

# Metro™ QUARTERLY

SUMMER 2004



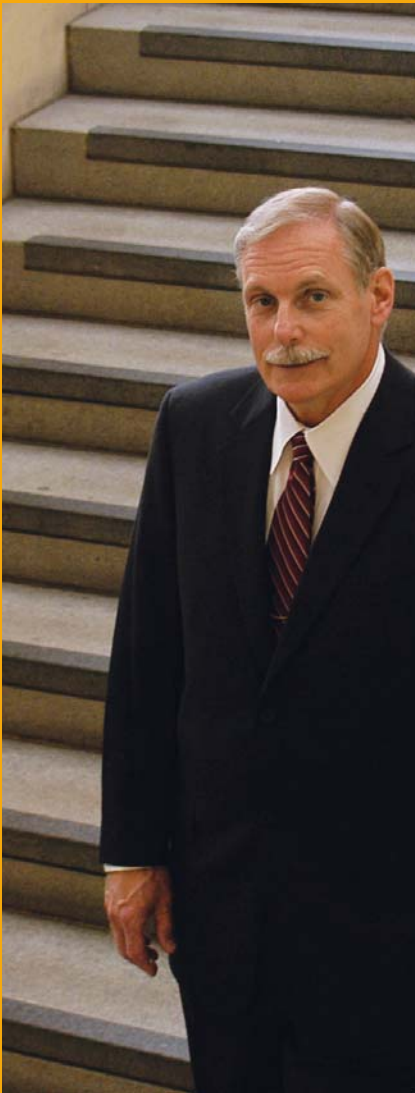
## Next Stop: East LA.

Light rail to the Eastside begins its journey.



Metro™

Chief Executive  
Officer  
Roger Snoble



*The Eastside extension of the Metro Gold Line, featured in this issue of Metro Quarterly, promises residents of Little Tokyo, Boyle Heights and East Los Angeles greater access to jobs, schools, medical facilities, shopping, entertainment, culture and so much more.*

*The six-mile light rail extension, from Union Station in downtown Los Angeles to Pomona and Atlantic, with a 1.7-mile tunnel under Boyle Heights, will be an integral part of the Metro Rail system.*

*This is one of the most densely populated areas of Los Angeles County, and residents are heavy users of public transportation. They will be gaining access to all the opportunities Los Angeles County has to offer.*

*In 2009, when the Eastside extension is scheduled to open, people living near the new alignment will be able to quickly get to jobs in downtown and the West San Fernando Valley, access Children's Hospital Los Angeles in Hollywood, take classes at LA Trade Tech, visit the Aquarium of the Pacific in Long Beach or Universal Studios, go to the Norton Simon Museum in Pasadena or the museums in Exposition Park, or ride Metro to the airport.*

*The future now looks much brighter for these communities as a result of elected officials and area groups working together to secure a federal funding agreement for \$490 million. However, much of the credit deservedly goes to the people who will be served by this tremendous asset. Their support was a never-ending source of inspiration.*

*Sincerely,  
Roger Snoble*

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- > Students take Day Pass vacation
- > Hundreds of travel writers Go Metro

WILSHIRE

Bundy  
Barrington  
VA Hospital

**Westwood**  
Metro Rapid 761

Santa Monica  
Beverly  
Robertson

**La Cienega**  
Metro Rapid 705

Fairfax  
La Brea  
Crenshaw

**Western**  
Metro Red Line

**Normandie**  
Metro Red Line

**Wilshire/Vermont**  
Metro Rapid 754 Metro Red Line

**Alvarado**  
Metro Red Line

Witmer  
Griffith

Atlantic  
Hoefner

# All Eyes Are On A Winner: Metro Rapid

Metro Rapid, one of the nation's fastest and most innovative forms of urban transportation, continues to expand and improve, attracting new riders looking for an alternative to driving.

In December, lines will open in the Hawthorne and Hollywood/Pasadena areas. In June 2005, lines will be added on Long Beach and Beverly boulevards, and on Sepulveda Boulevard in the San Fernando Valley.

There are currently nine lines covering 139 miles. Plans are for 28 lines to serve 423 route miles by 2008.

For the most part, each Metro Rapid corridor has experienced a positive ridership growth. The first two corridors, Wilshire and Ventura Boulevards, have seen the sharpest increase.

Metro Rapid is faster than regular bus service for two primary reasons: it travels farther between stops, and it uses a bus signal priority system that switches red lights to green or maintains green traffic signals long enough for buses to proceed through intersections. Passengers, on average, save 20% in time.

And more improvements are just ahead.

When bus signal priority is activated on Wilshire Boulevard in Beverly Hills this fall, passengers will save an additional 5% in time. By summer 2005, 60-foot articulated buses with 50% more seating capacity than other Metro Buses will be assigned to the San Fernando Valley Metro Orange Line. This fastest form of rapid bus service will operate between the North Hollywood Metro Rail Station and the Warner Center.



Various Types of Transit

Average Per Mile Construction Cost

Metro Rapid

\$200,000

Light Rail (above-ground)

\$25 million

Heavy Rail (subway)

\$250 million



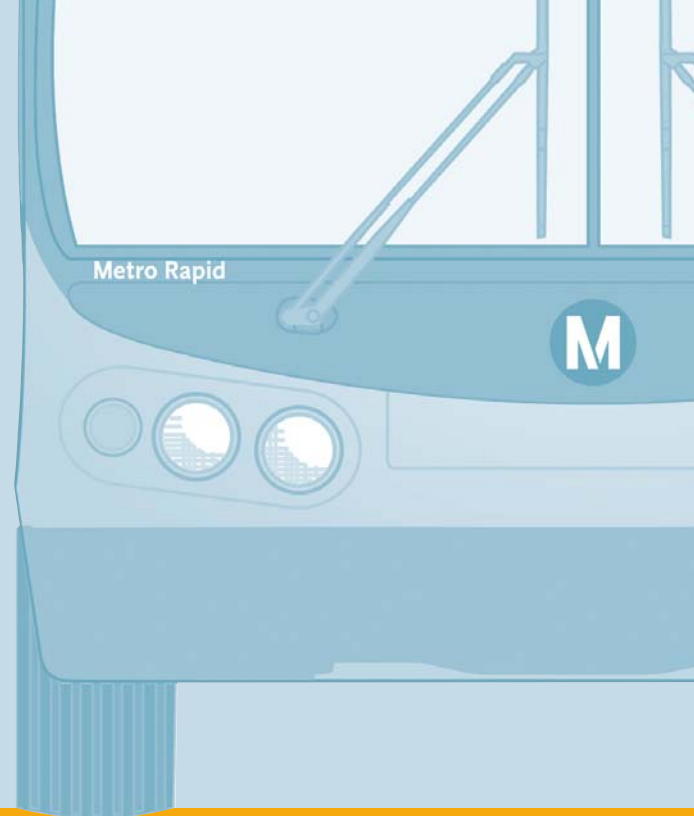
# Fleet Of The Future About To Make Debut

Metro's "fleet of the future" is going into service late this summer, marking the beginning of a new era of more spacious, comfortable and non-polluting coaches.

The first 30 new 45-foot CompoBuses will appear on Metro Rapid routes late this summer. The compressed natural gas-propelled coaches can seat six more passengers than standard 40-foot buses.

Other improvements include contoured seats for greater comfort and disc brakes for smoother stops.

The CompoBuses are built with lightweight, durable composite material that is easier to maintain and will sustain less damage in a fender-bender. •



## General Manager Jim McElroy Moving Westside/Central Sector Forward

The general manager of Metro's Westside/Central Service Sector has made a career of achieving new heights in public transportation.

A 24-year public transportation veteran, Jim McElroy served as transit manager for Unitrans in Davis, California, before joining Metro in June 2003 as manager of the West Hollywood bus division.

In Davis, McElroy met local transit needs by developing a single transit agency to serve both the city and the local University of California campus. Under his leadership, patronage grew by 450%. He also replaced the agency's antiquated diesel fleet with state-of-the-art clean fuel vehicles.

As Metro's West Hollywood manager, McElroy and his team focused on improving service on Wilshire Metro Rapid Line 720, making it more convenient for passengers and placing service where it was needed most.

Since stepping up to Westside/Central general manager in September 2003, McElroy and his staff have concentrated on reducing Workers' Compensation costs and improving Metro Bus service throughout the service sector.

Workers' Comp costs in the service sector have dropped by 22%. Maintenance performance also has improved, with buses traveling farther without experiencing mechanical problems.

Beginning this summer, the general manager will be looking at ways to provide more service along the Wilshire/Westwood corridor all the way out to Santa Monica.

McElroy is working with the service sector's eight-member Governance Council to develop a partnership with the community. The council conducts monthly public meetings and advises the sector staff on community transit needs. Each of Metro's five service sectors has a Governance Council.

"With a jurisdiction like LA, we needed diversity in thought, diversity in ethnic background and diversity in personal backgrounds," says McElroy.

"We have council members who are elected officials, transit users and community leaders. I'm very impressed with their knowledge and interest." •

David Seelig at work monitoring the ATMS system.



## Smart Bus Technologies

# Lead To Better Service

The Metro Bus fleet has been retrofitted with on-board computers and electronics that dispense copious amounts of information and results in better planning and safer service.

In the long run, the Advanced Transportation Management System (ATMS) also will save the agency millions of dollars in operating costs.

The high-technology packages improve communication between operators and bus controllers, and allow Metro to make adjustments to service within the same day after reviewing data transmitted from buses to planners.

In addition, within minutes, global positioning satellites direct mechanics and emergency personnel to the exact location of buses in distress.

Motorola, awarded a contract by the Metro Board, is responsible for installation of the ATMS as well as managing the system. Subcontractor Orbital Science Corp. and consultant TM TechSystems Inc. also are playing key roles.

Metro is the first transit agency in the United States to sport such an extensive fleet of "Smart Buses."

When all phases of ATMS are implemented, Metro could save nearly \$2.4 million per year and \$25 million over 10 years from reduced operating costs.

"The Advanced Transportation Management System provides Metro with a sophisticated new 21st century tool to help operate and manage the bus fleet," says Deputy CEO John Catoe.

"ATMS offers the potential for Metro to realize service improvements, increased efficiency, reduced operating costs and enhanced safety by providing the agency with more comprehensive, accurate and detailed data for immediate analysis," he says.

Metro also is evaluating an option to install a Vehicle Health Monitoring System. With this system, mechanics could reduce Metro costs by reviewing engine "report cards" generated by a separate on-board computer, downloaded at day's end, and perform much better preventive maintenance.

"The overall mission of the Metro Bus system is to ensure Los Angeles bus passengers ride on a safe, efficient mode of transportation throughout the greater Los Angeles region," says Catoe.

"To accomplish this mission into the 21st Century, ATMS must provide a reliable, flexible and expandable communication system to meet the needs of controllers, bus operators, road supervisors, riders and management." •

### MAJOR COMPONENTS OF THE ATMS INCLUDE

> **Voice and Data Radio System**

Enhances the ability of bus operators to communicate quickly with Metro dispatchers and receive faster roadside assistance.

> **Automatic Vehicle Locator**

Identifies the exact location of a bus with the aid of global positioning satellites.

> **Automatic Passenger Counter**

Indicates ridership counts and trends, resulting in short- and long-term adjustments to service.

> **Video Surveillance System**

Transmits images of activities taking place outside the bus.

> **Computer Aided Dispatch**

Accelerates response time to on-board emergencies.

> **Automatic Voice Annunciation System**

Activates next-stop announcements and safety messages.

> **Vehicle Health Monitoring System**

Allows mechanics to perform better preventive maintenance.

# New Metro Rail Transit Village Opens, Another Under Construction

## DEVELOPMENT IS BOOMING AROUND LA'S METRO RAIL STATIONS.

Six “transit villages” — with housing, shopping and restaurants — are currently open, under construction or on the drawing boards.

Transit villages give residents ready access to Metro Bus and Metro Rail service. Metro passengers also benefit from the shopping, dining, lodging and other amenities around the stations.

- > A \$100 million commercial/residential development is under construction above the Metro Rail station at Wilshire/Vermont in downtown Los Angeles. It will open in 2006.

Construction of a new middle school, not part of the joint development, is planned for the same parcel of land. The school will accommodate 800 students when it opens in 2007.

A seven-story commercial building on the site will feature 480 apartments and 35,000 square feet of ground floor retail space that may include a food court, full-service restaurants, a drugstore, specialty grocery, dry cleaners, hair and nail salon, mailbox store, wireless store, an eye care specialist and/or dentist.



Left and below: Renderings of Wilshire/Vermont Metro Rail Station transit village, a joint development.



***“Transit-oriented developments provide important mobility choices. Because these activity centers are busy day and night the safety of passengers and residents who live there increases. The centers are magnets for additional ridership drawn by the eateries and shops.”*** — CAROL INGE, Deputy Executive Officer



- > Ground will be broken next year at the Hollywood/Vine Station for construction of a 300-room, four-star hotel, 75 condominiums, 200 apartments and shops. The complex will open in 2008.
- > Metro is moving forward with a joint development with MacArthur Park LLC to construct 51,000 square feet of retail space, 276 parking spaces and 199 affordable housing units, 66 of which are for senior citizens, at the Westlake/MacArthur Park Station.
- > The Metro Hollywood Apartments opened at the Hollywood/Western Station this spring.
- > In 2001, the Hollywood/Highland retail and entertainment megaplex became the first major Metro Rail public/private sector joint development to open. •



Phase Two of recently opened Hollywood/Western Metro Rail Station joint development transit village features 60 additional low-income family units, retail space and a child care center.



Union Station

1

2

3

4

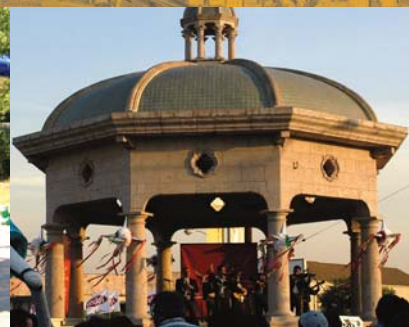
5

# EASTSIDE

- 1 Little Tokyo/Arts District Station
- 2 Pico/Aliso Station
- 3 Mariachi Plaza Station (Underground)
- 4 Soto Station (Underground)

*Aerial image courtesy of TerraServer USA and the U.S. Geological Survey (USGS).*

*Pictured below from left to right: Japanese American National Museum, Pecan Recreation Center, Mariachi Plaza, Benjamin Franklin Library, Los Angeles Music and Art Society*



8



- > In five years, the Metro Gold Line Eastside Extension will transport tens of thousands of residents to new opportunities, an easier way of life, and to dreams come true.
- > The Metro Gold Line will extend to the Little Tokyo Arts District, Boyle Heights and East Los Angeles.
- > By 2009, residents of the Eastside's historic neighborhoods will be able to reach the employment, education, medical, and recreation treasures of LA County through the rapid and easily accessible Metro Rail system.
- > In turn, businesses and tourists will have quicker access to the Eastside communities; a new destination waiting to capture the hearts of visitors.

6

7

8

5 Indiana Station

6 Maravilla Station

7 East LA Civic Center Station

8 Pomona/Atlantic Station

School, Obregon Park, Edward Roybal Comprehensive Health Center, East Los Angeles Community College





***“Transportation builds communities and enriches lives. As a boy I grew up on the south side of Chicago and lived in a crowded apartment with my family. What got us out of that apartment was the fact that my father could walk one block and take the subway to work downtown. This gave him the opportunity to get to work faster and spend more time with us.”***

— JOEL BLOOM, *Business Owner in the Arts District*  
Member of the Metro Gold Line Eastside Extension Review Advisory Committee (RAC)  
Member of the Downtown Los Angeles Neighborhood Council



***“This is a community in need of improved public transit. A large number of women live in this community; many are single parents and sole household providers. This project will open new work opportunities for them and shorten their commutes. Students also will be able to travel to other communities easier, and the added security of police patrols around each station is welcome.”***

— MARY-LOU TREVIS, *President, Mothers of East Los Angeles*  
Member of the Community Police Advisory Board



***“This project means better public transportation and economic growth in Boyle Heights. There are over 350,000 veterans in Los Angeles County. Approximately 50,000 live on the Eastside near this project. This will enable them to take public transit to the VA Hospital in Long Beach or Westwood. This project will also bring economic growth and new development.”***

— ART HERRERA, *Co-Chair of the Metro Gold Line Eastside Extension Review Advisory Committee (RAC)*  
Board Member of the Boyle Heights Neighborhood Council  
Board Member of the Veterans of Foreign Wars Post 4696

## **“What does the *Metro Gold Line Eastside Extension* mean to your community?”**



***“This project will make our community accessible to the rest of the county. My family has been doing business in little Tokyo since 1910. This was a community of families coming together. The Little Tokyo/Arts District Station will make it convenient for people to come to Little Tokyo and for our residents and people who work here to visit other communities.”***

— FRANCES HISHIMOTO, *Business Owner in Little Tokyo*  
President of the Little Tokyo Business Association  
Member of the Little Tokyo Business Improvement District



***“This is a long-overdue project. It could have been lost if it were not for the united effort of the community. The Metro Gold Line Eastside Extension is a credit to the community and its persistence. This is a victory worth fighting for. Now we are closer to having such a system. This light rail project will address the congestion and increase mobility.”***

— REV. MSGR. JOHN MORETTA, *Pastor, Church of the Resurrection*  
20 years of service in the Resurrection Parish and East Los Angeles

## Longer Project Brings Smiles To Planners And Residents

Plans for a rail system to the Eastside date back to the early 1980s when an extension of the Metro Red Line subway was envisioned. A 3.8-mile subway line received environmental approval in 1993. If it had been built, the project would have cost an estimated \$1.1 billion.

A Full Funding Grant Agreement was signed by the Federal Transportation Administration and Metro to finance construction of the subway segment. However, in January 1998, the Metro Board reluctantly halted all rail projects in development. This included the Eastside subway and the Pasadena rail project.

Faced with severe funding shortages, the agency suspended work on the Eastside project even though it was in the final engineering stage and ready to begin construction.

Despite the setback, Metro focused on improving public transit to the Eastside. After all, more than 31% of workers there use Metro's bus system as compared to 11% outside the area.

In 1998, Metro analyzed nearly 50 alternatives for the Eastside Corridor, including various routes and alignments of bus, light rail and subway. Because of its high concentration of population and residents' high use of public transit, the Eastside was again a prime candidate for a high-capacity transit system.

Finally, four years after the initial Eastside project was suspended, the Metro Board selected an alternative six-mile light rail project, the Metro Gold Line Eastside Extension. •



## Electric Rail In East Los Angeles Brought Growth and Prosperity

From its earliest beginnings in the 1870s to the present, the Eastside's history of public transportation has mirrored its evolving, diverse culture and economic growth.

To capitalize on economic growth, William H. Workman, a Boyle Heights landowner (Boyle Heights is named for Workman's father-in-law, Andrew Boyle) and a group of other public transportation developers established a horse car line, called the Los Angeles & Aliso Avenue Street Passenger Railway Company, on February 15, 1876.

Regular operation of LA & AASR began a year later on February 13, 1877, via Main and Arcadia streets, then Aliso Avenue, Pleasant Street, First Street and Chicago Street. Patronage on this line increased because of the opening of nearby Evergreen Cemetery in 1877 (the horse car line was extended to the cemetery in 1884) and the new baseball pastime that swept the area. Many baseball games were played at a diamond on East First Street near State Street.

On August 18, 1876, the Aliso Street Bridge opened, reaching over the Los Angeles River into Boyle Heights (one of the first Los Angeles neighborhoods east of the river)

which became a streetcar suburb for Los Angeles' Jewish artisans and white-collar workers. Due to an increase in industry and commerce, demand for transportation into the area grew.

John Hollenbeck, another Boyle Heights landowner, bought in to LA & AASR and by the early 1880s he had sole ownership. By 1882, he employed a salaried driver, and the next year sold out (track, barn, three cars, and four mules) for \$7,072 to a group headed by James Crank, which improved service and soon consolidated the Aliso Avenue Company with the Spring & Sixth line.

By the late 1880s, interurban transportation lines, electric cars and trolleys were established from Pasadena to downtown Los Angeles and through East Los Angeles. New housing was sold at a considerably low cost to attract settlers, low-income workers and new citizens who wanted to enjoy the view from the bluffs.

This faster and more reliable mode of transportation had opened the floodgates to new possibilities and dreams of a new city east of Los Angeles and had given way to diverse

# Many Reasons To Say ‘Yes’ To Rail On The Eastside

The 40-square-mile Eastside area is home to over 400,000 residents. By 2020, its population is expected to grow by 25%, creating a metropolis larger than the cities of Fresno or Sacramento.

Eastside residents are heavy users of transit now, and with the projected growth in population, they will be heavy users of transit in the future.

According to the 2000 census, East Los Angeles is the fifth densest area in the nation. Its density is seven times greater than that of LA County overall.

While 24% of Eastside residents travel to jobs in the Eastside, the great majority—76%—travel to jobs in other areas of the county.

Riders traveling along the route of the Eastside Extension using the current bus systems spend an average of 30 minutes traveling. When the Eastside Extension is operating, the same trip will be made in an average of 17 minutes.

Workers commuting from the Eastside to other parts of LA will benefit through the reduction of their existing travel time by nearly 50%. •



kinds of settlers, which included Africans, Italians, Germans, French, Russians and Armenians. All came in search of freedom and work. The area also became the home to Mexicans and to some Chinese and Japanese families who did not settle in Little Tokyo or new Chinatown.

In 1887, Workman built another Boyle Heights line, on East First Street, and in 1889 this became a cable railway. The First Street and Aliso Avenue routes operated together for a few years, but could not maintain adequate patronage and the Aliso route was abandoned in 1893. By June 8, 1896, cable operations on the East First Street line were converted to electricity.

In 1895-1896, the Los Angeles Railway (LARY) took delivery of 44 new cars from Pullman and the St. Louis Car Company, and these, along with other older cars and some former electrified cable trailers, made up the inventory of rolling stock until 1899.

Los Angeles Railway took over all the operations in 1895, and in 1898, railroad tycoon Henry E. Huntington took over LARY and proposed to build two new lines and to

replace all the old iron from now outdated cable car lines.

Most of the lightweight horse car tracks were replaced for electric service, and while cable tracks were used briefly, it was soon found that the shallow track flanges were inadequate and unsafe for the relatively high speeds of the electric cars. Before the turn of the century, all cable iron was replaced with sixty-pound “T” rail.

Under LARY, the East 1st Street Line became the P Line on May 9, 1920. The 12.5-mile electric rail line traveled from Brooklyn to Rimpau, over the 1st street bridge. In 1963, the P Line was converted to bus operations.

“The P Line for East Los Angeles was a necessary entity for this area,” says Metro historian Jim Walker. “Without this rail lifeline, business in the area would have ceased to exist.”

Currently, Metro Bus lines 30 and 31 travel along the same route as the P Line and continue to be among some of Metro’s highest ridership lines. •

# The Wait Is Over: Metro Gold Line Extension Will Become A Reality

The Federal Transit Administration's (FTA) Full Funding Grant Agreement with Metro has set in motion the Metro Gold Line Extension to the Eastside, and the first shovel has broken ground in a July 17 ceremonial event.

In February 2004, the Eastside Extension was listed among the top funding priorities of the US Department of Transportation, which recommended that Congress provide \$80 million for construction in Fiscal Year 2005.

The federal government had earlier committed \$495 million for a subway link to the Eastside but when the subway cost became prohibitive, the Metro Board, with strong community support, opted for a light rail alternative to help serve the growing transit needs of the Eastside.

"Metro and the Metro Board have never wavered in their commitment to building a modern transportation system for the good people of the Eastside," says CEO Roger Snoble.

"We are grateful to the FTA and Congress for acknowledging the importance of this project to so many. Together, we worked out a way for people to realize opportunities that were once unimaginable."

The construction contract, awarded to Eastside LRT Constructors, a joint venture of Washington Group International, Obayashi Corp. and Shimmick Construction Corp., is forecast to create more than 46,000 construction-related jobs.

When it opens, area riders will enjoy a sleek and fast transportation option not only for commuting to work, but also for visiting medical facilities, friends and shopping.

As more and more drivers leave their cars at home, traffic congestion on area freeways should diminish and air quality improve.

Metro Gold Line trains will operate mainly aboveground and make stops at nine stations. A 1.7-mile portion

will be built underground beneath the narrow streets of Los Angeles, Boyle Heights and East Los Angeles.

The initial 13.7-mile segment of the Metro Gold Line, opened last July between Union Station in downtown Los Angeles and East Pasadena. Both Metro Gold Line legs will have their hub at Union Station.

The population within the immediate half-mile vicinity of the project numbers 75,000, however, the population within the entire project's corridor is 266,000.

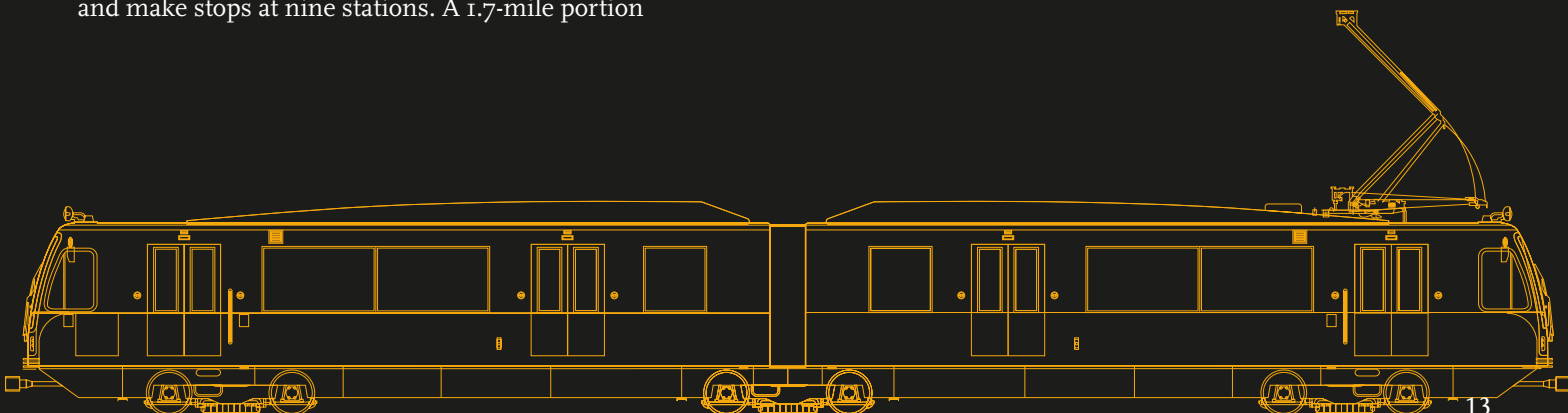
Eastside residents rely more on public transit than residents of any other area in LA County. According to a Metro survey, 31% of the residents regularly use transit to go to work, compared to 11% elsewhere.

The survey also revealed that many Eastside residents have already used Metro Rail. Approximately 37% have used Metro Rail versus 27% overall in LA County.

"The real story behind the Eastside project is the perseverance of community leaders in rallying residents behind the project," says Metro Central Area Planning Team Director Diego Cardoso. "These leaders have helped Metro plan the project and expressed their support at every key public hearing. They clearly understood that by building this transit project we were also building the community and defining paths for a more livable community."

Metro Rail now serves the county from Long Beach to North Hollywood and from Norwalk to Redondo Beach. In July 2003, Metro Rail began service from downtown Los Angeles to east Pasadena.

With the addition of the Eastside Extension, Metro Rail will span 79.1 miles by 2009. •



►  
*Far Right:  
State-of-the-art  
tunnel boring  
machine will  
dig beneath  
Eastside surface.*

## Light Rail Unlocks Cultural Treasures

The Eastside was considered Los Angeles' Ellis Island of the West Coast where new arrivals from Asia, Europe, Latin America and Russia first began their lives in Southern California.

The Eastside was, indeed, a melting pot of the 20th Century; a vast city inside a giant county where even today you can sway to mariachi music played from a traditional quiosco, then walk a few blocks to visit an 88-year-old Orthodox Jewish synagogue.

The Eastside also is a community where a person can travel down a street of bright murals and hand-painted signs and then encounter a Serbian Cemetery.

The stature of the community, which has long prided itself on its rich cultural past, is slated to rise in the future when the Metro Gold Line Eastside Extension opens.



►  
*The 1929 Roosevelt High School football team mirrored the melting pot quality of the Eastside.*

The line will mean more than rail cars or immediate jobs and less air pollution. Transit shapes great cities, and excellent transit systems make great cities greater.

What a welcome start to this new century for the more than 250,000 people who call the Eastside Corridor their home and are waiting to receive a faster mode of public transit.

The Eastside Extension will improve the quality of life for many. Residents will be able to reclaim time lost to long commutes and reinvest this time with family, friends and neighbors. The line also will provide a bridge to new areas where new opportunities await. •



## Tunnels Will Be Built Using Proven Methods

The latest technology will be used to build a 1.7-mile stretch of twin tunnels for the Metro Gold Line Eastside Extension.

The 25-foot diameter tunnels will extend between 1st Street and Boyle Avenue and 1st and Lorena streets where surface space cannot accommodate light rail trains.

Two closed-face earth pressure balance (EPB) machines will be used for the project. As long as a football field, the EPBs represent a vast improvement over the open-face machines used in similar soil conditions on the Metro Red Line subway.

Closed-face EPBs are widely used throughout Europe and were used to dig the English Channel tunnel. The machines are better capable of handling the excavation by providing increased ground support during tunneling to reduce the risk of excessive ground settlement.

“We’re taking every precaution to make sure there are no glitches,” says Metro Chief Capital Management Officer and Construction Chief Rick Thorpe, former chief executive officer for the Los Angeles to Pasadena Metro Construction Authority. “We want to make sure everything goes according to plan.”

The excavation of the tunnels, expected to begin in the summer of 2005, should take just over one year to complete. The amount of earth excavated from the two tunnels could cover an entire football field from sideline to sideline and end-zone to end-zone –15 stories high.

“We have a very experienced team,” says Dennis Mori, Metro executive officer, Project Management. “With all the new tunneling technology and additional safeguards, we feel that we’re going to have a very successful project,” added Mori, also the Eastside project manager. •

## Field Office Also Is Community Center

Residents can call or visit the recently opened Metro Gold Line Eastside field office in Boyle Heights for the latest information on the light rail project, to voice concerns or learn about the area's rich history.

The office is shared by Metro Community Relations and the Youth Opportunity Movement (YOM), a federally funded program that helps young people search for educational and career opportunities and develop graphic arts skills in a computer lab provided by Metro.

The Japanese American National Museum is donating an exhibit to the field office titled "Boyle Heights: The Power of Place." The promises and challenges of living in a culturally diverse society as told by area residents is the focus of the exhibit.

"We want to be a responsive neighbor and enrich these communities by providing resources and improving the quality of life," says Metro Senior Community Relations Officer Yvette Robles. "We are working to involve the Eastside neighborhoods with this project."

For more information about the Metro Gold Line Eastside Extension or YOM, visit the office in Boyle Heights at 1505 E. 1st Street between Clarence and Gless streets, or call 213.922.2259. •

▼ Below: Metro Gold Line Eastside Field Office is getting a mural, courtesy of Joe Ibarra.



## Metro Ready To Unearth A Hidden Past

When construction crews begin tunneling under Eastside streets next year, a team of archaeologists will be searching for artifacts that reflect the history of one of the first communities established east of the Los Angeles River.

Archaeological consultants under contract to Metro's Environmental Compliance and Services Department will rely on research, records and fire insurance maps dating from the 1880s for site plans of early buildings.

Environmental reports have identified the best locations to look for artifacts along the path of the six-mile light rail line, which will extend from Union Station to Pomona/Atlantic Boulevard.

The project archaeologist also will provide monitors who will visit construction sites along the eight-station alignment to see if crews find anything.

"We can expect to find remnants of buildings and their associated trash pits, wells and privies," says Jim Sowell, Metro's Environmental Compliance and Services Department manager. "As we dig into the first four to six feet below ground level, I believe we will find many archaeological artifacts from the early residential settlements of Boyle Heights, and the related schools, businesses, and synagogues that served a substantial Jewish community."

"As we dig deeper, there also is a potential for finding paleontological specimens (fossil plants and animals) in the sand, gravel and clay deposits common to the Eastside," says Sowell.

Since the beginning of Metro Rail construction in the 1980s, thousands of archaeological artifacts have been uncovered. During construction of the Metro Red Line subway, archaeologists unearthed the original tile floor of Campo de Cahuenga where the Treaty of Cahuenga was signed ending the California phase of the Mexican-American War.

At Union Station, more than 6,000 artifacts representing the period between 1880 and 1933 were found buried virtually intact. The remnants of Los Angeles' first Chinatown included old streets, building foundations, cookware, children's toys and other items used by the Chinese Americans of the day.

Also during the construction of the Metro Red Line, fossils dating to the late Miocene (5 million to 24 million years ago) and late Pleistocene (10 thousand to 1.8 million years ago) epochs were found.

Stored in county universities and museums, the artifacts and fossils found during rail construction have also inspired the design of Metro Rail stations. •

## Third Annual Mobility 21 Conference Set For

# August 3rd

Los Angeles' third annual transportation summit, Mobility 21: LA County Moving Together, is set for Tuesday, August 3 from 8:30 am to 2 pm at the Hilton Burbank Airport and Convention Center.

Metro and the Los Angeles Area Chamber of Commerce, in partnership with the Auto Club of Southern California, is bringing together transportation providers, business leaders, elected officials, local municipalities, academia and labor to develop solutions for transportation issues facing LA County through the Mobility 21 forum.

Some of this year's breakout session topics include land use, the promotion of sustainable trade focusing on freight movement and the economy, transportation funding initiatives, and transportation and traffic safety.

In addition, the day also will feature several keynote speakers as well as a lunchtime panel discussion hosted by state and federal elected officials.

More than 500 people attended the inaugural summit in 2002 that established the Mobility 21 Coalition. The Coalition is a broad-based consensus group that speaks on behalf of transportation priorities to the state and federal levels.

The Mobility 21 Coalition now includes more than 500 businesses, transportation providers, nonprofit groups, environmental organizations, transportation users and labor officials.

The Coalition has been active in advocating for the restoration of Proposition 42 funds, approved by voters in 2002. Although the funds, raised from gasoline sales taxes, were to be used for transportation purposes, they were being diverted to the state General Fund and used for other purposes.

In their visits to Sacramento earlier this year, members of the Mobility 21 Coalition met with key legislators and discussed state budget issues with top deputies from the California Department of Transportation and the California Transportation Commission (CTC).

Coalition members also traveled to Washington, D.C. to meet with federal lawmakers to advocate support of the reauthorization of TEA-21 and LA County's transportation appropriations requests.

For more information about the Mobility 21 transportation summit, or to learn more about Coalition activities, log onto [www.mobility21.com](http://www.mobility21.com).



# Mobility 21 Website Provides Direct Link To Legislators

New interactive software at the Mobility 21 website provides the public with the means of lobbying legislators on transportation issues.

Log on at [www.mobility21.com](http://www.mobility21.com) and you'll find a way to speak directly to legislators. Users of the website can send an email letter to their local, state and federal representatives, check on transportation legislation or find out which media outlets cover a particular area.

The new interactive software lets users click on the latest news in the site's action alerts and follow the latest state and federal legislative developments.

Also included on the website is information on the Mobility 21 Coalition advocacy activities, a calendar of upcoming meetings of the Mobility 21 planning group and information on the third annual Mobility 21 summit planned for August 3.

The increased interactive website features are part of advocacy efforts aimed at encouraging people to help the Mobility 21 Coalition develop solutions to the region's traffic problems. Metro and the Los Angeles Area Chamber of Commerce, in partnership with the Auto Club of Southern California, are leading the Mobility 21 initiative.

For more information, go to [www.mobility21.com](http://www.mobility21.com).

# There's Going To Be A Rail-Volution

Community, civic and business leaders will join elected officials and transportation planners in Hollywood on September 18-22 for Rail-Volution, an annual showcase for building livable communities near public transit.

Rail-Volution, created by Oregon Congressman Earl Blumenauer in 1995, is an arena for educating, motivating, creating and promoting a healthier lifestyle.

Building more transit-oriented developments can reduce traffic congestion, improve air quality and enhance the quality of life for everyone. Such developments encourage people to use public transit for traveling to jobs, shopping and medical appointments instead of driving.

Rail-Volution workshop topics will include the use of bus and rail as a viable choice for moving people, transit-oriented developments, and building new coalitions between neighborhoods and developers.

The conference will be held at the Renaissance Hollywood Hotel at Hollywood Boulevard and Highland Avenue. For more information, visit the Rail-Volution website at [www.railvolution.com](http://www.railvolution.com).





## Metro Keeping An Eye Out For North LA County Needs

Metro, along with the North County cities, Caltrans and the City and County of LA are calling for freeway and highway improvements to accommodate future population growth in the Santa Clarita and Antelope valleys.

Initiated in 2001, the North County Corridors Study recommends a \$4.8 billion package of short- and long-term projects to lessen traffic congestion on the Golden State Freeway (I-5), the Antelope Valley Freeway (SR-14) and state Highway 138, and to make these roadways safer.

A total of 270 miles of roadway is covered by the study, which will help Metro seek additional funding to relieve traffic congestion on the North County highways. The population in the study area is expected to jump from 760,000 in 2000 to more than 1 million in 2010 and 1.7 million in 2030.

Among the recommended projects that would increase capacity and improve safety on the I-5 and SR-14 freeways are additional carpool and truck lanes, a connector carpool ramp between the two freeways, and reversible carpool lanes on SR-14. For example, during the morning commute, all carpool lanes on the 14 would flow southbound and then reverse to northbound during afternoon rush hours.

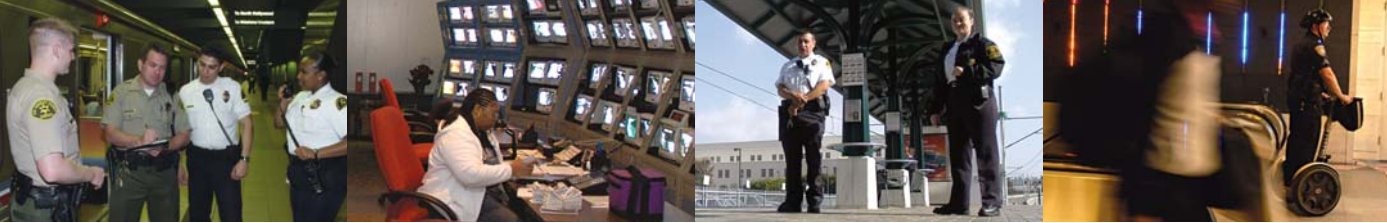
The study recommends three general-purpose lanes in each direction, an increase of one lane in each direction, of the 14 freeway to improve safety and traffic flow. The existing two-lane bottlenecks would be eliminated.

Additional recommendations include the widening of Highway 138, improving access to the Palmdale Airport and increasing bus and Metrolink commuter train service.

Consensus was reached on all the major study elements as a result of public feedback provided at 16 open houses.

“The study will provide the technical information needed to apply for grants,” says Kevin Michel, Metro Regional Transportation director, “and it provides a vision for North County.”

To date, Metro has allocated \$300 million in transportation funding to North County for Caltrans and local projects. •



◀ Fare inspectors assigned to Metro Rail are trained in first aid and evacuation procedures, and carry two-way radios to communicate with the Sheriff's deputies who patrol the Metro Rail and Metro Bus system.

## Security Demands More Time, Energy And Dollars

Metro is spending more time, energy and dollars this fiscal year to create a secure environment for passengers.

“Attacks on public transportation systems around the world have made bolstering security the top priority of all transit agencies in the United States,” says Paul Lennon, Metro’s director of intelligence and emergency preparedness management.

The U.S. Department of Homeland Security has awarded a \$4.57 million grant to help Metro achieve its goal of a safer system. The money will be used for new communications systems capable of detecting suspicious activity and materials.

The grant also will aid in acquiring new terrorism prevention equipment and staging emergency preparedness exercises.

“This means a lot to the overall security of the system,” says Metro’s police chief, Sheriff’s Capt. Dan Finkelstein. “It will allow us to work smarter and detect unusual behavior and substances with more certainty.”

Metro already is using closed-circuit surveillance cameras to monitor activity at its Metro Rail stations. Law enforcement and fire departments are notified

in an instant if something is amiss. Most of the Metro Bus fleet also is equipped with video surveillance cameras.

Metro is able to use its Emergency Operations Center (EOC) to monitor daily intelligence from the Office of Homeland Security, FBI and other local, county and federal law enforcement sources.

Another key to ensuring the safety of customers is the daily deployment of hundreds of Sheriff’s deputies to patrol buses, rail stations and trains.

Metro Rail fare inspectors also represent an extra insurance policy in safeguarding trains.

Metro currently has fare inspectors on the Metro Red and Gold Line trains, and is training for deployment on the Metro Blue and Green lines.

“Fare inspectors not only serve to ensure that passengers pay their fare, but also add eyes and ears to the system and help in relaying information quicker to law enforcement officers when problems arise,” says Metro Executive Officer of Administration Carolyn Flowers. “Having more fare inspectors will provide additional security, as well as safety and higher visibility.” •

## Capt. Dan Finkelstein Is Always On Duty

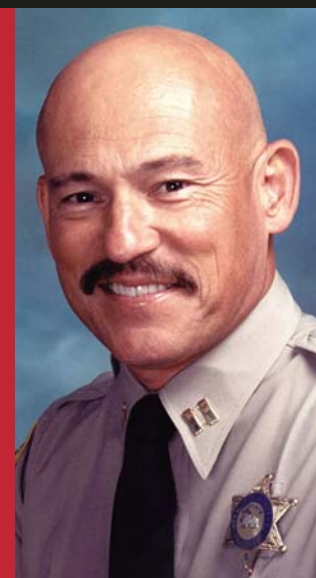
As Metro’s police chief, Sheriff’s Capt. Dan Finkelstein never leaves a stone unturned in making sure Metro Bus and Metro Rail passengers are safe.

Since assuming responsibility for Metro’s full-service security contract in May 2003, Finkelstein – a 28-year law enforcement veteran – has built a team of law enforcement professionals who specialize in all aspects of transit policing.

Their work includes patrolling Metro Buses and operating facilities as well as Metro Rail trains and stations. They seek out graffiti vandals and investigate crimes involving Metro vehicles and facilities.

“Having responsibility for 437 Sheriff’s personnel, 97 Metro security officers and Metro contract security personnel has created a tightly knit force that communicates in a seamless manner,” says Finkelstein.

“By taking a unified approach, we can respond more quickly to the first signs of trouble,” he adds. “The increased presence of uniformed deputies and fare inspectors on Metro along with the K-9 resources at our disposal all adds up to a deterrent.” •



► North Hollywood High School students, from left, Otto Hovsepian, Jesus del Val, Victor Sotero, Linda Nunez and Leonela Colque reach Metro Gold Line Memorial Park Station in Pasadena on a quest for the best itinerary.



## Students Take Vacation With Metro Day Pass

Can you really visit Los Angeles' best destinations in a single day and travel more than 100 miles for only three bucks, the cost of Metro's Day Pass?

That's what teams from four local high schools found out in the "Discover LA Via Metro: the \$3 Vacation" competition recently conducted by Metro.

With their passes in hand, the five-member teams from four local high schools traveled by Metro Bus and Metro Rail to museums, historical landmarks, art and entertainment centers, sports arenas, ethnic districts and other fun and exciting destinations.

Metro Day Pass is good for unlimited travel on the entire Metro Bus and Metro Rail system.

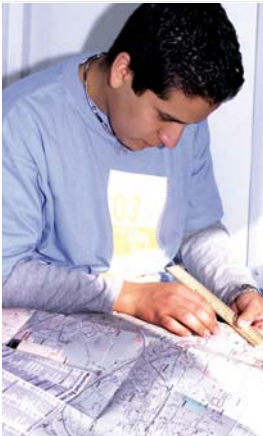
Metro offered prizes to the winners and special recognition to each high school team from Benjamin Franklin, Locke, Woodrow Wilson and North Hollywood that competed for the best answer to the question: "Can you have a great vacation with the Metro Day Pass?"

And the grand prize winner was Locke High School for their vacation plan. Students used Metro Bus, Metro Rapid and Metro Rail to visit the Walt Disney Concert Hall, the Music Center, Cathedral of Our Lady of Angels, Universal Studios, the LA Times Building, City Hall, Petersen Automotive Museum, La Brea Tar Pits, Hollywood/Highland, Universal Amphitheater, Ripley's Believe It or Not, Guinness World Records, Wax Museum, Egyptian Theatre, El Capitan Theatre, and the Hollywood Walk of Fame.

In preparation for the competition, students researched LA-area destinations on the Experience LA web site ([www.experiencela.com](http://www.experiencela.com)), a new online resource for exploring the region's wealth of cultural attractions via public transit.

The site provides searchable destination and event directories, interactive maps and cultural itineraries, and easy-to-use information on using public transit. •

► A student plots a course for fun and adventure using the Metro Bus and Metro Rail system map.



## Travel Show Delegates Meet The Metro System

International Pow Wow, a premier international travel trade show, came to Los Angeles in April, and Metro was there to welcome nearly 5,000 travel industry representatives from more than 65 countries. The event featured business appointments, trade show exhibitions and tours intended to generate close to \$3 billion in future travel to the United States and, specifically, Los Angeles. Metro arranged for delegates to experience the ease of use and cost-effectiveness of sampling Metro Rail and Metro Rapid. The Los Angeles Pow Wow event marked the first time that public transportation was showcased as a part of the international convention. Tour operators and journalists gave the Metro System high marks. •





## Tough Act To Follow

Actor and environmentalist Ed Begley, Jr. arrived at Union Station to promote Bike to Work Day last spring. Begley coached 100 fellow cyclists in a fun “bike camp” at Metro headquarters. He was joined by elected officials, kids and seniors — all riding bikes. In the past nine years, Metro has funded 109 bikeway projects and 500 miles of bicycle lanes. It is estimated that bicyclists make up 2.4% of all the daily travel trips in LA County. Metro’s goal is to double that number by 2025 to ease traffic congestion. •



◀ From left: Metro’s chief of construction Rick Thorpe, architect Gilbert Sanchez and archaeologist John Foster at Campo de Cahuenga excavation site.

## Metro Helps Preserve, Dedicate Historical Site

Metro has left a legacy for future generations in the wake of extending the Metro Red Line subway to the San Fernando Valley.

Metro, LA County and City of Los Angeles officials joined in a colorful and festive dedication ceremony of the partial reconstruction of the historic original Campo de Cahuenga adobe in Universal City.

Located adjacent to the Metro Rail Universal City Station, Campo de Cahuenga is the historic location where Lt. Colonel John C. Fremont and General Andres Pico signed the Articles of Capitulation on January 13, 1847, ending the Mexican-American War in California.

In 1923, the city bought the Campo de Cahuenga property and established a memorial park.

The original foundations were rediscovered in 1995 by archaeologists working for Metro during construction of the Metro Red Line subway. •



## Welcoming Committee

A who’s who of celebrity look-a-likes and other personalities gathered to recommend the \$3 Metro Day Pass. Fun-seekers can use the pass throughout the year to take “mini-vacations” to nearly 1,000 popular LA destinations. The pass is good for unlimited travel on the entire Metro System and beats the high cost of driving. •





LITTLE TOKYO/ARTS DISTRICT



PICO/ALISO



MARIACHI PLAZA



SOTO (EXTERIOR)



SOTO (INTERIOR)



EAST LA CIVIC CENTER



POMONA/ATLANTIC

## FACTOIDS

Metro Rail's Gold Line Eastside Extension

- > Length of extension: 6 miles
- > Construction cost: \$600 million
- > New jobs created: 46,000
- > Ride time: 17 minutes from Union Station to Atlantic/Pomona Station
- > Capacity: 22,000 daily boardings
- > Service hours: 4:30 am to 12:20 am daily
- > Stops: Eight new stations (two underground)
- > Access: Easy connection to 73 miles of Metro Rail service
- > Grand opening: 2009



Metropolitan Transportation Authority

# Metro™

One Gateway Plaza  
Los Angeles, CA 90012-2952

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