

Metro™ QUARTERLY

WINTER 2007

America's  Best

Los Angeles Meets the Future

Understanding the mosaic of Metro's
transportation funding programs

M

Metro™

Chief Executive
Officer
Roger Snoble



California voters gave strong support in November's elections to three ballot measures that are key to improving transportation in this state when they voted by wide margins for Propositions 1A, 1B and 1C. Los Angeles County, in particular, will benefit from their passage.

Prop 1A ensures that revenue from taxes on gasoline sales will be used for transportation improvements. Except in times of severe fiscal hardship, it will prevent the state from diverting these revenues into the general fund. In the past, Metro has had to raise money through bonding when Sacramento redirected the county's half-cent tax on gasoline sales.

Because Metro now will be assured of a steady flow of revenue from the gasoline sales tax, we can begin new capital projects and operate our transit system with confidence that funding will not be disrupted.

Prop 1B will provide \$20 billion in bond funding to rebuild and expand highways throughout the state, fund transit and reduce air pollution. Metro will work to make sure that LA County receives its share of this money, which includes funds for light rail, bus and commuter lines.

Prop 1C will provide \$2.85 billion through bonding for housing programs. The measure specifically mentions transit oriented development. Passage of this measure comes at a time when Metro is focused on developing prime real estate around its transit facilities for housing, commercial and office development.

In this issue of Metro Quarterly, you'll learn how we're working with our legislators in Sacramento and Washington, D.C., to ensure that Los Angeles County receives a fair share of the funding from the taxes we all pay. You also can catch up on the latest Metro news and read a fascinating article about the Caltrans Traffic Control Center.

On a personal note, I would like to extend to all of you and your loved ones my most sincere wishes for a very happy and prosperous holiday season.

Have a happy New Year and a prosperous 2007,

Roger Snoble



On Our Cover:

Lynn Aldrich, Artist
Blue Line Oasis (partial), 1996
Artesia Station, Metro Blue Line

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EDITOR'S NOTE: In November's election, California voters approved Proposition 1A, ensuring that state gasoline sales tax funds are used for transportation projects; Proposition 1B, a measure that will provide some \$20 million for transportation projects statewide; and Proposition 1C, which includes provisions for transit oriented development. For more, please see Pgs. 10 and 11.

LOS ANGELES MEETS THE FUTURE

In the next **25 years**, the population of Los Angeles County is expected to **increase** by approximately two million people. This will add to the nearly 10 million people already living and working here with all their cars, trucks and SUVs. With **more people** and nearly one million **new jobs**, daily trips will significantly increase – **overloading** streets, highways and a public transit system that already is at or near capacity.

Growth in freight moving through the ports of Los Angeles and Long Beach, as well as from air cargo, is expected to more than double over the next 25 years. This only compounds the area's already congested traffic. This explosive growth will impact regional mobility, air quality, safety, commercial and real estate development, and eventually the quality of life.

Recognizing the need to tackle these challenges now, Metro is in the process of updating its Long Range Transportation Plan (LRTP). The LRTP update will assess future population increases projected for the county and what such increases will mean for future mobility needs. The plan will recommend what can be done within anticipated revenues, as well as what could be done if additional revenues become available.

"The prior LRTP provided a long range view through 2025," explains Brad McAllester, Metro's deputy executive officer of Long Range Planning. "This new plan goes out to 2030."

At the end of May 2006, the Metro Board of Directors reviewed preliminary financial assumptions and the performance of major transit and highway projects that could be considered for inclusion in the updated plan. It is anticipated that preliminary plan recommendations will be presented to the Board early in 2007, with a draft plan out for public review in the spring. After a 45-day public review process, recommendations for final LRTP adoption will be presented to the Board next summer.

"We're assuming that the Board will want to first fund all of the projects that it adopted in the 2001 LRTP," notes Carol Inge, Metro's chief planning officer. "Los Angeles County's large local funding share is unique in the nation. We receive transportation funds from state and federal agencies, but two-thirds of our money comes from the two half-cent sales taxes generated by Proposition A and Proposition C. That's not true for other counties where state and federal funds are often the primary source of transportation dollars."



Leading the Nation's Transportation Development

In the five years since Metro last developed a 25-year plan, the agency has initiated a number of key transportation projects, including the Metro Gold Line Eastside Extension Light Rail Project, Phase I of the Exposition Light Rail Line, the Orange Line and 15 Metro Rapid lines.

Given the variety and scope of these projects, it's not surprising that these transportation innovations bring people from around the world to learn what Metro is doing to successfully improve mobility. Metro Rapid leads the nation in bus rapid transit programs; Los Angeles has the largest High Occupancy Vehicle (HOV) carpool lane system in the country; and the Metro bus system is the country's most technologically advanced bus system.

These programs, along with services such as the Metro Freeway Service Patrol Big Rig Tow Service and the #399 cell phone emergency call system, help keep the traffic flowing.

Finding Solutions for Growing Needs

Looking toward 2030, the county's transportation needs will be greater than the dollars available. "We need to grow the resources," says Inge. "It's challenging to serve the growing population that is projected for the county with the dollars that we have. We need to implement a wide range of transportation options to meet future needs, from new transit corridors to carpool lanes and signal coordination of city streets."

In addition to improving the infrastructure, she says transportation planners will need to look at land use policies such as smart growth. They must find ways to provide attractive alternatives to driving alone, through strategies such as ridesharing and innovative transit services like the Orange Line and Metro Rapid program.

"Our goal with the 2006 LRTP," says Inge, "is to develop a balanced transportation program that makes the best mobility improvements we can within the dollars that we have."

Metro and Partners – Keeping Traffic Flowing

Matching the right **transportation solution** to the many ways commuters and commercial businesses get around the Southland is Metro's **mission**. Whether it's helping commuters get home quicker, speeding distressed big rigs off the highways, or connecting stranded drivers to the Freeway Service Patrol, Metro is right there **providing** the biggest mobility **benefit** for a wide range of audiences.



More HOV Lanes Than Any System in the Nation

With 380 miles of High Occupancy Vehicle (HOV) lanes in 14 different freeway corridors, Los Angeles County has one of the most extensive HOV systems in the country. On this robust system, an average HOV lane accommodates 1,200 vehicles and 3,100 people per hour during peak periods. This compares to 1,800 vehicles and 2,000 people per hour for general-purpose lanes.

HOV lanes provide commuters with an alternative to traffic congestion by allowing carpoolers, vanpoolers and transit buses to bypass areas of heavy traffic congestion. By offering a quicker and more reliable commute – particularly during peak periods – HOV lanes serve as a strong incentive for ridesharing, which in turn can help to manage congestion and contribute to improving air quality.



Expanding Successful Freeway Service Patrol

The Long Beach I-710 Freeway is the busiest freeway in the nation with a steady stream of passenger cars and heavy-duty trucks day and night. Big rig breakdowns are a common occurrence – from five to seven assists a week – resulting in lengthy traffic tie-ups. To quickly reduce the congestion resulting from big rig breakdowns, Metro offers the Metro Freeway Service Patrol Big Rig Tow Service.

“The Big Rig service is similar to Metro’s Freeway Service Patrol program, in which service trucks tow disabled vehicles to a designated drop location off the freeway,” says Byron Lee, director of Motorist Services. “If it’s needed and safe, the service can also provide short-term mechanical assistance.”

Metro, in partnership with the California Highway Patrol and Caltrans, will work with UC Berkeley to evaluate the \$2.5 million, two-year demonstration project and offer recommendations on instituting similar big rig towing services on other heavily traveled truck routes. Funding comes from the Los Angeles Service Authority for Freeway Emergencies (LA SAFE) which obtains its revenues from an annual \$1 vehicle registration surcharge assessed on each vehicle registered in LA County.



Metro’s #399 Service Turns a Cell Phone Into a Call Box

Helping the Freeway Service Patrol safely move stranded motorists off the road is the #399 service.

Motorists simply dial #399 from their cell phones and they’re connected to an operator who can request the appropriate service from the Auto Club or Metro Freeway Service Patrol. Drivers can also call #399 to report freeway road hazards, freeway damage or needed repairs.

Metro and LA SAFE began operating this new non-emergency cell phone number in July 2005. The cell phone #399 number does not replace the 9-1-1 emergency number. Accessible 24 hours a day, seven days a week, the service is fully staffed by English- and Spanish-speaking operators.

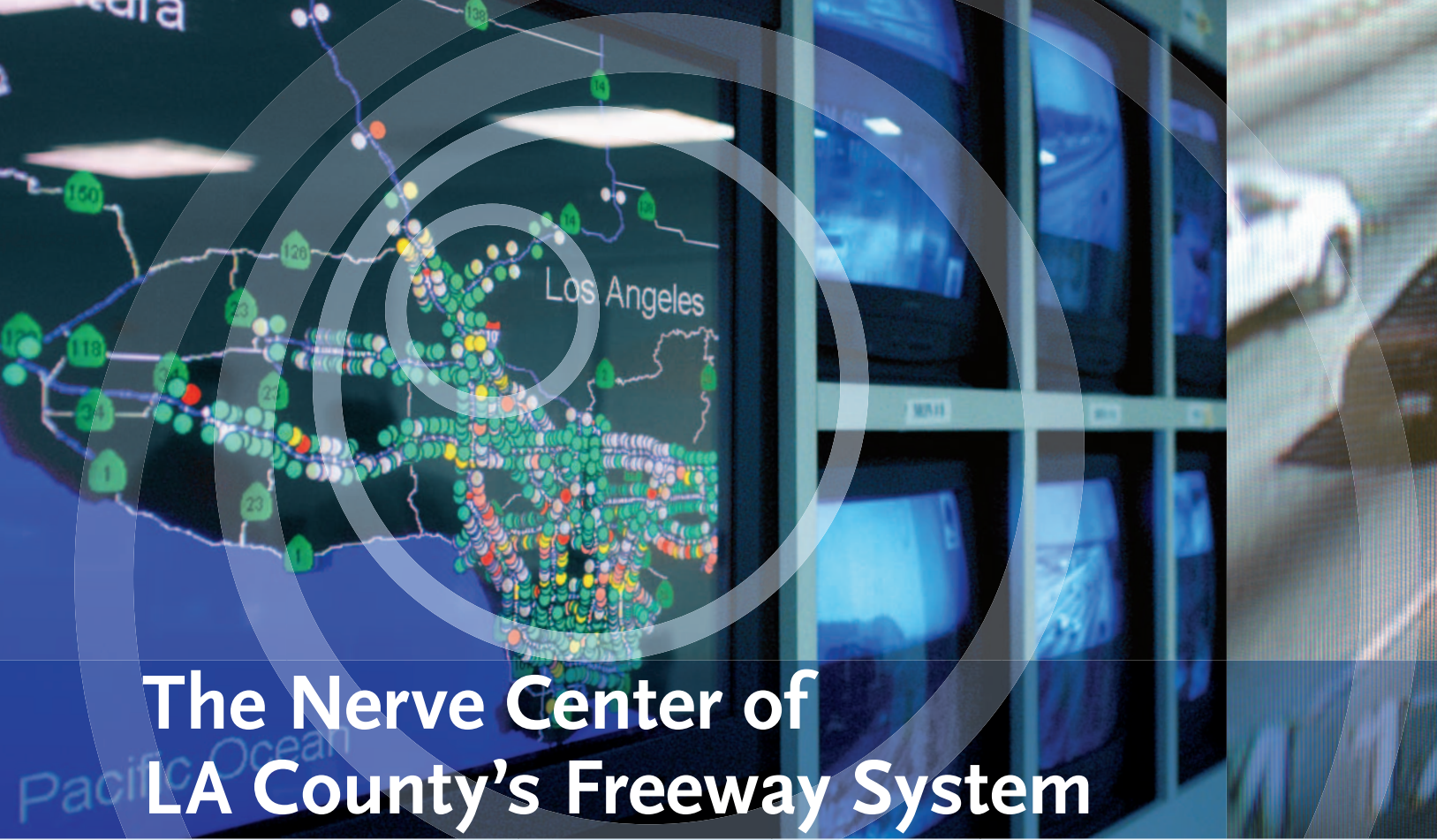
Additionally, the #399 service can provide translation assistance in more than 150 languages, and is equipped to serve deaf, hearing- and speech-impaired motorists. Like the funding for the Metro Freeway Service Patrol Big Rig Tow Service, funding for the new #399 non-emergency cell phone number is provided by LA SAFE. The cost of the program is estimated at \$1 million a year.



New Materials For Freeway Soundwalls

Currently, some 230 miles of Los Angeles freeway are eligible for soundwall construction. In their efforts to use new cost-saving and efficient materials, Metro and Caltrans are constructing a \$2.1 million poured-in-place concrete barrier that’s being built between Motor and Military Avenues on the I-10 freeway.

“We’re evaluating the cost savings of the new materials compared to the costs of installing the pre-poured concrete soundwalls,” says Eck Chaiboonma, a Metro transportation planning manager. “We always encourage contractors to use other materials. But often when you use alternative materials, you need to use cranes to lift the soundwalls in and have to close off the freeways while you do it. Caltrans and Metro will see how this staged construction project works and make our conclusions at the end of the project in October.”



The Nerve Center of LA County's Freeway System

Twenty-four hours a day, **seven** days a week, Southern California's vast network of freeways pulses with activity.

Monitoring the vital flow of commerce and personal travel is Caltrans' Transportation Management Center (TMC) – the nerve center of the region's highway system. Inside the Caltrans District 7 building at 100 Main Street in downtown LA, traffic engineers receive real-time video and data on highway conditions that assist them in managing traffic movement.

"The TMC is the central site for collecting and disseminating data received from traffic cameras and vehicle detection devices throughout Los Angeles County," explains Osama Assaad, senior transportation engineer and TMC program manager. "In addition to its transportation management function, the TMC is the operation center for the Metro Freeway Service Patrol (FSP), Caltrans Maintenance Dispatch and the California Highway Patrol (CHP)."

Technology Speeds Mobility

A brief glance inside TMC's temporary location before afternoon rush hour begins makes it look like not much is happening. But looks can be deceiving. TMC system operators consult a bank of 12 wall-mounted monitors

that show what's happening from any of the 350 cameras mounted alongside county freeways.

Behind the scenes, a highly specialized Advanced Transportation Management System (ATMS), traffic detectors, messaging boards, ramp meters, and a high-tech communications network are integrated to ensure that vehicles move seamlessly. Outside commercial vendors take advantage of TMC data to help motorists traverse the highways by providing traffic updates for their personal digital assistants or vehicle navigation systems.

The team will soon move to a new Transportation Management Center in the Glendale area. In the new location, a 28-position control room theater will feature a multi-screen rear projection display wall, with ergonomically designed control consoles arranged to optimize the operators' view of the traffic display wall. The CHP's Los Angeles area dispatch center also will be located in the building.

Alleviating Freeway Congestion

With the help of an advanced computer-aided dispatch



“Our mission is to improve the mobility of people, goods, services and information across California...”

OSAMA ASSAAD, CALTRANS SENIOR TRANSPORTATION ENGINEER AND TMC PROGRAM MANAGER

system (CAD), TMC’s system operators do their best to quickly alleviate freeway congestion. It starts by reviewing automatic data streams and freeway detector data for traffic incidents. These traffic detectors, or loops, are strategically placed beneath the pavement along the county’s most congested freeways to measure vehicle occupancy and transmit data back to the TMC to calculate traffic speed.

The loop data refreshes every 30 seconds and shows up on a central wall-mounted monitor as color-coded freeway links on an area map. “Fifty miles per hour and above is green; between thirty-five and fifty miles per hour is yellow; between twenty and thirty-five miles per hour is orange; and up to twenty miles per hour is red,” says Assaad. “This gives us a quick real-time snapshot of where traffic might be backed up so we can then zero in with the camera to detect any incidents.” If there is an incident, TMC dispatchers and operators are on the problem right away, assessing the situation from the freeway cameras and dispatching the Freeway Service Patrol, maintenance crews, emergency vehicles or the CHP to help.

Partnering is Key

Keeping drivers informed is a large part of the TMC’s hour-to-hour operations. Through its Advanced Traveler

Information System, TMC operators broadcast traveler information – expected travel time to key locations, lane and exit closures, and Amber alerts – on a series of overhead electronic message boards positioned along area freeways. “We work in partnership with Metro, city governments, the CHP and other law enforcement agencies to decrease congestion and improve our trip reliability,” says Assaad. “The electronic message boards are a very effective tool to do this.”

Improving the Mobility of People


Assaad notes that Los Angeles County’s freeway system – originally planned in the late 1940s and early ’50s – was only half completed. Which partially explains the challenges transportation planners and entities like Caltrans have in trying to move such high volumes of traffic along an aging transportation infrastructure.

Funding is also an issue. The TMC and other transportation projects receives funding from the State Transportation Improvement Program (STIP) and the State Highway Operation and Protection Program (SHOPP). But to accommodate the mobility needs of an extra 9 million residents over the next 20 years, more money will be needed. “The TMC is not just about moving cars,” says Assaad. “Our mission is to improve the mobility of people, goods, services and information across California.”




An Historic Opportunity

Tackling the Region's Mobility Challenges Head-On




Californians know all too well the shortcomings of the state's transportation system – the massive **gridlock**, hours-long **commutes** and assorted **potholes** are just a few. So, when voters approved passage of transportation-related Propositions 1A, 1B and 1C in November, it gave the Legislature an historic **opportunity** to address the state's transportation funding realities and inequities.



This nod from California residents also signals a real mandate from the voters to tackle Southern California's mobility challenges head-on.

“Prop 1A ensures that we stabilize our existing transportation revenues, and Prop 1B makes the real investment to address needs such as goods movement and public transit,” says CEO Roger Snoble. “The bond funds will enable us to realize many of our transportation objectives on a much earlier timeline. That will mean faster relief to some the region's most congested roadways.”

Prop 1A closes the loophole that allowed the state to take \$2.5 billion from gasoline sales tax revenues intended for transportation projects to balance the budget.



“Diverting those tax revenues stalled projects, making them more expensive and risking the loss of \$500 million in federal funds,” says Michael Turner, Metro's government relations manager for state affairs. “In order to keep projects from being jeopardized, Metro had to use local money generated by our county sales tax in place of the state funding. If we had not done this, we would have lost federal dollars and low-cost construction contracts.”

With passage of Prop 1A, the state now has a stable, long-term funding stream to support the core of its transportation needs, including city and county road repair, highway projects and public transit. However, a recent state survey showed that the state has \$116 billion in unmet transportation needs.

The Bond Measures

Prop 1B will provide \$20 billion through bonding to battle traffic congestion and pollution. Included in the funds are \$12.25 billion for transportation projects and \$4 billion for transit. The third measure approved by voters, Prop 1C, will provide \$2.85 billion through bonding to finance housing programs, including transit oriented development.

In coming months, the California Legislature will consider implementing legislation to more clearly define other bond categories. And Metro, which represents the mobility interests of 10 million area constituents or almost a third of the state's population, is making it a priority to secure the region's fair share of the bond funding.

"Los Angeles County has the largest legislative delegation in Sacramento," says Turner. "We work hard to understand the transportation needs of our constituents and effectively communicate those needs to the policy and budget committees that have a say in transportation funding issues."

Coordinating Legislative Priorities

Just as important to Metro is continuing to coordinate its legislative priorities and efforts with regional transportation partners that include METROLINK, the Southern California Association of Governments (SCAG), municipal operators, the Exposition Metro Line Construction Authority, and other Southern California county transportation commissions.

Although the new legislative measures will help reestablish transportation funding, the state may continue to look for ways to use other transportation funds to balance the budget. This could impact other transportation revenues, affecting the state's ability to fully implement the bond program.

As Los Angeles County's population continues to grow and further strain transportation resources, it's clear that funding will be an important discussion for years to come.

Why LA County Needs a Fair Share of Transportation Funding

With the new opportunity to invest in California's transportation infrastructure, it's important to keep funding flowing to Los Angeles County.

"Many of the funding formulas currently used are based on highway miles or other factors that do not accurately represent our population share," says Michael Turner, Metro's government relations manager for state affairs. He cites these facts to support LA County's need for a fair share of state transportation funding:

- > With more than 10 million residents, LA County is one of the nation's most populous and congested regions, home to roughly 27 percent of the state's entire population. Yet, the county fails to receive state transportation funding that is proportionate to its need.*
- > LA County is the 16th largest economy in the world, and makes up approximately 26 percent of California's gross domestic product. While California and Los Angeles County experience economic growth, the state ranks 49th in transportation spending and delivery.*
- > Almost a quarter of the annual vehicle miles traveled in the state occur in LA County. Yet the county receives only 17 percent of the state highway funds made available to local agencies.*
- > More than 80 percent of the goods processed in California pass through the Ports of Los Angeles and Long Beach. These two together comprise the 5th largest port complex in the world, underlining the importance of this region as the trade and distribution center of the California economy. The two ports handle 43 percent of the shipping containers entering the U.S.*
- > LA County is home to four of the nation's ten most congested freeway interchanges. No other county in California can make that claim. Infrastructure funding should be directed to the areas where it will have the greatest impact and serve the communities most in need.*
- > LA County has some of the worst air pollution in the country. Health officials are increasingly concerned about pollution and its overall impact. Funds are needed to help the county address some of the area's most egregious air pollution problems by implementing such programs as conversion of diesel truck and school bus engines to cleaner-burning fuels.*



The nation's current climate of fiscal austerity and budgetary restraints places many **limitations** on the federal budget – particularly in non-defense-related areas like education and transportation. Which means it is all the more **challenging** for transit agencies, such as Metro, to secure greater sums of federal dollars for **much-needed** public transportation projects.

Transportation Funding: Stalking the Elusive Dollar

Metro's Efforts in Washington

The Safe, Accountable, Flexible, and Efficient Transportation Efficiency Act – a Legacy for Users (SAFETEA-LU) was signed by President George W. Bush in August 2005. This \$286 billion transportation bill provides a good fiscal start toward solving Los Angeles' growing mobility challenges. "It's a very important piece of the jigsaw puzzle; but just one piece," says David Kim, Metro's Washington, D.C.-based director of Government Relations.

Under the SAFETEA-LU bill, Los Angeles County could receive more than \$1 billion, with \$530 million earmarked for highway projects and \$499 million earmarked for transit use.

"On the formula side, we secured 18 percent more in highway formula funds and 15 percent more in transit formula funds," says Kim. "It's a great down payment, but we still need a

lot more. We also need to match the federal dollars with state and local funds. The bottom line is that all of the dollars we're allocated will be used to increase mobility in Los Angeles County and that we will begin to see those investments pay off."

Advancing Metro's Agenda

As Metro's key Washington presence, Kim focuses on advancing the agency's legislative agenda on Capitol Hill.

"We develop and maintain relationships with key legislators at the state and federal level to make sure we're on their radar screen and to educate them about Metro's needs," he says. "Regardless of the issue or project, the main message we drive home to elected officials is this: Los Angeles County's mobility needs are well known, and greater tools and resources are needed in order to tackle our congestion challenges. Failing



Metro's Voice on Capitol Hill

In addition to serving as head of Metro's Government Relations Department, David Kim was named two years ago to serve as the agency's Washington, D.C.-based director of federal advocacy.

With so many domestic and international issues, as well as special interest groups clamoring for Congressional members' attention, each day Kim faces the monumental task of breaking through the clutter to voice Metro's positions.

"The only way to do that is to have a full-time Washington presence and constantly bring Metro to the forefront – reminding legislators of our issues and needs, and keeping

them informed of what we're doing," he says.

Once a month, Kim returns to Los Angeles to consult with his local staff and to update the Metro Board's Executive Management and Audit Committee on what's happening in Washington.

Prior to moving to the East Coast in 1993, Kim worked in the California legislature and got to know the process. "Sacramento and Washington are so different in how they work," he notes. "The players and processes are completely different – but the political dynamics are quite similar."

to invest in Los Angeles County's transportation infrastructure will impact the region's economy and environment."

Mobility 21 Makes a Difference

The collaborative efforts of the Mobility 21 coalition play an important role in reinforcing the Metro message to decision makers. Mobility 21 is a countywide effort to bring together elected officials, transportation providers, businesses, local municipalities, labor and community leaders to develop solutions to the transportation issues facing Los Angeles County.

The Los Angeles Area Chamber of Commerce and Metro spearhead the group in partnership with the Automobile Club of Southern California. Over the past four years, the coalition has been actively advocating at the state and federal

levels on vital transportation issues, including funding.

"To have the business community and private sector join us is critical," adds Kim. "Mobility 21 allows us to speak with one voice to articulate the region's needs with clarity. It demonstrates the depth of support that's out there for making public investments in transportation infrastructure, and that's an important message to elected officials."

Kim points to the Full Funding Grant Agreement (FFGA) for the Metro Gold Line's Eastside Extension Light Rail Project as one of the Mobility 21 coalition's biggest successes.

"A Full Funding Grant Agreement is a contract between the federal government and a transit agency in which the feds commit to paying for a portion of the project," he explains.

"It was a huge uphill battle at the time, so getting this was tantamount to winning a gold medal in the Olympics. With the help of Mobility 21 partners, we were able to make the case in Congress that this was a project worthy of federal investment."



Federal Consent Decree Expires After 10 Years

After almost 10 years of federal court oversight of Los Angeles County's transit system, the Consent Decree expired as scheduled, October 29. Signed in 1996, the agreement required Metro to expand and upgrade bus service and achieve specific service standards.

U.S. District Court Judge Terry Hatter denied a motion to extend the Consent Decree for four years and a second motion to hold Metro in contempt for alleged failure to

comply with the court-appointed Special Master's orders.

"Despite an increasing ridership, increasing traffic congestion and fiscal constraints," the judge wrote, "(Metro) has substantially complied with the Consent Decree while maintaining fares at reasonable levels."

"Certainly, the main premise of the Consent Decree was to improve the quality of service for all our riders,"

said CEO Roger Snoble. "We have a lot more freedom now to do the things that are necessary to attract new riders and serve new markets. Our customers are the big winners."

"As a result of the Consent Decree and the efforts of all parties," Judge Hatter wrote, "the quality of life has improved for Los Angeles' public transit dependent poor population...."

Groundbreaking Signals Start of Expo Line Construction



Construction of the 8.5-mile Exposition Light Rail Line linking downtown Los Angeles and Culver City began, September 29, when local officials gathered to break ground on the \$640 million project.

When completed in 2010, the Expo Line will provide an alternative to the heavily congested I-10 Santa Monica freeway. Estimated ridership is projected at 43,600 daily riders by the year 2020.

The Expo Line will have a total of 10 stations, including two it will share with the Metro Blue Line. Beginning at the 7th Street/Metro Center Station, the line will travel along Flower Street to just south of downtown near USC, where it will proceed west on the Metro-owned right-of-way on Exposition Boulevard.

A future second phase of the project would extend the Exposition Line to Santa Monica.

Metro Wins Real Estate Organization's 'Visionary Award'

The Los Angeles chapter of a nationwide real estate organization has honored Metro as the first recipient of its "Visionary Award."

"The Visionary Award was presented to Metro in recognition of the profound impact our projects have made within the community, and for our consistent evolution to meet Los Angeles' ever-growing need

for regional mobility," says Roger Moliere, Metro executive officer of Real Property Management and Development.

The award was presented during the Building Owners and Managers Association 21st Annual awards gala at the Beverly Hilton Hotel. BOMA is the nation's oldest and largest commercial real estate organization.

The criteria for recognition included cityscape enhancement, the use of public/private partnerships, cultural enrichment and economic impact. In addition to celebrating individual projects, the Visionary Award recognizes the passionate, dedicated and far-sighted individuals who make development a reality.

Metro Honored as 2006 Outstanding Transportation System



Metro was honored by its transit industry peers in October as the winner of the 2006 Outstanding Public Transportation System Achievement Award.

William Millar, president of the American Public Transportation Association (APTA), was in Los Angeles to personally present the award to Metro at a gathering of some 400 employees, Board members and elected officials.

"To watch the progress you've been making over the years here in LA is nothing short of spectacular," Millar told the crowd. "You should feel very good about it."

He attributed Metro's award to "innovative changes and service, the

Bus Rapid Transit system, a great rail system, good customer satisfaction numbers, and productivity numbers that were the highest."

"It's a great honor to be recognized by your peers as doing a really outstanding job and being an outstanding agency," said CEO Roger Snoble. "It takes our almost 10,000 employees and many different partners to pull everything together. There's a lot of hard work that goes into it."

Winning this year's Achievement Award was a first-time event for Metro, which was formed during a merger in 1993. Both predecessor agencies won APTA awards for innovation.

Canoga Station Joins Metro Orange Line-Up in December



A worker rolls a ticket vending machine into place at the new Canoga station. The station extends the Metro Orange Line 0.3 miles.

Metro scheduled the opening of a new station on the Metro Orange Line in mid-December. The Canoga station, located near two major office and shopping developments in Warner Center, is the 14th to serve passengers on the cross-Valley transitway.

"This should make the Orange Line more convenient to potential riders who live in the western Valley, riders who might otherwise be commuting by car on the Ventura Freeway," says Roger Dames, Orange Line project manager. Pedestrians and bicyclists gain an extension of the Orange Line's multi-use bike and pedestrian path.

In common with the completed Orange Line stations, the Canoga

station includes both an eastbound and a westbound platform.

The platforms feature four canopies to shelter passengers from sun and rain. Stations also have emergency telephones, lighting, real-time electronic signage, seating, system and neighborhood maps, security cameras and ticket vending machines.

In September 2006, the Metro Board of Directors authorized the staff to commence environmental clearance and preliminary engineering for a six-mile Orange Line extension from the Canoga station north to the Metrolink station in Chatsworth. Consultant proposals to perform this work are due in December.



FACTOIDS

'Safetee-Lu' – What it Means for LA County

Known in Washington as the Safe, Accountable, Flexible, Efficient Transportation Equity Act – A Legacy for Users, "Safetee-Lu" will provide \$286.4 billion for transportation nationwide through FY 2009.

More than \$1 billion federal dollars will be spent in LA County.

- \$530 million for highway programs, including,
 - > \$130 million for an Interstate 405 carpool lane
 - > \$100 million for the Gerald Desmond Bridge in Long Beach
 - > \$73.6 million for the Alameda Corridor East project
 - > \$226.3 million for other highway projects
- \$499 million for transit programs, including,
 - > \$399.5 million for the Metro Gold Line Eastside Extension
 - > \$11 million for the Exposition Light Rail Line
 - > \$7.1 million for the Crenshaw Corridor Rapid Bus program
 - > \$21 million for a light rail line in the San Gabriel Valley
 - > \$60.6 million for other transit projects



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