

Metro™ QUARTERLY

SPRING 2007



Planning for the New Reality of LA Transit

Metro Connections will restructure the county's bus system.



Metro™
America's Best



Chief Executive Officer
Roger Snoble

Not since the 1980s has Metro made as significant a shift in Los Angeles County's bus service as we're planning with a visionary program we've named Metro Connections.

And with Metro Connections, we're weaving together a wide variety of transit services designed to fit the needs of commuters, shoppers, tourists and all those who would prefer not to drive in traffic-choked LA.

For years, Metro has operated its bus service as a "grid system," with north/south and east/west routes. In the past several years, we've augmented those routes with a series of Metro Rapid lines on major transit corridors.

With Metro Connections, we'll concentrate on what Metro does best – provide regional service. And, drawing on our experience with the Metro Orange Line, we'll reconfigure our system to serve employment hubs, population and educational centers, entertainment venues and other major trip generators such as Metro Rail and Metrolink stations.

Partnering with us in Metro Connections will be the area's municipal transit agencies. We'll depend on them to provide an extensive array of local buses and shuttle services that reach deep into the heart of their communities. With the help of these agencies we will coordinate a revised and more efficient bus service network.

This issue of Metro Quarterly describes the Metro Connections program in detail and from several perspectives. It includes a center spread feature that illustrates how the three "tiers" of service – regional, intercommunity and neighborhood – support and complement each other.

With Metro Connections, we're re-imagining how we can best serve our current customers and the customers we hope to attract in the future with better, more efficient, safe and reliable bus service. We believe Metro Connections represents a bold step into that future.

Sincerely,

Roger Snoble



On Our Cover:

Metro transportation planners study details of a Metro Connections service map, one of several resources used by the planning team to improve LA's transit system.

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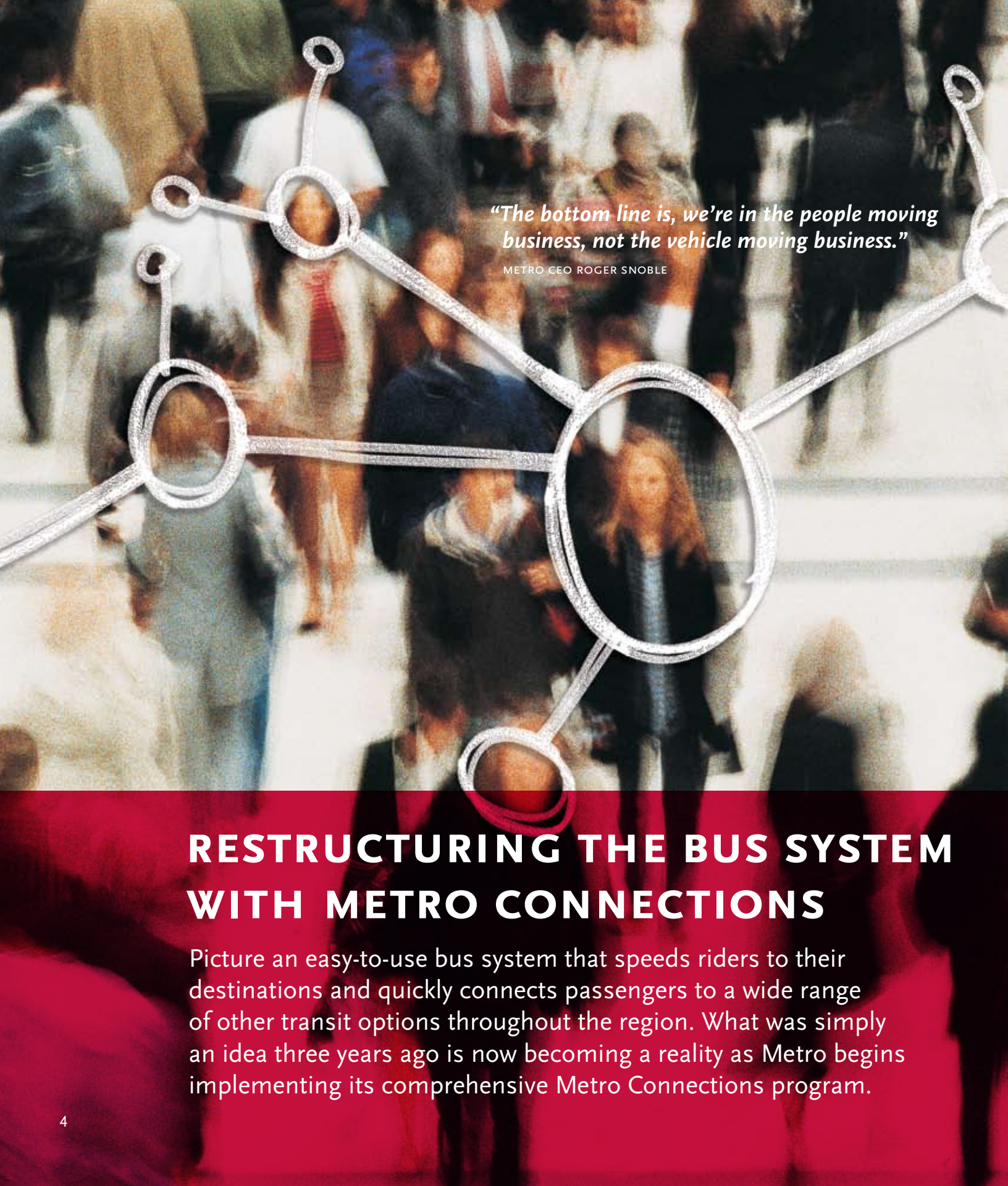
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"The bottom line is, we're in the people moving business, not the vehicle moving business."

METRO CEO ROGER SNOBLE

RESTRUCTURING THE BUS SYSTEM WITH METRO CONNECTIONS

Picture an easy-to-use bus system that speeds riders to their destinations and quickly connects passengers to a wide range of other transit options throughout the region. What was simply an idea three years ago is now becoming a reality as Metro begins implementing its comprehensive Metro Connections program.



Metro Connections is an on-going project to restructure Los Angeles County's bus system. This sprawling route system spans a 1,400-square-mile area covering 88 cities, and runs operations in five service sectors. Metro operates three different types of bus service. Local buses make frequent stops; Metro Rapid buses serve bigger arterial corridors; and Metro Express buses offer premium service along freeways.

"The Metro Connections program addresses how we will meet the current and future travel patterns of people in the region and do it in the most effective and efficient ways," says CEO Roger Snoble. "We're focusing on our bus lines and working with the region's municipal operators to see if there are better ways to provide the fastest service possible."

Here's How it Works

Metro's new service delivery concept is designed to convert the current grid-based bus system, which is focused on Downtown Los Angeles, to a system that focuses on providing high-speed connections within a network of major activity centers throughout the county. Transit centers are to be located at each of these centers and more of Metro's bus service will be concentrated in the travel corridors that serve these centers. In collaboration with municipal and contracted operators, the system will be phased in over the next four years, and will include new express routes and reconfigured local service.

"Metro Connections can be expected to lead to more efficient use of scarce transportation resources, and new spokes can be connected rapidly," adds Snoble. "Our customers may find the bus network to be simpler and more intuitive to navigate. Scheduling also will be more convenient for customers since there will be fewer routes with more frequent service."

Why Metro Connections Now?

Over the last decade, new transit services such as light rail and the subway, Metrolink commuter rail service and many municipal transit operators have responded to the demand for more efficient and reliable transportation options. However, Metro's nearly 200 bus routes haven't kept up with changing mobility needs. Based on these factors, along with funding realities, Metro recognized the need to evaluate and develop a long-term strategy on how best to provide regional bus service.

Metro Connections is the Solution

Key objectives of the program are: improving the overall bus system speed; improving the coordination of services; simplifying service and segmenting long bus routes; and maximizing efficiency and productivity. Some of the key changes that will result from these objectives include:

- > *Creation of a Network of High-Speed Services* – Under the plan, there will be a network of expedited transit services connecting the major regional activity centers. This will allow for faster and more reliable service between places where people want to go. The network will comprise Express, Rapid Express, Rapid, Metro Liner and other point-to-point services.
- > *Better Bus Schedules* – As part of Metro Connections, bus schedules will be modified to increase speed, improve schedule reliability and to improve the frequency of service.
- > *Improved Downtown Service Plan* – Service in Downtown LA will be redirected to focus on major activity centers, such as the Financial District, Staples Center, Bunker Hill, Union Station/Gateway, and the Broadway commercial area. The plan will make better use of the rail system and DASH service. It will help alleviate traffic congestion by consolidating bus service to operate along key streets, using more bus lanes and increased use of signal priority. The plan also looks at the possibility of establishing a transit mall along Broadway.

Moving Forward

Other cities in the United States, such as Seattle, have implemented similar hub-and-spoke bus transportation systems with successful results. Metro is moving forward with Metro Connections by making changes on some bus lines to straighten out specific corridors. The agency is also looking at the appropriate frequencies and amount of service necessary to enhance the quality and convenience of transit. However, there is still a lot of planning to do before these changes debut in June 2007.

"The bottom line is we're in the people moving business, not the vehicle moving business," says Snoble. "We see a lot of opportunities with Metro Connections to partner with our regional transit operators to increase ridership and improve Los Angeles County's transit service."

Metro Connections: A Growing and Efficient Transit System



Over the past two years, Metro Connections has progressed from a simple plan on paper into a four-phase bus service restructuring project. As Los Angeles County's regional transportation options – Metro Rail, commuter rail, and the number of bus providers – have expanded, Metro Connections has continued to seek new ways to enhance the integration of each of these transportation modes with our regional bus system.

Metro initiated Metro Connections in the fall of 2003 to develop a long-term strategy on how to best provide bus service throughout the region. Metro identified two of the project's major objectives: to attract more public transportation customers and to improve the efficiency of the transit system by making the best use of available resources. Specifically, Metro Connections aims to increase bus system speed and to increase bus seat capacity use by 10 percent from an average of 37.6 percent to about 41 percent systemwide.

Taking a Multi-Phased Approach

As a collaboration between sector and municipal transit operators, as well as other key regional transportation stakeholders, Metro Connections was developed in several phases. Phase 1 included a year-long needs assessment, which was completed in January 2004. During this phase, Metro conducted a series of stakeholder outreach meetings to discover both transit users' and non-users' concerns, such as improving service reliability, enhancing the interactions between bus and rail, and improving travel speed.

doing what we're doing with Metro Connections, and then to take their input and refine it to best meet everyone's needs."

Based on the Phase 1 findings, Metro Connections' objectives were to:

- > Provide customers with high quality service;
- > Build on the region's backbone Metro Rail and Metro Rapid system;
- > Eliminate duplication of service;
- > Use resources effectively;
- > Increase travel market share; and
- > Match capacity with demand.

"We believe that the agency can achieve these goals by developing a bus and rail route network that is simple to understand, provides timely connections between major travel origins and destinations, and reflects the current and future travel needs of our customers," says CEO Roger Snoble.

"We talked to Board members, Sector Governance Councils, the Council of Governments, elected officials and service provider groups to get their input," says Mark Maloney, general manager of Metro's Westside/Central Service Sector. "We spent the time to help them understand why we're

Metro completed Phase 2 – the development of alternative strategies – in May 2005. In this phase, the team identified the major regional travel patterns and areas that could be considered for key transit hubs. Metro Connections' Phase 3, which is currently underway, concentrates



on developing a detailed service plan. This includes creating a revised bus route network, an outline of service operating parameters, and determining resource requirements for the revised network. From June 2007 to June 2009, Phase 4 will implement the new Metro Connections program.

Creating a Route Network Master Plan

During the first half of 2006, the Metro Connections team worked on Metro bus system design proposals. This included identifying travel corridors requiring bus service, determining beginning and ending points for bus routes, and assessing the types of bus service to be operated on each corridor.

Additionally, in April and May 2006, the Sector Governance Councils conducted workshops to review preliminary Network Master Plan proposals. These proposals have been compiled to form a regional network of Local, Rapid, Express, and Shuttle services. A redesign of Downtown Los Angeles bus service also will be included as part of the Network Master Plan. These proposals provided a framework for the further development of the Metro Connections program.

“Over the last six months, we’ve been refining the plans with the

Governance Councils and the public. In February, we had a public hearing to present our plans,” notes Maloney.

Partnering with Municipal Operators

Throughout the development of the Metro Connections concept, a large

part of Metro’s service planners’ focus has been working with their counterparts at the region’s other municipal operators to ensure that the program makes the most efficient use of capacity. Because most transit operators face operating limitations, funding constraints and other factors that can affect service, Metro Connections provides the opportunity to improve the coordination of transit service between Los Angeles County service providers. *(Please see the center spread.)*

Launching Metro Connections’ Pilot Program

In December 2006, Metro launched a pilot Metro Connections program to test the benefits of the proposed program design. *(Please see the sidebar story.)* The components included bus speed improvements, improved clarity in bus routings, and improved productivity and efficiency. Over the next few months, Metro will closely monitor these service changes to determine their effectiveness for a wider-scale implementation.

“Metro Connections is a dynamic process,” says Maloney. “Even once we implement the program, there’s a continual planning cycle where we will evaluate what we implemented to see if it’s meeting expectations, or if we need to add more service. It’s a program in constant review to align it with the greater needs of the public.”

Metro Connections Pilot Program

Here’s a quick look at how the Metro Connections pilot program has helped create faster, more efficient regional transportation.

Faster Service

- > New limited-stop service on Nordoff Boulevard.
- > New Metro Rapid service on Reseda Boulevard.

Simplified Service

- > Restructured six San Fernando Valley routes to provide shorter, more direct service and to improve service reliability.

Improve Productivity and Efficiency

- > Rerouted service on Sherman Way to reduce duplication and to improve productivity.
- > Restructured service on Florence Avenue.

Faster Destination-Based Service for LA County

Metro Connections represents a new, more effective way to meet the daily travel needs of people in Los Angeles County.

Working closely with the area's municipal operators, city planners and the public, Metro is carefully restructuring its current grid-based bus system into a more efficient layered, community-based system. The result: faster, more reliable service that will improve regional mobility and connectivity.

(In the maps on these pages, each overlay reveals a key aspect of the new Metro Connections system. See how Metro Connections effectively combines strategic regional centers and rail service with local, rapid and express bus lines, and municipal transit service.)

Local Service: Metro and Municipal Transit Partners

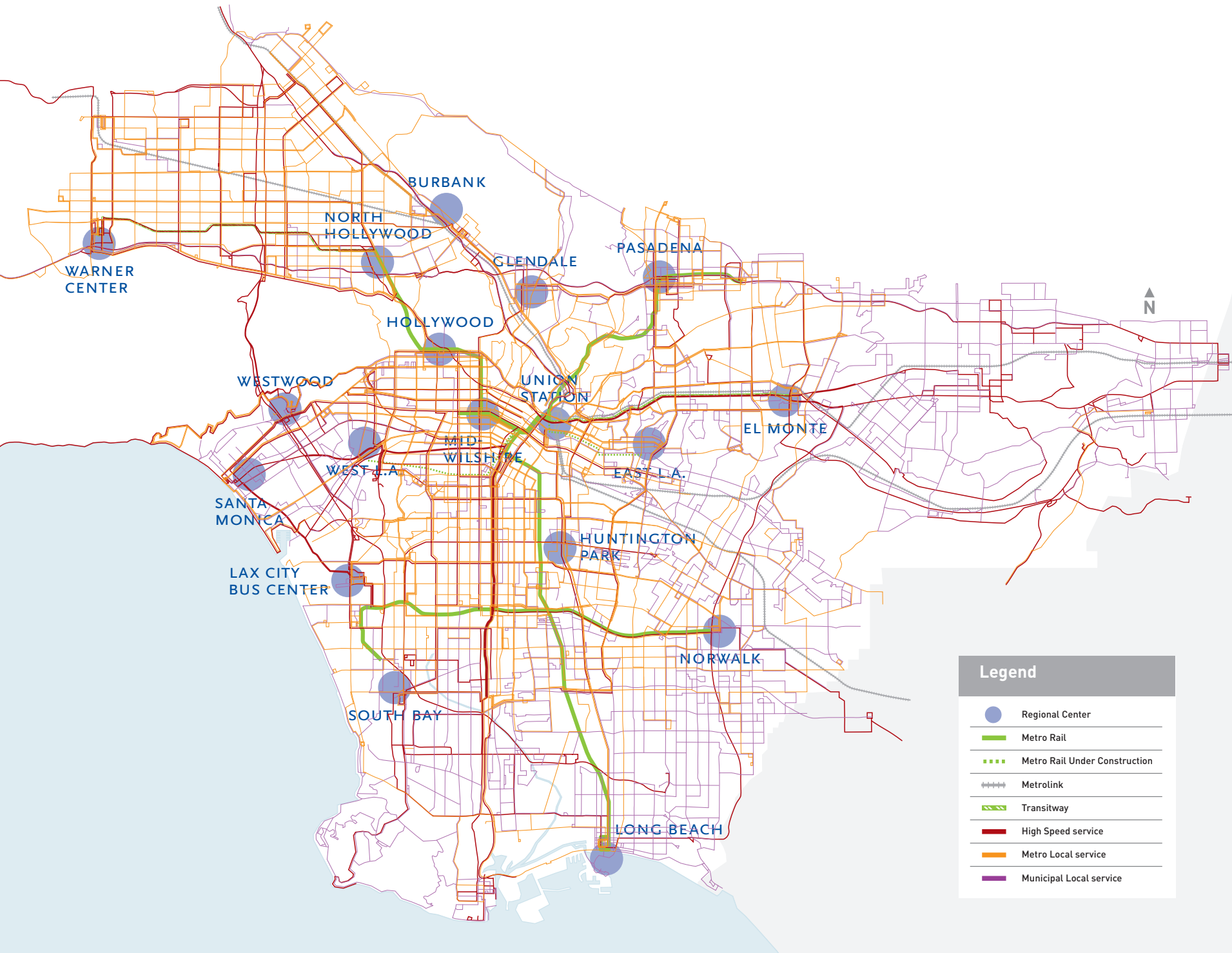
- > Metro's shorter, more direct alignments save time, are more efficient, and deliver customers to their destinations faster.
- > Routes focused on major activity centers allocate appropriate resources to make it more convenient for riders to access bus service.
- > More service in major travel corridors better serves current customers, while attracting new riders.
- > Expanded local bus service by municipal operators better serves the transit needs of the communities in which they operate.
- > Better integration of regional transit service corresponds with community goals and plans.
- > Clearer roles for LA County operators help appropriately allocate funds to provide more service where it is needed.

High-Speed Network

- > Reduced travel times speed customers to their destinations.
- > Countywide connectivity provides faster and easier access to a broader range of regional travel destinations.
- > Expanded family of expedited services such as Metro Rapid and Metro Express provides faster, high-speed, point-to-point, destination-based service.
- > Improved regional mobility enhances travel quality and convenience, as well as quality of life.

Regional Centers, Rail and Transitway Service

- > Regional centers at major destination points improve service connectivity.
- > Greater integration of bus and rail service gives customers more coordinated, convenient connections between services.
- > Improved amenities such as transit-oriented developments enhance economic development and promote more sustainable patterns of urban growth.
- > Better connection opportunities with multiple operators provide greater regional mobility.
- > Transitway service such as the Metro Orange Line, the El Monte Busway and the Harbor Transitway offers multiple options and frequent service for riders along major transportation corridors.
- > Metrolink commuter trains serve the five-county area and connect with the Metro system and municipal bus service.



Legend

- Regional Center

- Metro Rail
- Metro Rail Under Construction

- Metrolink

- Transitway

- High Speed service

- Metro Local service

- Municipal Local service

Local Service: Metro and Municipal Transit Partners

High-Speed Network









Regional Centers, Rail and Transitway Service



High-Speed Network

Regional Centers, Rail and
Transitway Service



Legend	
	Regional Center
	Metro Rail
	Metro Rail Under Construction
	Metrolink
	Transitway
	High Speed service
	Metro Local service
	Municipal Local service

Municipal Operators Play Key Metro Connections Roles



“I firmly believe that Metro should be focusing primarily on the heavy-demand corridors and the long-distance transport within Los Angeles County and that the local operators should focus on community transportation,” says Terisa Price, transit manager of Beach Cities Transit. “We know our people and their needs the best and are able to schedule transportation more effectively to meet those community needs.”

The success of the Metro Connections implementation will lie in the close partnerships between Metro and the region’s municipal operators. Once a month, representatives from Metro and the South Bay’s municipal operators, as well as from Big Blue Bus, Culver CityBus, the LA Department of Transportation, and Los Angeles World Airports meet to discuss Metro Connection’s progress. They look for ways the municipal operators can offer services in their areas that are more appropriately provided by a local operator.

Taking a Cue from Beach Cities Transit

Beach Cities Transit has stepped in to fill vacancies in the area’s transportation corridors with local service, resulting in increased operating efficiency and rider satisfaction all around. In August 2006, the operator debuted its Pacific Coaster line which runs from Redondo Beach to the LAX City Bus

Center, backfilling a 100-year-old transportation corridor that originally started out as a Red Car Line. “We’re probably servicing about 400 passengers a weekday on that line,” notes Price. “That’s a small number of passengers for Metro, which made it a bus line over-served by Metro. But it’s a very appropriate number of riders for our municipal service.”

Metro Collaborates with LADOT

Like Beach Cities Transit, the Los Angeles Department of Transportation (LADOT) is one of Metro’s key transportation collaborators. LADOT’s six weekday and three weekend DASH Downtown bus routes take nearly 8 million riders across the city’s downtown area each year; its Commuter Express service provides non-stop and limited bus service between residential areas and major work centers; and the agency’s Community DASH provides fixed-route shuttle bus services.

Metro's Westside/Central Service Sector also runs a significant amount of bus service to the downtown area. In looking at revising downtown service, the sector partnered with LADOT. "The concept is to bring people in quickly and have them connect to a Metro-operated circulator or an LADOT-operated circulator rather than have 20 different Metro lines making loops into downtown," explains Mark Maloney, Westside general manager.

"For example, our Commuter Express Route 549 runs between the San Fernando Valley and Pasadena," says Philip Aker, supervising transportation planner for LADOT. "We're modifying the line to stop at the North Hollywood Orange Line station so that people can come across the Valley on the Orange Line and take the Commuter Express into Pasadena. Metro Connections

is simply an extension of what we're already doing."

Providing the Most Economical, Efficient Service Possible

Faced with limited financial and operational resources, Metro simply cannot be all things to all people. "As regional transportation providers, both Metro and the municipal operators have a responsibility to provide the most economical, efficient service possible for our riders," says Price of Beach Cities Transit. "But there's only so much money that comes into the Los Angeles County area and that money can best be spent on suitable service. By facilitating municipal operators to fill Metro's vacated corridors, we benefit, the consumer benefits, and the region ends up with more service because the funds will be appropriately spent."

Metro Connections – Benefiting Customers One Route at a Time

One of the main goals of Metro Connections is to meet the current and future travel patterns of people in LA County, and do that in the most effective and efficient ways possible. From the beginning, the program was designed with passengers in mind – speed being one of the biggest benefits of a layered service design.

As part of improving its Rapid service, Metro considered areas where routes could be shortened to distances under 20 miles. "This change also would increase bus system reliability since the longer the route, the greater likelihood that the bus would become stuck in traffic and would run late," notes CEO Roger Snoble. "By shortening routes to sections that people use the most, Metro's bus system can become more reliable."

Another way Metro Connections can benefit customers is through greater access to services. The planned

regional transit centers will make the Metro transportation system much easier to navigate for both experienced and new riders. Moreover, by focusing service on major activity centers, passengers can travel throughout Los Angeles County quickly and easily via bus, light rail and subway, Metrolink and municipal transit.

"In creating a network of community transit centers as the focal points of our regional transit system connected by major travel corridors, we can more effectively utilize and integrate the varied strengths of each of the region's more than 80 service providers," says Snoble.



Making Connections: Seattle Area's Hub-Based Transit

Los Angeles isn't alone in restructuring its transit services. In the Seattle area, passengers on King County Metro Transit are reaping the benefits of a layered, hub-based transit services approach.

In 1995, King County Metro Transit adopted its Six-Year Transit Development Plan for 1996-2001. The plan, which is updated annually, was formulated on a significant reorientation of service to a broader range of travel destinations.

Over the years, the transportation agency noted that the Puget Sound Region had become increasingly suburban, generating a commuting boom much like the commuting patterns experienced by LA County residents.

Recognizing this trend, King County Metro Transit worked with residents, bus riders and local community organizations to develop service improvements for its existing route network. Since the fall of 2001, King County commuters have benefited from multiple hubs, revised routes, more frequent service, added rush hour trips, a new suburban transit center, and park-and-ride garages.

Pulling Out All the Stops – Metro’s Express Lines



While the full implementation of Metro Connections is still about two years away, two pilot programs already have been converted to full-time service. Each week, nearly 700 LA riders take advantage of Metro Express Line 577X, a weekday express bus operating between El Monte and Long Beach, with only one stop in between at the Metro Green Line Station in Norwalk. Not only is it easy and convenient, the 577X is faster than driving alone.

“With Metro Connections, a big portion of the program focuses on our passengers’ commutes and being able to speed up services,” says Jack Gabig, general manager of Metro’s San Gabriel Valley Service Sector. “The 577X is part of Metro’s growing express bus service that links Los Angeles with quick and frequent service and increased travel options for riders.”

Utilizing High Occupancy Vehicle (HOV) lanes on the 605 Freeway for most of its 28-mile route, the outbound 577X starts at the El Monte Station, a major transit hub with connections to 27 other bus lines, then travels non-stop to the Metro Green Line Station in Norwalk.

Long Beach. End-to-end, the 577X takes about 50 minutes – a distance that could take a driver as much as 1½ hours during rush hour.

Metro Express Line 577X is the second service in the Metro Express bus program, joining Metro Express Line 450X, which debuted in June 2005.

Downtown LA in Less Than 30 Minutes

Like its 577X counterpart, Metro Express Line 450X whisks morning and afternoon rush-hour commuters between their destinations in 25 to 30 minutes. The 450X travels the Harbor Transitway between the Artesia Transit Center and Downtown LA’s Financial District. The brisk trip includes a mid-route stop at the Harbor Freeway station for passengers using the Metro Green Line. The 450X also stops at the 7th



Transforming the El Monte Station Into a Transit Village

The El Monte Station, one of Metro Connection's 18 hubs, connects passengers in the San Gabriel Valley with the rest of Los Angeles County. The El Monte Station is a two-level, 23,340-square foot bus terminal with 2,000 free parking spaces. Thanks to the range of transportation service providers, including Metro, Foothill Transit, El Monte Trolley and Greyhound, more than 6,200 riders travel each week throughout LA County.

To take the concept of using transit to reshape the way more Los Angeles County residents live, work and play even further, Metro is analyzing the feasibility of developing a transit village in El Monte that would encompass more than 55 acres that include the El Monte Station.

"The El Monte terminal, along with the adjacent Caltrans and city properties, is uniquely situated to create a true 'transit village'," says Roger Moliere, Metro's executive officer of Real Property Management and Development.

The project is expected to be developed in phases and is envisioned as a mixed-use residential/retail site that would contain 900 for-sale housing units, along with 300 apartment rental units – with a substantial affordable component to each.

"Additionally, we plan to feature retail establishments, as well as public amenities," says Moliere. "These include new parks, the creation of a river walkway along with other pedestrian water-oriented features, and bikeways."

Street/Metro Center station, the connection point to Metro Rail's Red, Purple and Blue Lines.

"The South Bay community is well served by this new and improved Express service, which can save them valuable time and reduce gasoline and parking costs," says Dana M. Coffey, general manager of Metro's South Bay Service Sector. "The Artesia Transit Center is fully equipped to handle commuters' needs, with 900 free park and ride spaces and connections with ten Metro and two municipal transit lines serving much of the South Bay area."

New Rapid Express to Serve the Westside

The Metro Connections program's newest Rapid Express line will debut in June. The line grew from a suggestion by the Westside/Central Service Sector Governance Council. Starting with a pickup point at Wilshire/Vermont, the Rapid Express will then speed passengers from Wilshire/Western to the Westside and into Santa Monica with only four stops along the way.

"It will be an exciting service that should provide much-needed benefits to customers," says Mark Maloney, general manager of the Westside/Central Service Sector.

Metro's New 2550 Light Rail Car Preps for Gold Line Debut



The sleek 2550 light rail vehicle will debut on the Metro Gold Line later this year, offering Metro more flexibility in transporting riders along the agency's three light rail lines.

Thanks to advanced electronics, the 2550 vehicle will be able to operate at speeds up to 65 mph on all Metro light rail lines: Blue, Gold, Green and the Gold Line Eastside Extension, currently under construction.

Metro has ordered 50 of the 90-foot-long vehicles from AnsaldoBreda of Naples, Italy. The 2550 contract includes two 50-car options.

Metro began testing a 2550 prototype rail car in June 2005. The first three

of the \$2.9 million "production cars" were received from the manufacturer in January. The last of the 50 cars from the current order will reach Metro in 2008.

Each car seats 76, including space for four wheelchairs. The cars feature a stainless steel body and eight doors compliant with the Americans with Disabilities Act.

Enhanced security features include six video surveillance cameras and two silent alarms. With a global positioning system and six interior public address speakers, each car will automatically announce its arrival at the stations.

Metro Board Approves 65-Foot Prototype Bus for Evaluation

The Metro Board has approved funding for production of one 65-foot articulated Metro Liner demonstration bus that will accommodate nine additional seated passengers and up to five more standing passengers.

The action was in response to greater than anticipated customer

demand on the Metro Orange Line. The new vehicle will feature upgraded frameless windows, adding to its visual appeal.

The 65-foot bus, to be built by North American Bus Industries (NABI), is expected to be completed and ready for evaluation this summer. If it meets Metro's requirements,

it could be phased into Orange Line service in the future.

Metro continues to evaluate new bus technologies, including an 80-foot design that would contain double articulated joints and even greater seating capacity.

Local TV Stations Now Deliver Metro's Transit TV News

NBC's Los Angeles TV stations – KNBC-Ch. 4, KVEA-Ch. 52 and KWHY-Ch. 22 – are partnering with Transit TV to provide local news updates in English and Spanish to Metro bus riders as they commute to and from work.

On-camera anchors for the three stations deliver five minutes of

news, weather and sports every hour on Transit TV's network of 4,400 LCD screens – two on each of Metro's 2,200 buses.

Installed on buses since August 2006, Transit TV also presents world news briefs in English and Spanish. It has cooking, home help and gardening shows, as well as word

games and other entertainment programming throughout the day.

Programming includes Metro ads and rider information, as well as a detailed LA County street map that pictures the real-time movement of the bus along its route.

Metro's Wilshire Customer Center Undergoes 'Extreme Makeover'



Metro officials dedicated the newly renovated Wilshire Customer Center in January, following an "extreme makeover" that gives the building instant recognition and makes it easy for Metro customers to find the location, purchase transit fares and recover items left on Metro buses and trains.

The Customer Center is located along the famed Miracle Mile on Wilshire Boulevard, one of the busiest corridors in LA County.

"The Wilshire Customer Center is the latest example of Metro's ongoing commitment to serving its customers," said CEO Roger Snoble. "This fully upgraded facility will make it easier for our patrons to fulfill their transit requirements, from getting a monthly pass to picking up a bicycle they may have mistakenly left on a Metro vehicle."

The Customer Center serves as the centralized home to Metro's renovated Lost and Found

Department. It first opened on August 25, 1987 when the exterior was stucco and painted gray.

Metro Art commissioned artist Jim Isermann to transform the façade. Isermann's eye-popping artwork consists of more than 500 folded aluminum sun screen panels coated in shades of blue, a combination that creates an illusion of cubes in three dimensions.

Public Transportation Ridership Increased Nationwide in 2006

The American Public Transportation Association reports that public transportation ridership nationwide increased by nearly 3 percent in the first nine months of 2006, as Americans took 7.8 billion trips on public transit.

"Even as gas prices declined, more and more people decided to ride public transportation," said APTA President William W. Millar. "This continued increase in transit ridership demonstrates that when people have transportation choices, they use them."

Light rail had the highest percentage of growth among all modes of

transportation with an increase of 5.4 percent.

In Los Angeles, ridership on the Metro Blue Line increased 7.5 percent in the first nine months of 2006 over ridership during the same period of 2005. Green Line ridership grew by 12.6 percent, while ridership on the Gold Line ebbed slightly.

Orange Line ridership grew

Although no year-to-year comparison could be made for the Metro Orange Line, which opened in October 2005, ridership on the cross-Valley transitway in the first nine months of operation reached a remarkable 4.57 million on the 14-mile transitway.

Subway ridership nationwide increased in the first nine months of 2006 by 2.8 percent. The largest increases in heavy rail were in Boston, with 12.9 percent, and in Los Angeles with 12.2 percent on the Metro Red Line.

Nationally, bus ridership increased by nearly 3 percent in the first nine months of 2006. Ridership on Metro's directly operated bus lines increased by 3.9 percent in the first nine months of 2006 over the same period in 2005. Total ridership grew from 278.3 million to 289.2 million in that period.

Metro Connections At a Glance

Once fully implemented in June 2009, Metro Connections will provide:

- Faster, high-speed, point-to-point destination-based service.
- Increased use of the region's high-capacity, high-speed rail and transitway system.
- Improved regional service coverage and connectivity.
- Upgraded inter-community and local service.
- Coordinated, convenient connections between services.
- Customer service improvements designed to enhance the quality and convenience of the travel experience.

FACTOIDS

TRANSIT

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