

Metro™ QUARTERLY

SUMMER 2006



Transit Oriented Developments

Reshaping the Future of LA County



Metro™

Chief Executive
Officer
Roger Snoble



Think of the Metro Rail system, if you will, as a flowering vine with red, blue, green and gold branches – a vine with 63 buds where stations are located. Each bud is nurtured by a steady flow of energy from the people who arrive and depart from the station each day.

Like a real vine, some of those buds – those stations – are now bursting with new growth that will bring condominiums and apartments, parking facilities, new stores and restaurants and commercial services of all kinds to the community.

This new growth around our Metro Rail stations, as well as around the Metro Orange Line and other strategically located Metro Bus facilities, is called Transit Oriented Development, or TOD. TODs are complimentary to a transit system, both by attracting new riders and by providing housing and services convenient to the transit system.

Metro and Los Angeles County already are seeing the benefit of Transit Oriented Development in Hollywood, in Pasadena, in Long Beach and elsewhere. New TODs also are now under construction or on the drawing boards for North Hollywood, Wilshire Boulevard, East Los Angeles and Culver City.

In addition to new and much-needed housing and businesses, TODs are community assets that will greatly increase local revenues from property taxes. Metro also will profit from the annual rental fees on the properties it leases to TOD developers.

I'm excited about this issue of Metro Quarterly and about what Metro is planning for the future. A future in which easy access to an efficient transit system promotes ridership and improves the quality of life in Los Angeles by reducing traffic congestion and improving air quality.

Sincerely,

Roger Snoble



Breakthrough – The Metro Gold Line Eastside Extension reached a major milestone, July 21, when the first of two giant excavating machines completed 2,800 feet of tunnel at the future 1st and Soto Street station in Boyle Heights. Excavation of the twin 1.7-mile tunnels will be completed by early 2007.

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Metro Communications
Department

Chief Communications Officer:
MATT RAYMOND

Editor:
BILL HEARD

Editorial/Production
Coordinator:
YVONNE PRICE

Writer:
ANNE DULLAGHAN

Graphic Design:
METRO DESIGN STUDIO

Photographers:
GARY LEONARD
JUAN OCAMPO
DENIZ DURMUS
JEREMY EICHENBAUM
SUJI LEE
LAURA WOODWARD

Metro Research:
JIM WALKER
(Dorothy Peyton Gray
Transportation Library)

Deputy Executive Officer,
Public Relations:
MARC LITTMAN

All comments concerning MQ
or requests to be added to
the mailing list, free-of-charge,
should be directed to:

MQ, Metro Public Relations
Attn: Dan Colonello
Mail Stop 99-P1-1
One Gateway Plaza
Los Angeles, CA 90012-2952
or by e-mail to colonellod@metro.net



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RESHAPING THE FUTURE OF LA COUNTY

Transit is reshaping the way Los Angeles County residents live, work and play. In the early part of the 20th Century, the region was built around the world's largest inter-urban electric rail system.

But, today, as the area faces changes in population, urban sprawl and traffic congestion, and a lack of affordable housing, Los Angeles is returning to those roots with a growing transit oriented development infrastructure.

Encouraging Transit Oriented Development

Transit Oriented Development, more commonly known as TOD, is creating vibrant, walkable, mixed-use communities surrounding transit stations. "TOD allows us to bring a new kind of lifestyle to Los Angeles," says William H. Fain, Jr., managing partner of Johnson Fain, a Los Angeles architecture, planning and interior design firm. "It brings together diverse building types that break away from our strong tradition of car-dominated, suburban single-family detached homes with back yards."

Rethinking Urban Form

TOD is a way of fundamentally rethinking the form and layout of our cities to make them more economically and environmentally efficient.

"It helps to answer many questions the region faces as it continues to grow," notes Roger Moliere, Metro's executive officer for Real Property Management and Development. "How can we link transportation and land use more effectively? How can we provide more transportation choices? How can development patterns permit people to drive less for daily needs? How can we stimulate economic development in appropriate locations? Through TOD, we can help achieve all of these goals."

Excited by the opportunities TOD presents, to date developers and their partners have invested more than \$3 billion in more than 25 new development projects around Metro stations throughout Los Angeles County.

These projects, all in various stages of development, cover a broad range of the city – from North Hollywood and Lincoln Heights, to the heart of Hollywood and Culver City. As a result, Los Angeles is quickly becoming one of the most important laboratories for livability in the nation.

“High-quality transit supports the development of high-density urban centers, which can provide many benefits,” says Moliere. These include a higher quality of life with better places to live, work, and play; greater mobility; increased transit ridership and decreased traffic congestion; more affordable housing; higher, more stable property values; increased foot traffic and customers for area businesses; and an enhanced ability to maintain economic competitiveness.

“If you build a city that is livable, people will want to come to visit and to stay, to open businesses, and to maintain and upgrade the city,” notes Diego Cardoso, Metro’s director of the Central Area Planning Team and a member of the City of Los Angeles Planning Commission. “Quality urban environments thrive. There are many places in Los Angeles where it’s already happening; and many more places that have great potential for urban development.”

Benefiting Our Communities

As an estimated 12 million people come to Los Angeles County over the next 25 years, our communities need to be prepared to welcome the expansion. Metro’s transit oriented development projects currently underway throughout the Southland – and those slated for future development – will do just that. And the ones that stand to benefit substantially are the TOD-associated communities.

“TOD principles are based on good urban design,” says Moliere. “By planning land use and organizing physical development so that people can get to the places they live, work and play by both transit and automobile, TOD can enhance economic development and promote more sustainable patterns of urban growth.”

“Joint development provides a triple benefit – it improves transit ridership; increases the economic viability of our communities; and provides a number of opportunities for developers that ultimately result in less vehicular traffic.” ROGER MOLIÈRE



Joint Development Benefits Our Local Communities

- > **Increases Property Values**
Residential and commercial projects appreciate in value more rapidly than others when combined with public transport.
- > **Offers Multiple Retail Opportunities**
Convenient, safe transit supports the community’s retailers and small businesses.
- > **Creates Additional Tax Revenues**
Transit encourages development that increases surrounding property values and enhances local property tax revenues.
- > **Revitalizes Urban Neighborhoods**
With proper planning, a TOD can transform a community into a more pedestrian- and public transit-oriented neighborhood.
- > **Provides Housing Choices**
Within Metro’s TODs are opportunities for a variety of housing types and prices, and increased mobility for residents.
- > **Improves Quality of Life**
It’s not unheard of for people in Los Angeles County to spend three or four hours a day commuting to their jobs. Metro’s transit oriented developments can help alleviate this burden by giving people back the time they waste driving congested freeways.
- > **Supports Environmental Quality**
Metro’s TODs provide the opportunity to refocus growth to reduce the amount of land used by development, preserve open space, and improve air and water quality.

METRO'S JOINT DEVELOPMENT PROGRAM

Investing in Los Angeles

Metro has one of the most successful joint development programs in the country, representing more than \$1 billion in local development investment.

“Developers realize that they have an immediate customer base when they go into a Metro Rail station,” says Roger Moliere, Metro’s executive officer for Real Property Management and Development. “Thousands of Metro passengers come and go through the stations each day. Additionally, ground lease agreements with developers can result in the raising of millions of dollars in funds that can be used by Metro’s operations. Joint development is a win-win for all.”

Taking a Closer Look at Transit Villages

Transit center or transit village? In discussing transit oriented development (TOD) the average person may hear both terms used, but they’re actually separate concepts.

A transit center is a multipurpose facility. It usually serves as a station where different routes come together. It’s where passengers can transfer from one bus line to another, from a bus to a light rail train, or begin a trip. A transit center also may feature retail establishments, commercial and office space, and such public amenities as parks, pedestrian walkways and bikeways.

Completed JOINT DEVELOPMENT PROJECTS



Hollywood/Western Station *Metro Red Line*

This station is the site of a two-phased project. The first phase, completed in 2000, features 60 affordable housing units. The second phase, completed in 2004, offers another 60 affordable housing units, a ground-floor childcare center and 9,000 square feet of retail space. The project was constructed through an association between developer McCormack Baron, the City of Los Angeles Community Redevelopment Agency (CRA) and the Hollywood Community Housing Corporation.



Hollywood/Highland Station *Metro Red Line*

This station is the site of TrizecHahn’s \$323 million retail/entertainment development and is home to the Academy Awards. Opened in October 2001, it includes 75 shops and restaurants, a 3,000-space parking garage, the Kodak Theater, the Renaissance Hollywood Hotel and the Grand Ballroom. The 8.7-acre, 640,000-square foot project is integrated with the famous Grauman’s Chinese Theater and includes the Metro Red Line station portal.



Willow Station *Metro Blue Line*

The Willow Street Shopping Center/Transit Parking project is located in Long Beach on a 528,000 square foot site, with 132,000 net rentable square feet of neighborhood shopping, including a major grocery store, a drug store, retail and food service facilities and a 700-car transit parking structure. The project was developed through a partnership between Metro and the Long Beach Redevelopment Agency.

Metro's Joint Development Program encourages comprehensive planning and development around transit station sites and along transit corridors. It helps reduce auto use and congestion through development linked to the county's transit system.

Expanding Transit Into Neighborhoods

A transit village provides a way to coordinate local land use and transportation planning so that they reinforce each other. Transit villages may offer many of the same retail amenities as a transit center, but they expand the concept to include frequent public transit, a mix of commercial and high-density residential properties, commercial and office facilities, pedestrian walkways, bike paths and open spaces.

In a transit village, buses, light rail or subways offer convenient service for riders. This encourages additional passengers, benefiting the community by reducing congestion and improving air quality.

El Monte Transit Village

Currently, 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 Bus Terminal. "The El Monte terminal, along with the adjacent Caltrans and City properties, is uniquely situated to create a true 'transit village'," says Moliere.

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

In Progress JOINT DEVELOPMENT PROJECTS



Wilshire/Western Station Metro Red Line

Wilshire Entertainment Center LLC broke ground, July 26, 2006 on a mixed development encompassing 50,800 square feet of retail and restaurant space, 200 rental units, a 110,000 square foot self storage facility, 14-bus layover zone, and 700 parking spaces. Completion is planned for 2007.

Wilshire/Vermont Station Metro Red Line

Urban Partners is developing seven acres consisting of 380 units of mixed-income, multi-family rental housing and 26,000 square feet of commercial stores on the property along with a subterranean parking garage containing more than 700 stalls. Additionally, a childcare center and 800-student middle school will be built on the property. Construction by Taisei Construction Corporation began in August 2004 and will be completed in December 2006.

North Hollywood Station Metro Red Line

Metro has issued Requests for Qualifications and Requests for Proposals for development of the 16.5 acres of Metro-owned property in North Hollywood. At the juncture of the Red Line and the Orange Line, the proposed development will feature a business park, theatres, open space and streetscape, a refurbished historic train depot, approximately 400 new apartments, and extensive retail and commercial projects.

Hollywood/Vine Station Metro Red Line

Legacy Partners is scheduled to break ground in late 2006 on a mixed-use, transit oriented development that will include approximately 375 apartments, 150 luxury condominiums, 55,000 square feet of ground level retail space and a 300-room hotel. Additionally, Legacy Partners will develop a two-level, below-grade parking structure with 732 spaces that will be "wrapped" within the residential building.

TRANSIT ORIENTED DEVELOPMENT

An Ideal Partnership

“Transit oriented developments are about as complicated an urban development as you can undertake,” observes Paul Keller, principal of Urban Partners LLC, a Los Angeles real estate planning, investment, development and management firm. “From a developer’s perspective, there are many pitfalls and issues to watch throughout the project. If you’re fortunate to have an experienced team that agrees on the common goal so everyone’s interests are aligned, then it works.”

Indeed, it is the partnership among Metro, the developer, the architect, as well as the various city and government entities, that makes the difference in creating a successful transit oriented development (TOD).

“It’s a huge financial risk that the developer takes in creating livable urban environments,” says Urban Partner’s Keller, whose company has many projects to its credit.

“Each project needs to be done in a thoughtful way with people who have the knowledge and capital and, after fair negotiations, the ability to consummate an agreement.”

One such TOD now in the planning stages will be built at National and Washington Boulevards in Culver City adjacent to an Exposition Light Rail Line station. From start to finish, following a methodical process is key.

Process TRANSIT ORIENTED DEVELOPMENTS

Identifying Land Opportunities

Metro’s planners identify Metro-owned land for potential development opportunities. A tract of private property surrounding the National/Washington station is also earmarked for possible development.

Scoping the Project

“It’s important to understand the needs of the communities, the objectives of our stakeholders and elected officials, and to balance that with what we have in terms of resources and infrastructure,” says Diego Cardoso, director of Metro’s Central Area Planning Team. Creating a draft Environmental Impact Report narrows down the alternatives; once the locally preferred alternative is determined, the final Environmental Impact Report is created.

Issuing RFQ/RFP for Development

Metro issues a Request for Qualifications (RFQ) that leads developers to respond to a Request for Proposal (RFP). The selected developer then enters into an Exclusive Negotiating Agreement (ENA).

“We’ll spend from \$100,000 to \$300,000 responding to an RFP, and can easily spend triple that during the ENA process,” says Keller. The up front expenses underwrite the fundamentals of the business plan – a vital part of the process to make sure that nothing is overlooked. “So by the time we enter into the ground lease, the reciprocal easement agreement and development agreement, we all have a solid idea of the project, time and cost issues,” he notes.

Building the Development Team

Once the ENA process is completed, the design and development team starts to take shape. As the process moves forward, more parties are added to the development team. “The architect is one of the first people we choose,” says Keller. “At this point, the architect’s role is more about determining mass and height than the actual project design.”

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“If you’re fortunate to have an experienced team that agrees on the common goal so everyone’s interests are aligned, then it works.” PAUL KELLER



Paul Keller, Urban Partners



William H. Fain, Jr. of Johnson Fain

Going Beyond Increasing Ridership

Transit villages offer a number of public benefits beyond an increase in transit use. They include:

- > Relief of traffic congestion
- > Improved air quality
- > Increased stock of affordable housing
- > Redevelopment of depressed and marginal inner-city neighborhoods
- > Promotion of infill development and preservation of natural resources
- > Additional job opportunities
- > Improved cost-effectiveness through the use of the existing infrastructure
- > Increased sales tax and property tax revenue
- > Reduction in energy consumption

Working with the Stakeholders

Concurrently, Metro forms an internal team of people who understand the project’s history and provide input during the different stages of the project. During scoping and environmental planning, Metro planning takes the lead; Metro construction, operations, real estate, and community relations team members all play vital roles in working with stakeholders and the surrounding communities.

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Creating City Guidelines

On the Culver City project, architect William H. Fain, Jr., managing partner of Johnson Fain, a Los Angeles architecture, planning and interior design firm, established the guidelines. Culver City and the City of Los Angeles held public meetings to gather resident and business ideas for the land use development. Architectural drawings can take about 12 months to complete.

“We enjoy the challenge of working on major parts of the city that are going through revisions,” says Fain. “Analyzing the neighborhoods – and in the planning of the area – incorporating the character in the design of a project is very satisfying.”

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Constructing the Project

After securing financing and receiving the necessary approvals and permits, the governing agencies will allow the developer to commence construction. On a typical project, this takes 18 months. From start to finish, it can take anywhere from two-and-a-half to four years for the TOD to go through the process.

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SPEARHEADING TRANSIT ORIENTED DEVELOPMENT

Metro's Roger Moliere

Roger Moliere is a man on a mission to change the way Los Angelenos live, work, play – and use transit.

In his role for less than a year, Metro's executive officer for Real Property Management and Development, currently oversees a list of 22 joint development sites, encompassing 114 acres of Metro-owned prime development property. These range from the tiny .08-acre site at 1st and Lorena along the Gold Line's Eastside Extension to the nearly 18 acres around the North Hollywood Metro station.

"The North Hollywood property has the real possibility of creating a town center where there is none," he says. "It will spur economic development like crazy. People can live, work and shop there."

Collaborating with Developers

It's the job of Moliere – and his 21-member Real Estate staff – to attract the developers who will build the residences, stores, restaurants and office buildings around Metro stations. These developments are built at no cost to either Metro or to the taxpayers. Instead the developers shoulder the risk and the cost in return for potential profits.

"Transportation-related development is a terrific way to increase ridership – our main goal – and we can do that by making the areas around our stations attractive," he says. As an added benefit, over the next 55 to 60 years, Metro can expect regular increases in annual revenue "because our land is valuable and we can lease it for joint development. These funds, in turn, can help support other transit operations, which works to achieve our transit ridership goal."



More than 30 Years of Real Estate Experience

A native of Chicago, Moliere came to Metro in January 2006 with 35 years of real estate, law, acquisition, development and management experience under his belt. Prior to his Metro appointment, for the last decade he was involved with the second-generation, \$1.5 billion redevelopment of Los Angeles County-owned property in Marina del Rey. As a deputy director of the Department of Beaches and Harbors, he was also responsible for development along 31 miles of the county's oceanfront property.

Among his growing list of Metro joint developments – or transit oriented developments – are the Hollywood and Vine project that will feature a luxury W Hotel along with residential units, as well as a 100-unit apartment and 50,000-square foot retail space at Chavez and Soto in East Los Angeles. The list includes affordable housing and retail space at the MacArthur Park Metro station and a mixed-use development to be built over Metro's Division 7 in West Hollywood.

“Transportation-related development is a terrific way to increase ridership...”

Community Involvement is Key

However, to accomplish all this, Moliere knows that involving the community is key. “We’re working in a city that has been in existence for almost 200 years,” he says. “It has an existing urban form, resources and infrastructure. We want to build transit oriented developments that create taxpaying businesses and more jobs for residents – places that people want to live in, work in and visit. And that also reflect the character and needs of our diverse communities.”

That’s why, he notes, community buy-in is fundamental. “Project development takes a few years – a lot of education, consensus building, and understanding to get to the point of groundbreaking and construction.”

From reducing traffic congestion and improving air quality, to revitalizing under-utilized neighborhoods, creating jobs and generating tax revenues, clearly transit oriented development is energizing Los Angeles County. According to Moliere, local government has noticed TOD’s many benefits. “There’s an interest in ‘master zoning’ all the transportation corridors,” he notes. “We’re finding that, because most cities now understand what public transportation does for them, cities are volunteering to pre-zone.”

Taking the Pulse of the Community

Before any development is built, Metro’s planning team scopes the potential project, taking the pulse of the community, holding numerous public meetings and soliciting input from stakeholders and elected officials. But the communication doesn’t stop there: from initial scoping to grand opening, Metro’s community relations team keeps the community informed and involved in a project.

“Our goal is to better coordinate the work between Metro, its contractors and the public’s daily activities,” says Yvette Robles, Metro’s assistant community relations manager for Capital Projects. “So we walk the construction alignment and go door-to-door to explain the various impacts to the community – it’s how we learn what the community’s needs are.”

With the Metro Gold Line Eastside Extension, for example, Metro’s Planning department created a process called the Community Transportation Linkages program.

“This process deals with land use development issues,” explains Diego Cardoso, director of Metro’s Central Area Planning Team. “For each station, we created guidelines for development – essentially the blueprint for each station. This included what the community expects; what is our best professional advice for the project and the community; and what are our best transit development practices.”





ACROSS THE COUNTRY

A Nationwide Trend

Denver, CO – RTD



Residents in the City of Denver have embraced transit oriented design. They have recognized the region's need for transportation alternatives to remain economically competitive. They also know that clustering growth around transit stations can stimulate development of the type of neighborhoods Denver metro residents desire.

Like Los Angeles, the Denver metro area is expected to increase at a rapid rate – adding 1.2 million people by the year 2030. Another key driver for the growth of Denver's TOD is that the senior (60-plus years old) population will more than double. TODs can help the ever-expanding elderly population to “age in place,” limiting their dependency on government-subsidized transportation.

Reflecting Demographic Changes

Another big demographic change is that singles and couples without children each outnumber “traditional family” households in Denver and that their growth will outpace the traditional family. As in many other metropolitan areas, seniors, couples without children, and other demographic groups are increasingly choosing smaller, more compact housing in neighborhoods where shops and services are within walking distance and where high-quality transit service is available.

Over the next 15 years, Denver has an expansion plan to maximize its \$4.7 billion transit investment by locating housing, offices and retail near the city's transit stations. Denver is strategically planning and implementing TOD to optimize new development and benefits to communities surrounding transit station areas.



Los Angeles isn't the only city leading the move toward transit oriented development. Denver and Washington, D.C. are just two of the many municipalities that are reaping the benefits of joint development.

Washington, D.C. – WMATA

The Washington, D.C. Metropolitan Area Transit Authority (WMATA) operates one of the most extensive and comprehensive commuter rail systems in North America – extending 106 miles with 86 stations on five separate lines. It links key activity centers within the Washington area and provides suburban commuters with convenient access to downtown Washington.

Washington is home to the nation's third worst traffic congestion. However, thanks to the 30-year-old Metro system, the area has eliminated the need for approximately 1,400 highway lane miles.

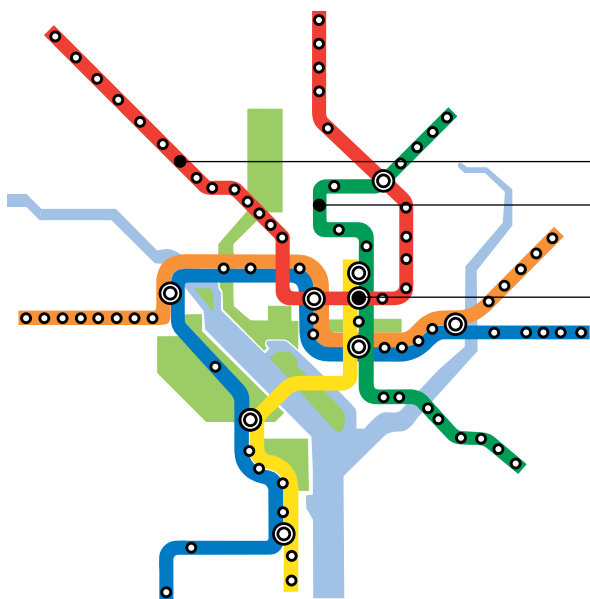
The Nation's Largest Joint Development Program

As one of the few major U.S. transit systems with no dedicated revenue source, WMATA operates the nation's largest transit system joint development program. With more than 50 projects in the works, joint development provides approximately \$15 million in annual revenues to WMATA.

Currently, joint development generates 10 percent of WMATA's total ridership. As a partner with local government and the development community, WMATA continues to re-examine and improve its operations to better serve local communities and business partners.



WMATA photos by Larry Levine.



● Bethesda Metro Center

- > One of first TOD projects in the country – opened in 1985.
- > Features a 380-room luxury hotel, nearly 300,000 square feet of office space and 60,000 square feet of new retail space above a Metrorail station.
- > Opening of the Metro line stimulated development of the area.
- > Joint development site yields nearly \$2 million annually to WMATA.

● “U” Street

- > A historic, vibrant African-American commercial/entertainment area, it was a declining area due to the 1968 urban riots and the lack of private investment.
- > WMATA and strategic public actions have helped revive the area.
- > Today: Trendy restaurants, hip clubs and cutting-edge retailers.
- > Tomorrow: Substantial new housing with retail and office space at WMATA sites.

● Gallery Place

- > Helping to anchor the east end of Washington.
- > Sold to private developers for more than \$25 million.
- > Features more than 200,000 square feet of proposed office space, 192 apartments, and nearly 300,000 square feet of entertainment and retail space.

Bicycle Transportation Strategic Plan Gets Moving



The Metro Board of Directors in June approved two planning documents to help improve mobility in the region by facilitating bicycle use. They are the Metro Bicycle Transportation Strategic Plan and the Bicycle Transportation Account Compliance Document (BTA Document).

“The goal is to integrate bicycles with transit,” says Lynne Goldsmith, Metro’s Bicycle Program manager. “It gives us a fresh look at how bicycles can be used with transit to improve mobility options in the region.”

The Strategic Plan helps cities plan bicycle facilities around transit, fill in the gaps in the bikeway network, and set priorities that contribute to regional improvements. Today, Metro estimates that 2.4 percent of all trips in Los Angeles County are bike trips. With 167 bike-transit

hubs identified in the plan – and more coming – there’s also a strong opportunity to increase bike use by improving bicycle access to the hubs.

Cities can use the BTA Document to develop their own bicycle transportation plans and review existing and proposed facilities around the county. Currently, there are 1,252 miles of bikeways in the county, with double that planned for the future. These include off-street bike paths, on-street bike lanes and on-street signed bicycle routes.

“Studies show that effective public transit depends on people being able to walk or bicycle comfortably and safely to and from stations and stops,” says Goldsmith. “This reduces demand for car parking and helps improve air quality. In addition to providing more mobility options, encouraging bike-transit use contributes to better health.”

Metro and Labor Unions Reach Agreements

Metro announced tentative agreement in June with its three largest labor unions, representing transit operators, maintenance employees and clerks – the first agreements in at least 18 years to be reached before current union contracts expired. The Board of Directors approved the contracts at its July meeting.

It also was the first time the “interest-based negotiation”

approach was used by Metro and its unions. During bargaining, both sides focused first on understanding each other’s interests and then worked together to develop mutually agreeable solutions.

“We embarked on a new process to reach agreement in a positive way and avoid any disruption in service,” says Metro CEO Roger Snoble. “I’m very proud of the union leadership and the Metro

management team. These new agreements give us the ability to continue the momentum of the last six months – during which Metro has gained substantial new ridership – and continue to improve mobility for the region.”

Exposition Line Schedules Groundbreaking September 29

The 8.5-mile Exposition Light Rail Transit Project continues to move forward. The Exposition Metro Line Construction Authority has scheduled a groundbreaking for the \$640 million line on Friday, Sept. 29. Details will be announced at a later date.

Meanwhile, the project continues to attract funding. In April,

the California Transportation Commission (CTC) approved the allotment of \$315 million in 2006 State Transportation Improvement Program (STIP) funds.

The line, which will run on a Metro-owned right-of-way along Exposition Boulevard, will connect downtown LA and Culver City. The CTC funding is a win-win situation

for all Westside commuters since the Expo Line has the potential to relieve some of the heavy traffic on the Santa Monica Freeway.

Metro requested a total of \$523 million from the CTC. This includes \$315 million from the 2006 STIP and \$208 million in Traffic Congestion Relief Program (TCRP) funding which was approved in March.

Solar Panels Save Metro \$185,000 Since May



Concerned about rising energy costs and air quality, last May Metro outfitted its San Fernando Valley bus divisions in Sun Valley and Chatsworth with a total of 1,648 solar panels. To date, the project has saved the agency more than \$185,000 in electricity costs.

The panels produce a combined 425 kilowatts of clean, renewable AC power – enough electricity to provide up to 20 percent of each division's total energy requirements.

While other transit agencies have designed solar installations for purpose-built facilities, Metro is the first to design a solar power generation project of this magnitude on existing rooftop space.

The emissions savings by avoiding fossil-fuel generation is equivalent to taking 100 cars off the road. Based on the success of this solar project, Metro may retrofit other transit properties with solar panels.

Gold Line Extension Workers Set Million-Hour Safety Record

Construction workers building the Metro Gold Line Eastside Extension have set an astonishing record – no lost-time injuries in the 1 million work-hours they've spent on the job since July 2004.

"At Metro, safety is Number One and it always will be," CEO Roger

Snoble told the construction team during a recent lunch celebrating their achievement.

The worker's safety record "is an incredible accomplishment," notes Metro Construction Chief Rick Thorpe. "One million hours with no lost-time injuries

is unheard of in the industry, especially on a job that's as complicated as this one," with tunneling, cut-and-cover and surface construction going on simultaneously.



FACTOIDS

Ingredients for Successful Transit Oriented Developments

- > A transit station that is prominently featured in the plan.
- > A walkable design that makes pedestrians a high priority.
- > A mixture of developments that allows people to live, work, shop and play within the walkable area.
- > Transit connectivity that gives riders access to a convenient, integrated regional transit system.
- > Neighborhood connectivity that provides a steady flow of people from adjacent neighborhoods.
- > A design that includes the easy use of bicycles and other non-motor vehicle modes as daily support transportation systems.
- > Reduced parking around the town center/transit station.



Metro

Los Angeles County
Metropolitan Transportation Authority
One Gateway Plaza
Los Angeles, CA 90012-2952