



Metro

Daily Brief

Tuesday November 1, 2005

20051101-0

CEO Roger Snoble

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Metro Orange Line First Day Ridership

KCAL, Daily News and Los Angeles Times are expected to report on first day ridership on the Metro Orange Line. Staff indicated that the agency's early projections of 7,500 boarding riders has been updated and revised to be between 10,000 and 11,000. Stories are expected to run tomorrow.

Metro Orange Line Bike Paths

A Daily News reporter will take her bicycle on the Metro Orange Line this week for a personal tour of the 14-bicycle path, and will stop to interview bicycle riders on their riding experience. Staff reported that Metro has provided bike racks and lockers at Metro Orange Line Stations, and two bicycles will fit on board Metro Liner buses. The story is expected to run this Friday.

Metro to Honor Rosa Parks with interior bus cards

We received numerous requests to further honor Rosa Parks. Suggestions have ranged from leaving front seats vacant on our fleet for a day, to affixing ribbons and/or plaques in each bus. In the spirit of these suggestions, and taking into consideration what is feasible, we will be placing interior bus cards that honor Rosa Parks in each of our buses. December 1st is the target implementation date, the anniversary of the date Rosa Parks refused to give up her seat.

SEPTA Transit Strike

A NBC television station in Philadelphia as well as the Philadelphia Inquirer newspaper asked for information today on the hourly pay rate of a Metro Bus Operator as well as the amount of money that each union member pays toward health care. They are comparing other transit properties around the nation with

SEPTA members, who are currently on strike in Philadelphia over wages and health care benefits. Metro ATU members pay \$80 a month toward their health care with TCU members paying \$50 and full time UTU members paying \$50. Top pay rate for a Metro Bus Operator, hired before 1997 is \$23.59 an hour. Those hired after 1997 can earn up to \$19.95 an hour. Stories are expected to run tomorrow.

Of Note

On this day in 1994, the Rail Construction Corporation, also known as RCC, (1989-1994) was officially dissolved and the Board of Directors took on the direct responsibility for oversight of rail construction projects in Los Angeles County. The Rapid Transit District had begun the Metro Rail subway project and the Transportation Commission had begun the Metro Blue and Metro Green light rail projects. The two agencies agreed in late 1988 to consolidate their rail projects under one oversight entity while they continued to discuss their future merger.

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