a simulated train ride inside Metro Experience, MTA's mobile safety theater. The do's and don'ts of interacting with trains are taught with the help of special effects.

Discover Gold.

Metro Gold Line Guide



Connecting to a Bus from Metro Gold Line stations

Union Station	Line Number
Metro Bus	33, 38, 40, 42, 58, 60, 68, 70, 71 78, 79, 340, 370, 434, 439, 442 444, 445, 446, 447, 484, 485, 487 489, 490, 491
Metro Rapid South Broadway	745
Antelope Valley Transit Authority	785
Foothill Transit	480, 481, 482, 486, 488, 492, 493, 494, 495, 498, 499, 699
LADOT Commuter Express	430, 534
LADOT Dash	B, D, DD (weekend only)
OCTA	701
Santa Clarita Transit	794
Santa Monica Big Blue Bus	10
Torrance Transit	1, 2
Chinatown	
Metro Bus	58, 76
LADOT Dash	B, DD
Lincoln Heights/Cypress Park	
Metro Bus	251, 252, 350
Heritage Square/Arroyo	
Metro Bus	83, 255
Southwest Museum	
Metro Bus	83
Highland Park	
Metro Bus	176, 256
LADOT Dash	

Mission	Line Number
Metro Bus	176
Fillmore	
Metro Bus	260, 361, 686
Pasadena ARTS Bus	20, 50
Del Mar	
Metro Bus	177, 256, 260, 361, 686
Pasadena ARTS Bus	20, 50
Memorial Park	
Metro Bus Lines	260, 267, 361, 687
Foothill Transit	187, 189
Pasadena ARTS Bus	20, 40, 50
Lake	
Metro Bus	180, 380, 485
Pasadena ARTS Bus	20
Allen	
Metro Bus	177, 256, 686
Pasadena ARTS Bus	40
Sierra Madre Villa Station	
Metro Bus	177, 181, 264, 266, 267, 268, 487
Foothill Transit	184, 187, 189
Montebello Bus	20
City of Sierra Madre–City Shuttle	
City of Arcadia Shuttle	
Pasadena ARTS Bus	31, 32, 40, 60

For exact information check timetables or mta.net

Effective June 2003. Subject to change.

Discover how to ride

Work. Shopping. Schools. Entertainment. Thanks to the new Metro Gold Line, they're all an easy train ride away. Now local residents and visitors alike can travel by rail to Chinatown, Colorado Boulevard, Old Pasadena, Pasadena City College, the Southwest Museum and so much more.

Best of all, the Gold Line is part of the 62-station Metro Rail system. So for the first time, Pasadena and Chinatown are linked by rail with downtown LA, Hollywood, Wilshire Center, the San Fernando Valley, Long Beach and dozens of points in between.

Whether you're a commuter wanting to skip the traffic jams, a student trying to get to class economically, or a shopper hunting for untold bargains, it's time for you to discover Gold!

Cash Fares – Bus or Rail

Base Fare	\$1.35
Senior/Disabled/Medicare Base Fare	.45
Transfer	.25
Senior/Disabled/Medicare Transfer	.10

Tickets

Self-service ticket vending machines are located at each station; step-by-step instructions are displayed on the screen.

Like the rest of the Metro Rail system, the Metro Gold Line has no conductors to collect tickets or gates to pass through. Instead, fare inspectors on board and at stations randomly check to see that passengers have valid tickets or passes. If you cannot show proof of payment, the inspectors may issue a citation and you may be fined.

Information

For trip planning assistance and all other questions, call **1.800.COMMUTE**, the Metro System's toll-free telephone information number. Tell the customer representative where you want to go, where you are starting and the day and time you want to travel.

You can also get customized bus and rail itineraries 24 hours a day on the Metro Trip Planner at mta.net

Buying a Metro ticket

Special Features

- > Up to 8 identical tickets may be purchased at a time for you and your party
- > Instructions in English, Spanish and Chinese
- > Audio and/or video help available when needed



1 Select a fare using the display screen and option buttons.

- Regular Ticket Types**
- > One-way rail trip
 - > One-way with transfer to connecting bus or rail service
 - > Roundtrip travel on a single rail line

Option: Senior/Disabled/Medicare
Select this option only if you have valid proof of senior, disabled or Medicare status.



2 Insert payment using coins, tokens and/or bills from \$1 to \$20.

Note:
One token is good for one base fare only. There is no change due when using a token or using a combination of token(s) and cash.



3 Pick up your ticket and enjoy your ride!

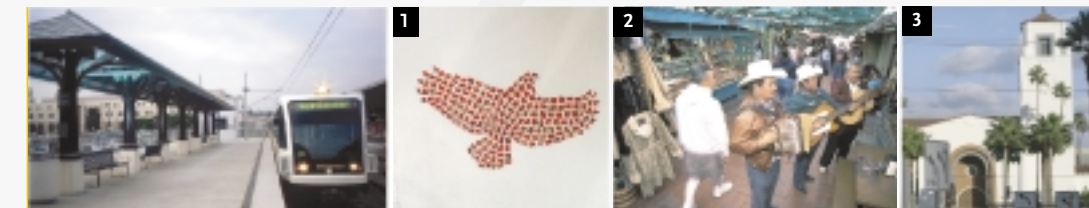
Welcome to the Metro Gold Line

P Parking
P Parking [Paid]



Union Station

Connections: Metro Red Line
Metro Rapid
Amtrak
Metrolink
Other Municipal Bus Lines



UNION STATION
1,500 spaces (Free Bicycle Parking on level P1)
800 N. Alameda Street at Cesar Chavez Av.

Overview Union Station is the southern terminus of the Metro Gold Line. Passengers will only be steps away from connections with the Metro Red Line, Metrolink, Amtrak, Metro Bus, DASH shuttles and other municipal bus lines.

Art Along the Line *Images of Commonality/Nature and Movement*, 2003 Beth Thielen, artist. ¹ Providing a narrative thread for the overall Metro Gold Line, five images (Red-tailed Hawk, Gabrielino Women, Antelope, Oak Tree, and Mountain/Arroyo) are incorporated into various retaining walls and overpass structures creating a visual connection of commonality, nature and movement along the entire alignment.

Attractions Olvera St. ²
Metropolitan Water District
Patsaouras Transit Plaza
Historic Union Station ³
MTA Headquarters

CHINATOWN STATION
(Free Bicycle Parking)
901 N Spring St. at College St.

Overview This is the only Metro Gold Line station located on a freestanding aboveground structure. It includes traditional Chinese and international design motifs that reflect the diverse history of the neighborhood. The station allows easy access to Chinatown shopping, dining and places of employment.

Art Along the Line *The Wheels of Change*, 2003 Chusien Chang, artist. ⁴ A large geomantic compass at the mezzanine level, granite paver hexagrams and artist benches at the plazas pay tribute to the work and traditions of the Chinese, Italian, Croatian and Latino communities.

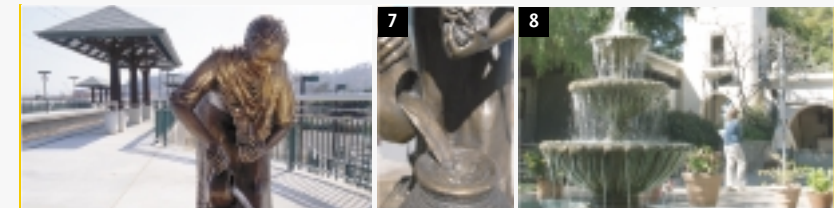
Attractions Chinatown Library
Dynasty Chinatown Jewelry Mart ⁶
Dynasty Shopping Center ⁵
Chinatown Art Galleries



Chinatown

Approximate Travel Time Between Stations
2 minutes

Lincoln Heights/Cypress Park



LINCOLN HEIGHTS/CYPRESS PARK STATION
91 spaces (Free Bicycle Parking)
370 W. Av. 26 at Lacy St.

Overview After traveling north over the Los Angeles River, passengers will arrive at this station which primarily serves the Lincoln Heights community.

Art Along the Line *Water Street: River of Dreams*, 2003 Cheri Gaulke, artist. ⁷ A life-sized bronze sculpture of a Tongva woman gathering water, clusters of river boulders, a dry riverbed, coyote footprints and metal "story fences" define the path of passenger access to the station.

Attractions Cypress Park
LA River Center and Gardens ⁸

HERITAGE SQUARE/ARROYO STATION
145 spaces (Free Bicycle Parking)
3545 Pasadena Av. at French Av. (one block south of N. Figueroa St.)

Overview New landscaping continues into a "pocket path" just north of the station. Heritage Square/Arroyo Station serves the residents of Lincoln Heights, Cypress Park and Mt. Washington.

Art Along the Line *El Quetzalcoatl de Xochicalco and La Gente de Pueblo*, 2003 Roberto L. Delgado, artist. ⁹ Along the length of the station planter beds lies a carved stone "Quetzalcoatl" – the plumed serpent – while artist tiles on the platform reflect images taken from the local population.

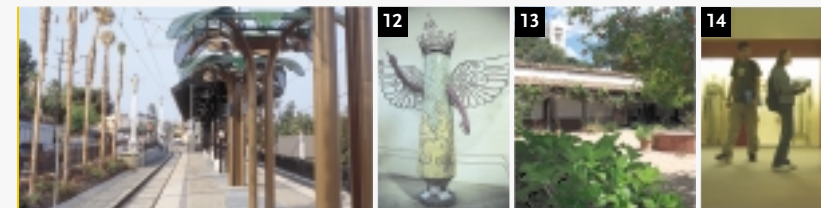
Attractions Greayer Oak Park ¹⁰
Heritage Museum Square ¹¹



Heritage Square/Arroyo

3 minutes

Southwest Museum



SOUTHWEST MUSEUM STATION
(Free Bicycle Parking)
4600 Marmion Way at Museum Dr.

Overview Located at the base of Mt. Washington and below the historic Southwest Museum, this is one of three stations on the line that includes enhanced architectural design.

Art Along the Line *Highland Park Gateway*, 2003 Teddy Sandoval, artist with Paul Polubinskis. ¹² Three mosaic, clad winged guardians rest atop white columns on bases adorned with images of area landmarks. Platform seating consists of capitals, dice, arroyo boulders and Victorian, inspired metal chairs.

Attractions Audubon Center in Debs Park
Carlin Smith
Casa de Adobe ¹³
Recreational Center
Ramona Hall
Southwest Museum ¹⁴
Sycamore Grove Park

HIGHLAND PARK STATION
(Free Bicycle Parking)
151 N. Av. 57 at Marmion Wy. (one block north of N. Figueroa St.)

Overview This station combines new pedestrian walkways and vintage street lighting, with a central plaza for public gatherings and special events. Travelers are within walking distance of Figueroa businesses, Highland Park Recreational Center and the library.

Art Along the Line *Stone Tree Inverted Post (Bound Water Light)*, 2003 Jud Fine, artist. ¹⁵ A striking faux stone tree at the plaza trellis and inverted metal columns topped with large blue light fixtures are bound in copper wire, paying homage to the area's craftsman style heritage.

Attractions Abbey San Encino
Arroyo Seco Regional Library
Highland Park Recreation Center
Highland Theater ¹⁶
LA Police Historical Museum Square



Highland Park

5 minutes

Mission



MISSION STATION
905 Meridian Av. at Mission St.

Overview Three station canopies will shade passengers as they board the train from two side platforms. Visitors to the station will pass through the city's new central plaza. This part of South Pasadena is known for its unique shopping, coffeehouses and weekly Farmers Market. Within walking distance of the station are the Carnegie Library, post office and city hall.

Art Along the Line *Astride-Aside*, 2003 Michael Stutz, artist. ¹⁷ A larger-than-life bronze "walking man" is sited at the station plaza and strides atop antique granite blocks.

Attractions Carnegie Library ¹⁸
Mission West business district
Meridian Ironworks Museum ¹⁹

FILLMORE STATION
160 spaces
95 Fillmore St. at Raymond Av./Arroyo Pkwy.

Overview This is the first station in Pasadena for travelers heading north and is within walking distance of several medical centers.

Art Along the Line *Geologica 42*, 2003 Michael C. McMillen, artist. ²⁰ Constructed of steel and bronze with kinetic elements, the tall vertical sculpture creates a landmark for the station. Five bronze steamer trunks on the platform serve as passenger seating.

Attractions Huntington Memorial Hospital and Medical Center ²¹



Fillmore

3 minutes

Del Mar



DEL MAR STATION
600 spaces underground
230 S. Raymond Av. at Del Mar Bl./Dayton St./Fair Oaks Av.

Overview The station is on the southern edge of Old Pasadena, within walking distance of shops, restaurants and theaters. Across the street is Central Park, the site of many special events including the city's annual jazz festival. The station will be surrounded by new residential buildings and will ultimately feature public plaza areas, retail stores and the restored Santa Fe Depot.

Art Along the Line *Kinetic Energy*, 2003 Ries Niemi, artist. Paralleling the rail tracks, the metal fence panels serve as functional barriers while evoking the rich vocabulary of rail transportation imagery from the 19th and 20th centuries. Funded by Urban Partners LLC.

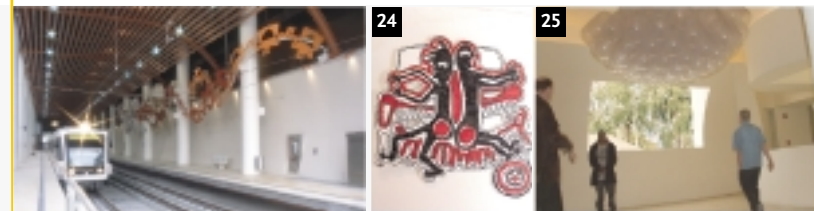
Attractions Art Center College of Design – via ARTS Bus Line 50,
Central Park, Gamble House, Los Angeles Music Academy,
Old Pasadena Shopping & Dining District, ²²
Pasadena Antique Center, Pasadena Center and Civic Auditorium,
Pasadena Ice Skating Rink, ²³ Pasadena Santa Fe Depot,
Rose Bowl – via ARTS Bus Line 50

MEMORIAL PARK STATION
125 E. Holly St. at Arroyo Pkwy.

Overview The Memorial Park Station is located on the northern edge of historic Old Pasadena, adjacent to Memorial Park, the Pasadena Senior Citizen's Center, and a short walk to City Hall and Pasadena's Central Library. The station is situated beneath the existing Holly Street Village Apartments that were constructed in 1994 in anticipation of a station at this site.

Art Along the Line *The First Artists in Southern California: A Short Story*, 2003 John Valadez, artist. ²⁴ Spanning across the length of the station column supports, stylized contemporary depictions of Native American imagery are painted on laser-cut metal shapes.

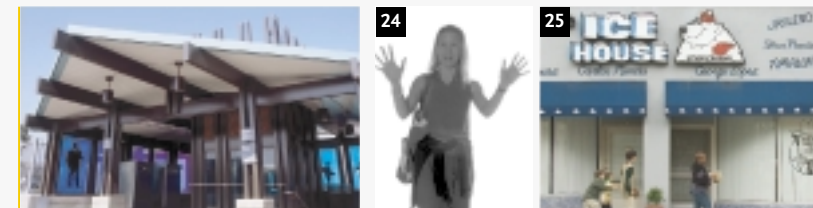
Attractions Armory Center for the Arts, Fuller Theological Seminary,
Memorial Park & Levitt Pavilion, Norton Simon Museum,
Old Pasadena Shopping and Dining District, Pacific Asia Museum,
Pasadena Civic Center, Pasadena Museum of California Art, ²⁵
Paseo Colorado Shopping Center



Memorial Park

2 minutes

Lake



LAKE STATION
340 N. Lake Av. at Maple St./Corson St.

Overview After leaving Old Pasadena, the Metro Gold Line travels east through an existing railway tunnel and surfaces in the median of the 210 Freeway. Passengers will access the station from the Lake Avenue overpass by elevator or stairs. This station will serve the office buildings, churches, shops and restaurants in neighborhoods adjacent to the Lake Avenue corridor.

Art Along the Line *Everyday People*, 2003 Pat Ward Williams, artist. ²⁴ Large-size, black & white photo portraits of people caught in everyday gestures are laminated within special dichroic glass at the mezzanine level producing a moving dialogue between the actual and the illustrated.

Attractions Ice House ²⁵
Carnegie Observatories
Lake Shopping Districts
Pasadena Playhouse District

ALLEN STATION
395 N. Allen Av. at Maple St./Corson St.

Overview The Allen Station is the second station in the median of the 210 Freeway. This station will serve residential areas to the north and south of Colorado Boulevard as well as Cal Tech and Pasadena City College.

Art Along the Line *Rider's Dream*, 2003 Michael Amescua, artist. ²⁶ In the tradition of "papel picado," or paper cutouts, metal grillworks enhance the station entry and stair landing while a large "Sun Marker" casts patterned shadows at the station platform.

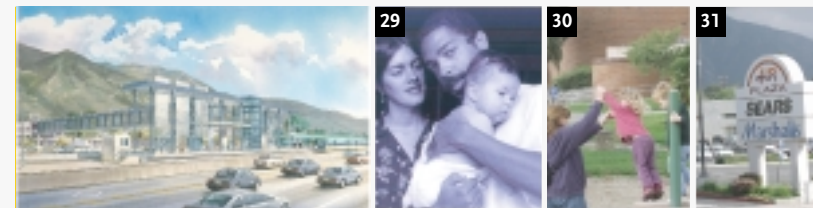
Attractions California Institute of Technology
Huntington Library and Gardens ²⁷
Pasadena City College ²⁸
Pasadena Conservatory of Music



Allen

2 minutes

Sierra Madre Villa



SIERRA MADRE VILLA STATION
950 spaces (Free Bicycle Parking)
149 N. Halstead at Colorado Bl./Foothill Bl.

Overview The Sierra Madre Villa station is the northern terminus and final station along the 210 Freeway. It serves as an intermodal transportation hub connecting travelers to local and regional transit services including Metro Bus, Foothill Transit, and Pasadena ARTS buses.

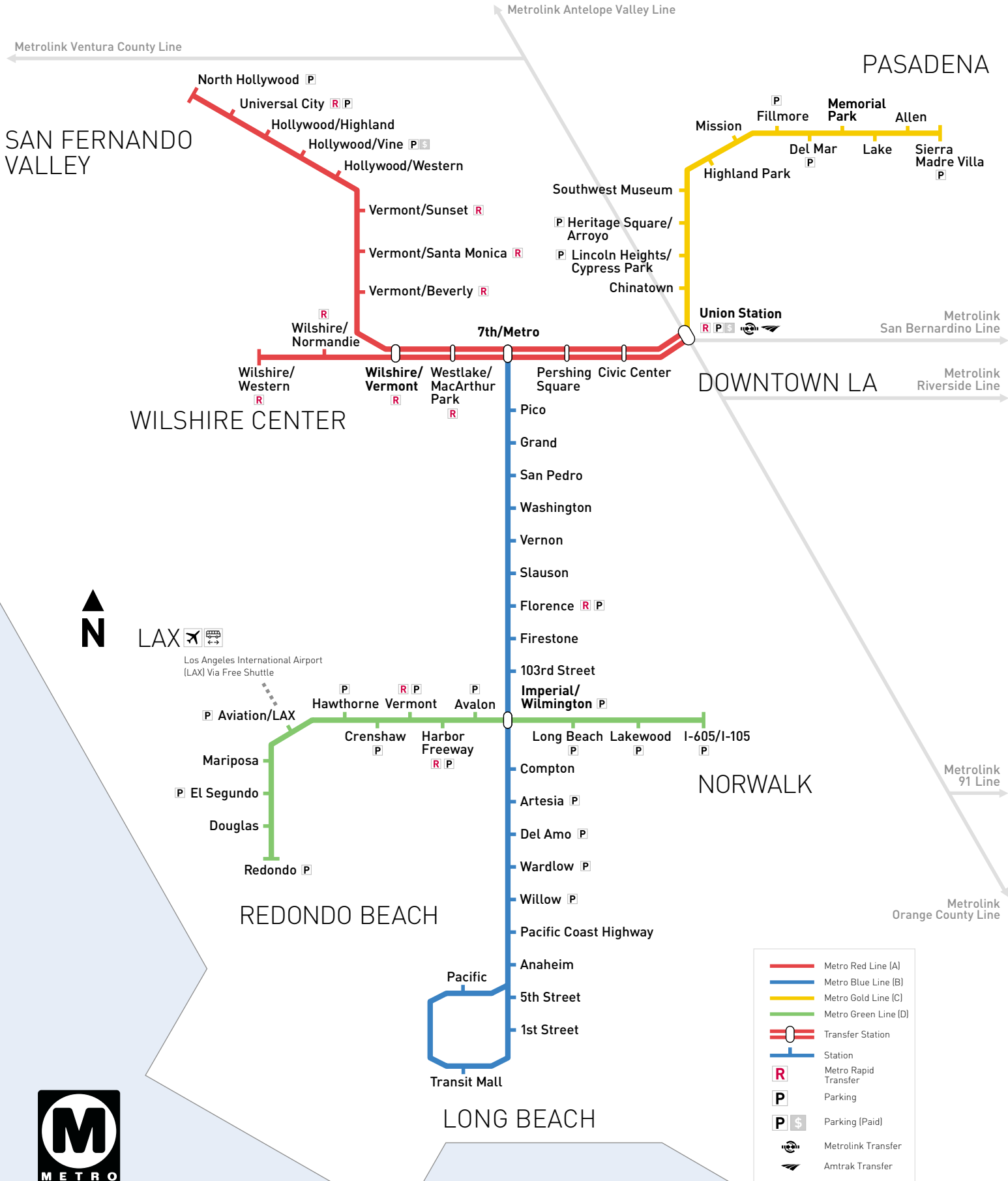
Art Along the Line *Untitled*, 2003 Tony Gleaton, artist. ²⁹ Large-scale photo portraits on porcelain enamel steel panels are suspended above stairway access to the station platform areas.

Attractions California State University Los Angeles Extension
Victory Park Community Center ³⁰
Hastings Ranch Shopping District ³¹

Station names shown as of press time

Metro Rail System Map

1.800.COMMUTE
mta.net



Gold Trivia

BUILDER

Los Angeles To Pasadena
Metro Construction Authority

OPERATOR

MTA

PROJECT COST

\$859 million

LENGTH

13.7 miles

STATIONS

13

PROJECTED RIDERSHIP - 1ST YEAR

26,000-32,000 average weekday
boarding passengers

TRAVEL TIME

Downtown Los Angeles to:

- East Pasadena –
approx. 36 minutes
- Downtown Pasadena –
approx. 26-28 minutes
- South Pasadena –
approx. 20 minutes

COMMUNITIES SERVED

Downtown Los Angeles, Chinatown,
Lincoln Heights, Mount Washington,
Highland Park, South Pasadena,
Pasadena, East Pasadena



HOURS OF OPERATION

- Approx. 3:35 am to 2 am
7 days a week
- First/last train Union Station:
approx. 3:35 am/12:50 am
- First/last train Sierra Madre Villa:
approx. 4:35 am/1:30 am

INITIAL FREQUENCY OF SERVICE

- Weekday rush hours –
every 10 minutes
- Weekday early morning –
every 20 minutes
- Weekday midday –
every 12 minutes
- Weekend mornings –
every 15-20 minutes
- Weekend midday/afternoon –
every 12 minutes
- Daily evening hours –
every 20 minutes

FLEET SIZE

26 state-of-the-art electric-powered
rail cars

SEATING CAPACITY

76 seats per rail car

TOTAL PASSENGER CAPACITY INCLUDING STANDEES

144 per car

PEAK HOUR FLEET

9 two-car trains (includes one reserve
train)

TRAIN MANUFACTURER

Siemens Transportation Systems Inc.

TRAIN LENGTH

89-feet, 6-inches

TRAIN WIDTH

8-feet, 9-inches

TRAIN WEIGHT

99,000 pounds (empty)
139,348 pounds (full)

CAR BODY

Low-alloy tensile steel and stainless steel

TRAIN SPEED

Up to 55 mph

STANDARD STATION AMENITIES

Raised platforms, canopies, benches,
public art and landscaping, public
telephones and ticket vending
machines

DISABLED ACCESS

Fully compliant with the
Americans with Disabilities Act
including ticket vending machines and
emergency phones with instructions
written in braille

TRAIN OPERATORS

39 full-time and 2 part-time

SAFETY AND SECURITY

- Open and lighted stations
- Electronic surveillance
through closed-circuit
TV cameras
- Emergency telephones
at each station
- Emergency intercoms in trains
- Stations and trains patrolled by LA
County Sheriff's Department which
is in direct contact with MTA's Rail
Operations Control Center
- Fire protection devices
- Stations and trains are
ADA-compliant



METRO RAIL SYSTEM

- 73.1 miles, including
- 17.4-mile Metro Red Line subway;
 - 22-mile Metro Blue Line;
 - 20-mile Metro Green Line; and
 - 13.7-mile Metro Gold Line

INFORMATION

1.800.COMMUTE

Visit interactive trip planner at mta.net



Teaming Up

METRO GOLD LINE STATIONS ATTRACTING DEVELOPERS

Stations on the LA – Pasadena Metro Gold Line are proving to be attractive locations for private ventures and private/public joint development in the form of residences and commercial space that encourage use of public transit and relieve traffic congestion.

CHINATOWN STATION

Plans call for a multistory commercial/residential development with retail units on the ground floor and loft units on the upper floors.

MISSION STATION

Currently under construction near the station, the 212,000-square-foot Mission Meridian Village, a “transit village,” will include 14 artist’s lofts, 50 townhouses and three single-family

homes. Half of the 324 underground parking spaces will be reserved for commuters. There also will be retail space for restaurants and a small grocery store.

DEL MAR STATION

Currently under construction, the project is a transit-oriented, mixed-use residential/commercial development that will surround the Del Mar Station in downtown Pasadena. The four-acre site will incorporate the historic Santa Fe Railroad depot and the construction of four new buildings. The new buildings will contain 34 residential apartment units, with the depot and ground floor of the new buildings containing approximately 10,000 to 11,000 square feet of retail commercial and restaurant space.

Approximately 1,200 parking spaces will be provided in an underground



The transit village at the Hollywood/Western Metro Red Line Station is being expanded to include additional affordable housing, a daycare center and 9,000 square feet of retail space.

parking garage, of which 600 spaces will be for exclusive use by transit riders.

FILLMORE STATION

Under negotiation, plans call for construction of a 30,000 square foot medical office building and 160 parking spaces dedicated to transit users on a one-acre parcel.

SIERRA MADRE VILLA STATION

This transit-oriented, mixed-use residential/commercial development will consist of approximately 200 apartments and approximately 200,000 to 250,000 square feet of commercial office space on approximately five acres.

Meanwhile, developments have been completed or are in the planning stages for several stations on the Metro Red Line and Metro Blue Line including Union Station, 7th St./Metro Center/ Julian Dixon, Hollywood/Western, Hollywood/Vine, Hollywood/Highland, Wilshire/Vermont, Wilshire/Western and Willow.

MTA also is looking at the potential joint development of other Metro Rail stations including the North Hollywood Metro Rail Station.



MTA's largest joint development, Hollywood & Highland, is located above the Metro Red Line subway station at the famous intersection. Built next to Grauman's Chinese Theater, the more than 600,000 square foot complex features retail shops, restaurants, general cinemas and the Kodak Theatre, home of the Academy Awards.

BackTracking

ELECTRIC RAIL IN PASADENA DATES BACK MORE THAN 100 YEARS

The city of Pasadena has a long, storied history so it is not surprising that long before the arrival of the LA – Pasadena Metro Gold Line, electric rail cars transported people between Pasadena and Los Angeles.

The Pasadena & Los Angeles Electric Railway opened May 1, 1895, and traveled down Colorado and Fair Oaks boulevards through what is now Highland Park into downtown Los Angeles. The line was a 4.5-mile extension of the defunct San Gabriel Valley Rapid Transit Railway and originated at what is now referred to as Shorb Junction, a railway nexus 5.5 miles east of the Los Angeles River. In its time, Shorb Junction was one of the busiest transit points in Southern California.

Los Angeles' downtown train station, then called Arcade Station, was fitted with double tracks on its main line and,

by 1900, accommodated 28 local passenger trains per day running through Shorb Junction. Most of that traffic served Pasadena commuters and visiting tourists from the East Coast.

Railroad tycoon Henry Huntington bought the slightly renamed Los Angeles & Pasadena Electric Railway line in 1898 and incorporated it into the Pacific Electric Railway in 1902. The Southern Pacific Railroad assumed control of the line in 1912 and eliminated all passenger service on its route heading into and out of Pasadena soon after. Pasadena passengers were instead routed via Red Car trolleys to Shorb Station to complete their journey to downtown Los Angeles. Red Car service was discontinued in 1951.

“The Red Cars to Pasadena were an important part of the area,” says MTA historian Jim Walker. “They were



A Pasadena Short Line Red Car trolley heads south on Fair Oaks Avenue toward Los Angeles.

the premier way of getting around in those days.”

Huntington opened two additional electric rail lines serving Pasadena. The Pasadena Short Line opened in 1902 and ran from Fair Oaks to Huntington Drive to downtown LA. The Pasadena Oak Knoll Line served the city of San Marino. Both lines were replaced with bus service in the early 1950s.

Between the two principal routes on the Pacific Electric, the Short Line and the Oak Knoll lines, the rail cars carried about seven million passengers a year.

“The high point in the lines was the early decades of the 20th century,” says Walker.

TIMELINE — LOS ANGELES TO PASADENA

1885 — First rails between Los Angeles and Pasadena open, the Los Angeles & San Gabriel Valley Railroad.

1888 — The Pasadena Railway Company (predecessor to Union Pacific) opens railroad line to terminal at Calaveras & Lake.

1895 — Southern Pacific Railroad opens branch from Alhambra, from Broadway — now Arroyo — to depot at Colorado.

1895 — Pasadena & Los Angeles Electric Railway Company opens first electric line to Los Angeles via South Pasadena and Highland Park. (Name soon reversed to Los Angeles & Pasadena Electric Rail company.) Became part of Pacific Electric Red Car system in 1902.

1902 — Pasadena Short Line of Pacific Electric built by Henry E. Huntington. With Oak Knoll rail route these became the principal lines to Pasadena, relegating the original route via Highland Park to minor status.

1940 — Arroyo Seco Parkway (now Pasadena Freeway) opened.

1951 — Last “Red Car” rail service, the Pasadena Short Line, converted to bus service.

1955 — Last “Yellow Car” streetcar service to Highland Park, route “W,” converted to bus service.

1994 — Last Amtrak rail passenger service on former Santa Fe line, now part of the Metro Gold Line alignment, discontinued to Pasadena.

2003 — Metro Gold Line opens.

2009 — Eastside extension of Metro Gold Line expected to open.



Being Fare

PRICE ADJUSTMENTS WILL HELP MTA IMPROVE METRO SERVICE

As Metro Bus operator Don Smith looks on, passenger Richard Dowhan, in a demonstration, deposits \$1.25 into farebox, 10 cents less than the current price and effective January 1, 2004 on the entire Metro System.

The MTA Board is reducing cash fare by 10 cents beginning January 1, 2004 from \$1.35 to \$1.25 in order to help patrons who statistically earn less income than passengers who purchase transit passes.

At the same time, for the first time in 15 years, the MTA Board has approved an increase in the price of monthly passes, also effective January 1.

The change will result in \$30 million more in revenue annually, which will help the agency offset a projected 10-year \$1.4 billion operating deficit exacerbated by the State's \$38 billion budget deficit, other decreasing funding sources, and \$100 million in annual Consent Decree costs.

By lowering cash fare and increasing the price of regular weekly, bi-weekly and monthly passes between \$3 and \$10 — and leaving senior citizen, student and disabled person fares unchanged — MTA will be in a much better financial position to continue expanding and improving the quality of service.

The fare adjustment also was needed because MTA wages, fuel, equipment and security costs have all risen since cash fare was last increased in 1995. In addition, inflation has risen by 51% since 1989. The monthly pass price increase of 23.8% is less than half of the Consumer Price Index over that same period.

Other major transit agencies in the nation are either proposing or have recently implemented fare hikes ranging from 18% to 50%.

As it stands today, MTA recovers only 29% of its operating expenses from the farebox, the balance subsidized by taxpayers,

compared to the typical 47% at most large transit properties in the United States. The restructuring will increase that percentage to 31% under the fare modification.

The MTA Board's decision to adjust fares was made following a 40-day public comment period, which included a public hearing.

The New MTA Fare Structure

Cash Fares	Current	New
Cash Fare	\$1.35	\$1.25
Tokens	0.90	*1.10
Transfer	0.25	*N/A
Senior Cash Fare	0.45 (no change)	.45
Express Cash Fare	\$1.85-\$3.85	\$1.75-\$2.25
Pass Fares	Current	Proposed
Weekly Pass	\$11.00	\$14.00
Semi-Monthly	21.00	27.00
Monthly Pass	42.00	52.00
Senior/Disabled	12.00 (no change)	12.00
Student K-12	20.00 (no change)	20.00
College/Vocational	30.00 (no change)	30.00
Day Pass	N/A	3.00
Sr/Disabled Day Pass	N/A	1.50
Zone	4 @ \$15.00	2 @ \$15.00

* Tokens will be eliminated when the universal fare system is implemented.

* Transfer will be included as part of Day Pass.

* Effective January 2004

National Cash Fare Major Transit Agencies

	Now	Future/Proposed
New York	\$2.00	
Philadelphia	2.00	\$2.10
Chicago	1.50	
Los Angeles	1.35	1.25
Washington, D.C.	1.10	1.20
Boston	.75 bus/\$1.00 subway	

National Pass Prices Major Transit Agencies

	Current	Future/Proposed
New York	\$70	
Philadelphia	70	\$73
Chicago	75	
Los Angeles	42	52
Washington, D.C.*	40 bus/\$150 rail	
Boston	57	

* Eliminating monthly passes

Chain Reaction

BIKESTATION LONG BEACH SUCCESSFULLY 'PEDALS' WARES



More than 50,000 bicycles have parked at Bikestation Long Beach since it opened in 1996 which contributed to reducing 500,000 car vehicle miles.

Bikestation Long Beach, funded by MTA, has helped create healthier lifestyles for thousands who have taken advantage of its services and helped reduce traffic congestion since the unique facility opened in 1996.

Located on the 1st Street Transit Mall, frequented by Metro Buses and other regional carriers, and adjacent to the 1st Street Metro Rail station, the bikestation also has drawn people to public transit.

The first of its kind to open in the United States, the bikestation,

modeled after forerunners throughout Europe and Japan, provides transportation options and services to commuters, area residents, employees and tourists as a way of complementing existing public transit.

“A bikestation provides the critical link that connects bike commuters to transit,” says Georgia Case, marketing and public relations director of Bikestation Coalition, dedicated to providing bicycle transportation amenities which improve the quality of life.

Through providing transportation options and services, Bikestation Long Beach also improves air quality and reduces traffic and parking congestion. The facility to date has reduced more than 500,000 vehicle miles.

Bikestation Long Beach counterparts are located in Palo Alto and Berkeley. Bike stations also are planned in Seattle, Pittsburgh, Denver and Fort Collins, Colorado, and on the concourse of the Embarcadero BART station in downtown San Francisco.

Bikestation Long Beach is located directly behind Pine Avenue and adjacent to Promenade Amphitheater. The Port of Long Beach, Long Beach Aquarium of the Pacific, Queen Mary and the Pine Avenue shopping and dining district are among the close-by destinations. Also within close proximity are 30 miles of dedicated shoreline and river bicycle paths.

For more information about the bike station, call 562.436.2453 or visit www.bikestation.org

FUTURE BIKESTATIONS IN PLANNING STAGE

MTA and the non-profit Bikestation Coalition have received a community-based planning grant from Caltrans to study the possibility of creating a bikestation network.

Current Metro Rail stations in North Hollywood, Pasadena and Norwalk as well as expected future stations in Santa Monica and Culver City are potential sites for the bikestations.

The one-year study, which started in April, was made possible by a grant from Caltrans to evaluate the potential for bikestation parking at each site by analyzing the surrounding land uses, population, employment and bike-to-transit links in the corridor.

“Traditionally, bikestations located along rail corridors have done very well,” says Lynne Goldsmith, MTA planning manager. “A key is making sure there is sufficient bike parking at these transit hubs.”

The bikestations may also feature “clean transit centers” with electric bicycles, scooters and cars for rent, similar to Bikestation Long Beach.

Respiratory Relief

ALTERNATIVE FUEL POLICIES, PROGRAMS HAVE IMPROVED LA'S AIR QUALITY

MTA's Alternative Fuel Initiative adopted by the MTA Board 10 years ago, combined with other efforts including the funding of the Metro Freeway Service Patrol and over 400 miles of carpool lanes, reduce nearly 4,000 tons of air pollutants from the LA County atmosphere annually.

"MTA has always been out ahead on clean air technologies that keep Los Angeles County moving," says South Coast Air Quality Management District Governing Board Chairman William A. Burke. "They proved that you could provide top-notch transit service and clean the air at the same time."

CLEAN AIR BUSES

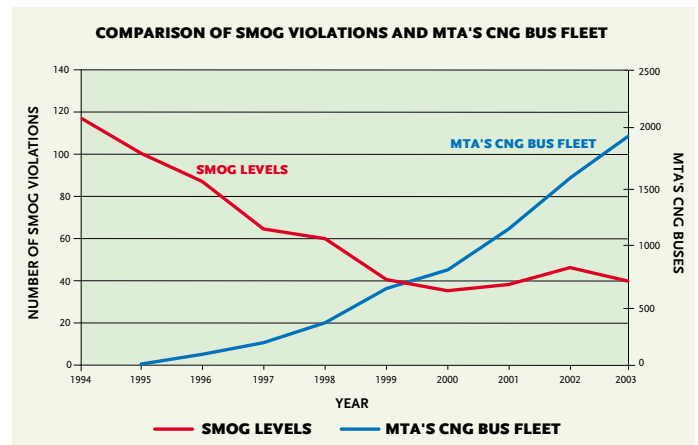
First-and-foremost in the agency's fight for a cleaner environment is the fact that MTA fields the largest fleet of compressed natural gas (CNG) buses in the nation. The purchase of 2,000 CNG buses is important because each CNG bus reduces almost four tons of smog-forming emissions over its lifetime when compared to the cleanest diesel buses available today.

METRO BUS AND METRO RAIL SYSTEMS

Metro Rail, Metro Rapid and Metro Buses carry about 1.1 million daily passengers. By helping people get out of their cars and onto clean air buses and trains, more than 11 tons of smog-forming emissions are removed every day.

METRO FREEWAY SERVICE PATROL (FSP)

By towing stalled vehicles off crowded freeways during rush hours, FSP shortens traffic jams by up to 75% and significantly reduces air pollution from idling cars. How much? The state estimates that idling and slow-moving vehicles in congestion emit 250 times more pollution than vehicles in free-flow conditions. A recent analysis shows that providing patrols on a 10-mile stretch of a congested freeway reduces 84 tons of pollution each year.



CARPOOL LANES

MTA has helped finance the construction of 435 lane miles of freeway carpool lanes and will add up to 130 more miles throughout LA County by 2010. The larger carpool lane network will improve travel speeds, reduce traffic congestion and air pollution.

These clean air programs have helped push the Los Angeles region toward healthy air. In the 10 years since AFI was adopted, smog levels throughout the region have decreased by 64%. Even carbon monoxide pollution levels have decreased by 97% and have all but vanished from local roads.

Since cars, trucks and non-alternative fueled buses make up most of the remaining smog problem, MTA's programs will continue to move the region towards cleaner air by setting an example for others to follow.



Faces

MTA CHIEF OF STAFF NAMED 'WOMAN OF THE YEAR'

Maria Guerra, MTA chief of staff, has been named the Women's Transportation Seminar's (WTS) Woman of the Year for 2002 for her leadership and commitment to the development and advancement of women in the industry.

Guerra, in the transportation field since 1979 and one of the highest-ranking women in the industry in Southern California, received the award during the WTS annual scholarship

awards dinner at the Millennium Biltmore Hotel.

Guerra manages four separate MTA departments: Policy, Research & Library; Labor/Employee Relations; Government & Board Relations; and Administration-Human Resources, Real Estate, General Services.

She also was recognized for helping WTS and the transportation industry develop and advertise opportunities for



women and minorities, with an emphasis on scholarships, internships and employment.

"My experience in the transportation industry has afforded me a very rewarding and fulfilling career," says Guerra. "I encourage all women to explore opportunities in this exciting field."

NEW INSPECTOR GENERAL MAKES SURE MTA CONDUCT BEYOND REPROACH

MTA's new inspector general has 32 years' experience in law enforcement.



"My commitment as inspector general is to work with the MTA Board and MTA leadership to ensure taxpayers' hard-earned dollars are being spent wisely and honestly," says William Waters, who replaced the retired Arthur Sinai.

The Office of Inspector General (OIG), an autonomous entity created by the state Assembly, conducts independent and objective reviews and investigations of MTA programs, operations and contracts to ensure all are functioning as intended and to protect the integrity of MTA.

Waters joined the OIG in 1998 as deputy inspector general in charge of investigations. Prior to joining MTA, he had a successful career with the U.S. Department of Justice, Drug Enforcement Administration (DEA).

MTA'S TOP STARS HONORED



CEO Roger Snoble (left) and Deputy CEO John Catoe (right) congratulate Equipment Maintenance Specialist John Tena, one of nearly 200 transit operations staff honored at "Night of Stars" awards ceremony, held aboard the Queen Mary ocean liner, for their exemplary safety and attendance records.

Happenings

LA COUNTY EXPECTED TO LINE UP FOR SMORGASBORD OF NEW PASSES



(L-R) Gloria Gomez, Superior Court of California director of Juror Services; Robert A. Dukes, presiding judge of Los Angeles Superior Court; David H. Sutton, MTA executive manager of Employer Programs; and Judge Dan Oki, supervising judge of the Criminal Department, all endorse MTA's new Juror Pass Program.

The menu of MTA transit passes is in the process of being greatly expanded.

In another effort to increase mobility and transit convenience, MTA approved the launch of five new transit passes, valid on the Metro Bus and Metro Rail systems and aimed at promoting transit use among businesses, institutions, and major organizations.

The Annual Pass Program will be a yearly pass that employers may purchase for their employees who wish to

use the Metro System; the All Employee Pass Program will be a yearly pass that LA County employers can purchase for all their employees; and the Institutional Pass Program will be offered to large organizations or groups such as colleges, universities, trade schools, government agencies and senior citizens centers.

The Juror Pass Program, introduced in March, offers a weekly pass to jurors.

The Visitor's Pass Program will provide a pass to area conventions, hotels, chambers, visitor bureaus and meeting planners to provide access to Metro Bus and Metro Rail service.

For more information, contact Metro Employer programs at 213.922.5669.

FOUR TIMES AS MANY PEOPLE SIGNING UP TO RIDESHARE



MTA Project Manager Edie Howard holds Club Metro entertainment booklet, which contains numerous discount coupons and savings.

Since it was expanded last December, new membership in an MTA rideshare program that provides participants ridesharing for at least three months with booklets containing savings for area restaurants and attractions has skyrocketed by 400%.

Previously only available at companies with fewer than 250 workers, the Club Metro program, introduced in 1997, also is offered at firms with more than 250 employees.

For more information, call Metro Employer Programs at 213.922.5669 or the Metro Commute Services hotline at 213.922.2811.

Metro Art Tours



Reservations are no longer required for free Metro Art tours of Metro Rail stations. Roundtrip tours are offered the first Saturday and Sunday of every month and last approximately two hours. To participate, meet promptly at 10 a.m. on first Saturdays at the street level entrance to the Hollywood/Highland Metro Rail Station; and at 10 a.m. on first Sundays at the information booth inside the entrance to historic Union Station. Tours for groups of 15 or more are available by special arrangement. For more information, call 213.922.2738 or visit mta.net

Briefings

SHERIFF'S DEPARTMENT SAFEGUARDING METRO



Paul Lennon, MTA's managing director of safety and security, left, and Los Angeles County Sheriff's Department Capt. Dan Finkelstein, also MTA's chief of Transit Police, conduct an inspection of rail car on Metro Red Line subway.

The Los Angeles County Sheriff's Department is now patrolling the entire Metro Bus and Metro Rail systems

MORE RAIL CROSSING GATES TO STOP WAYWARD DRIVERS

By early fall, MTA will begin installing additional crossing gates at 13 streets along the Metro Blue Line that already have two gates, a project that should reduce the potential for train versus vehicle collisions caused by motorists trying to beat the train.

“Equipping rail crossings with four-quadrant gates is an added safety

following the award of an exclusive five-year contract by MTA.

“The Sheriff's Department generally, and specifically our transit service bureau, welcomes the great opportunity to pioneer a transit-oriented community policing program that will be different from any other program in the nation,” says Sheriff's Transit Services Bureau Capt. Dan Finkelstein, also MTA's Chief of Transit Police.

By consolidating security and agreeing to an annual contract of \$47 million, MTA will save taxpayers \$2 million during the first year, alone.

“I have full confidence in the Sheriff's Department to take on and deliver on their new responsibilities,” says MTA CEO Roger Snoble. “In short, our customers, our communities, and our employees are the beneficiaries.”

measure that will contribute to our goal of reducing, and eventually, eliminating accidents,” says Abdul Zohbi, MTA manager of system safety, Rail Operations. “In a very dynamic and changing rail system, safety should be the only constant.”

The locations of the four-quadrant gates for the Metro Blue Line alignment were chosen based on accident statistics.

BIKE-TRANSIT COMMUTING ENCOURAGED



MTA staff members Helen Lessick and Rodney Brandon, among the thousands of LA County employees who bicycled to their jobs on Southern California Bike to Work Day, May 15, head toward MTA's "pit stop" adjacent to the agency's headquarters. Area pit stops featured free refreshments, bicycle servicing, music and giveaways. MTA promoted the event to more than 3,000 employers participating in the MTA's ridesharing programs and supported the daylong event by offering free fare to bicyclists connecting with the Metro Bus and Metro Rail systems. Bike to Work Day, co-sponsored by MTA, the City of Los Angeles, the South Coast Air Quality Management District, LA Bicycle Coalition and Bikestation Long Beach was the highlight of California Bike Commute Week which encourages bicycle commuting as a viable form of ridesharing and as a healthy, cost-saving option to driving alone. For more information regarding MTA rideshare programs, call 213.922-2811.

GoldMinds



"The Metro Gold Line has beautified our neighborhood. It's well lighted and a beautiful sight."

- Alice Beltran, Education aide,
Nightingale Middle School,
Los Angeles resident



"I am so excited about the Metro Gold Line. This new way of transportation will reduce my stress level..."

- Valerie Irons, LA County
Administrative Service Manager,
Pasadena resident



"In smoggy LA, it's much better to take the electric train than drive poison-spouting cars..."

- Hendrik Stooker,
Retired Art Historian/Curator
Highland Park resident



"This is a great revival for the City of Los Angeles. I rode the Hollywood Red Car as a kid and now I can use the Metro Gold Line to visit my daughter..."

- Peter E. Porter, retired,
Gabrielle Porter, Loyola law student,
Pasadena/Montecito Heights residents



"My family plans to take it often to visit my husband at his law office downtown."

- Gina Stella Girard,
Mom and son Nicholas, 5,
South Pasadena residents



"I chose my apartment in Pasadena because of its proximity to the Metro Gold Line. I can practically hop on the train for a speedy trip to my job in downtown LA."

- Bill McLeod,
MTA Director of Human Resources,
Pasadena resident



Los Angeles County
Metropolitan
Transportation Authority

1.800.COMMUTE
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