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Board OKs Free Rides for LAPD Officers, TAP Funding, Video Cameras

(March 1, 2006) Free rides for LAPD officers, funding for the TAP program and new video cameras for Metro Rail cars were among motions approved by the Board in February.

The TAP motion included an amendment directing the staff to look into the feasibility and costs of a "barrier ticketing system" for the Metro Red Line, as well as "decriminalizing" fare invasion and creating "transit adjudication bureaus."

Item 11, Fare Exemption for LAPD. The Board approved a motion allowing LAPD officers in "Class A" dress uniforms with valid ID to ride the Metro Rail and Bus System free. Officers may not take seats from fare-paying customers and must fulfill their responsibilities as peace officers as circumstances may require.

The Board report notes that the presence of additional uniformed personnel "will help to increase vigilance against a variety of potential terrorist threats and provide an enhanced sense of safety and security to our patrons and employees."

Item 16, Regional Transit Access Pass. The Board voted to increase the life of project budget for TAP by \$4.4 million from \$16 million to a new total of \$20.4 million.

The motion authorized the CEO to award a nine-year, \$60.1 million contract for construction and operation of a TAP Regional Customer Service Center and Financial Clearinghouse.

The Board also approved an amendment by Supervisor Yvonne Burke that directs the CEO to report to the Board in April with recommendations, including a timeline, costs and potential funding sources, for a "barrier ticketing system" for the Metro Red Line.

The staff was directed to provide a financial analysis of cost savings of a barrier system compared with "the present escalating manpower costs associated with using fare inspectors...."

The motion also directs the staff to report on the feasibility of Metro-sponsored legislation to "decriminalize" fare evasion and the costs of establishing a "transit adjudication bureau" to process fare evasion violations, along with the potential revenue estimates for "cost recovery."

In her amendment, Burke said the "extremely high incidence of fare evasion scofflaws...puts a severe strain on the courts," citing "an average of 40 arrests (a day) just from MTA fare evasion-citation bench warrants." Decriminalizing the infractions and establishing "transit adjudication bureaus," she said, could "relieve the courts of

this burdensome task” and “provide for a greater cost recovery....”

Item 23, Universal Fare System. The Board voted to increase the Universal Fare System (UFS) life of project budget by \$4 million from \$93.6 million to \$97.6 million.

The motion authorizes the CEO to execute a \$3 million contract for additional UFS receiver vaults and farebox equipment for all Metro-contracted bus operations and \$1 million for rehabilitation of vaults and additional vault facilities at bus operating divisions and the Regional Rebuild Center.

Item 20, Rail Video Cameras. The Board approved a motion authorizing the CEO to execute an \$800,000 contract modification to provide a total of 346 additional video cameras for Metro Rail cars. Of those, 104 would be installed aboard Metro Red Line trains, while the remaining 242 would be installed aboard Metro Blue, Green and Gold Line trains.

Called In-Train CCTV, the 796-camera system will provide real-time security monitoring, graffiti and incident recording in the rail car interiors. The cameras will be able to store video and event data, and ensure prompt retrieval of saved information at any time.

Item 6, Bicycle Strategic Plan. The Board voted to approve two countywide bicycle planning documents. The Bicycle Transportation Strategic Plan, whose goal is to link bicycles to transit and to integrate bicycle facilities into transportation projects, will be used by local agencies. The Bicycle Transportation Account Compliance Document includes an inventory and mapping of existing and proposed bicycle facilities in the county.


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Funeral Services Scheduled for Retired TOS Joe Singleton

(March 1, 2006) Funeral services have been scheduled for retired Transportation Operations Supervisor Joseph (Joe) R. Singleton, Jr., who died Feb. 23 following a long illness.

A viewing will be held from 5-9 p.m., today, at Custer Christiansen Mortuary, 124 South Citrus Ave., Covina (626-331-8231).

The funeral is scheduled at 10 a.m., Thursday, at St. Stephen Missionary Baptist Church, 1720 Walnut Ave., La Puente (626-918-3225). Interment will follow at Forrest Lawn Memorial Park, 21300 E. Via Verde St., Covina.

Singleton, 56, joined Metro in March 1972 and left the agency on long-term medical leave in 1993. A resident of Rancho Cucamonga, he is survived by his wife, Lorraine, and two sons.

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Metro's Marc Littman Publishes Novel Inspired by His Son's Life

- Book's title character is an autistic boy named Eddie

BY JIMMY STROUP

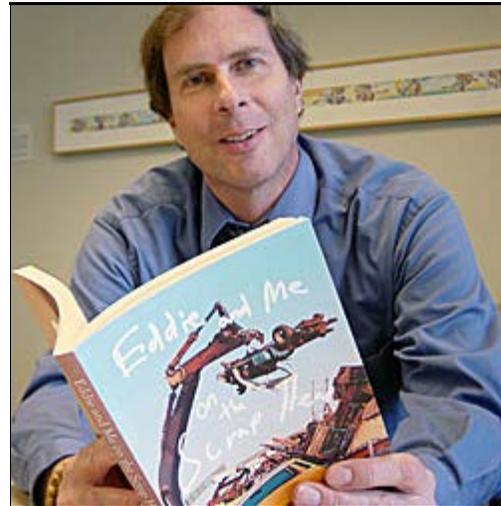
(March 1, 2006) Marc Littman, deputy executive officer of Public Relations, has recently published a novel titled *Eddie and Me on the Scrap Heap*, a coming-of-age tale detailing the life of a 9-year-old autistic boy named Eddie—a character he patterned after his 12-year-old son, William.

Littman's son has Asperger's Syndrome, which is a sort of high-functioning form of autism. He says the process of writing a book about a child much like his own drew him closer to his son.

"While writing the book, I tended to appreciate what he was going through. And then I started—rather than focus on the things he couldn't do—realizing he was a pretty neat kid," he says, adding that loving and understanding your child are not always the same.

Set in a junkyard, *Eddie and Me* focuses on a guitar-playing phenomenon of a boy who likes old movies and facts about Walt Disney, but is also autistic and requires a great deal of attention and care.

"I wanted to have a metaphor for the kid's life, because he's worried he's going to end up on the scrap heap. That's his biggest fear: is that he's junk," Littman says. "Turns out, though, that he's not broken, the people around him – a junkyard pirate, a modern-day witch and a Jewish would-be reggae singer – are broken and he fixes them."

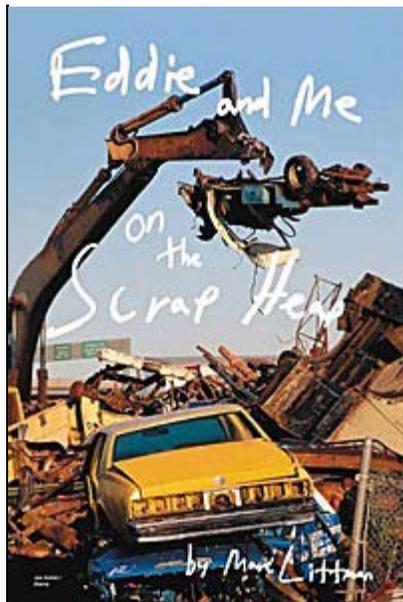


Marc Littman has just published his first novel, *Eddie and Me on the Scrap Heap*, a story of a boy struggling with autism and his relationship with the unusual characters around him.

Compelled to write the story

Littman's novel represents six years of work on an idea he felt compelled to write about, and one that started out much differently than it ended up.

"I tried to write it from the vantage point of the boy, but that was very difficult. So then I tried from the



Marc Littman's novel is available on websites of large web-based booksellers

vantage point of the uncle. I took different paths," he says.

Conscious of the stereotypes that accompany autism, Littman was careful to quietly fight them by crafting a character that was very much autistic, but also was not a caricature of autistic symptoms.

"One of the reasons I made the kid very vocal was because I wanted to get away from the 'Rainman' mentality. You say autism, people think, 'Oh, Dustin Hoffman. Does he count cards?'" he says. "I know kids like that... William's not like that. He's very empathetic and very vocal, very curious. He just doesn't understand a lot of nuances."

Another challenge for Littman was the marketing of a novel that publishers weren't interested in because of the subject matter. He says American publishers in particular are very risk-averse when it comes to novels that don't follow proven themes.

Specialized marketing

To combat that, Littman published *Eddie and Me* on his own, making it available on large Web-based booksellers, and marketing it with audiences that would be interested in the subject—web sites like WrongPlanet.net and foundations that deal expressly with Asperger's and autism.

"It's a mainstream novel, and it's available on Amazon.com and Borders.com," he says. "But because the central character is autistic, I've approached a lot of different organizations that deal with autism."

Littman's desire to write *Eddie and Me* stemmed from his need to relate his experience and to work out some of his own difficulties with his son's condition, but also to educate people who don't fully understand conditions like Asperger's and autism.

"There is no magic cure for autism. But through intensive therapy, through a lot of love, a lot of patience, and a lot of time—particularly from the parents—(children) can temper their disabilities," he says.


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FTA Issues Record of Decision for Expo Light Rail Project

(March 1, 2006) The Federal Transit Administration (FTA) signed a Record of Decision (ROD), Monday, for the Exposition Light Rail Transit Project.

A major milestone for the project, the ROD indicates that the project has satisfied all requirement of the National Environmental Policy Act thereby completing the environmental clearance of the project.

The FTA's action clears the way for the award of a design/build construction contract and the use of federal grant funds for the project.

The Metro Expo Line Construction Authority is scheduled to consider the award of a design/build contract at its March 2 meeting.

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Bill to Restructure Metro's Board Introduced in Sacramento

(March 1, 2006) State Sen. Bob Margett (29-R) has introduced SB 1507, a bill to restructure the LACMTA Board of Directors.

Under Margett's measure, introduced Feb. 23, the 13-member Board would include the five LA County supervisors, the mayor of Los Angeles, a public member and member of the LA City Council appointed by the mayor.

The remaining five members would be elected official members selected by the LA County City Selection Committee (excluding the City of LA). Those five members would represent Metro's five service sectors.

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Pedestrian Safety Action Plan Workshops Scheduled

(March 1, 2006) Metro will host three "Designing for Pedestrian Safety" workshops in partnership with the Federal Highway Administration, Caltrans and the U.S. DOT's Highway Safety Research Center.

The goal of the workshops, scheduled March 6-8, is the development of local and statewide pedestrian safety action plans. The reliance of Metro patrons on pedestrian connections to the transit system makes pedestrian safety a high priority for the agency.

For more information about the pedestrian safety workshops, contact Robin Blair at 922-3074.

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Arthur Winston 100th Birthday Events Scheduled

(March 1, 2006) A number of events have been scheduled, this month, to celebrate Arthur Winston's 100th birthday. He hits the century mark on March 22.

Friday, March 17

Los Angeles City Council Meeting

- The Los Angeles City Council will honor Winston at 10 a.m. in the John Ferraro Council Chamber, Room 340, of Los Angeles City Hall. The City Council will proclaim Wednesday, March 22, 2006 as Arthur Winston Day throughout the City of Los Angeles.

Tuesday, March 21

Los Angeles County Board of Supervisors Meeting

- The Board of Supervisors will honor Winston with a scroll presentation at 9:30 a.m. in the Board of Supervisors Meeting in Room 381 in the Kenneth Hahn Hall of Administration , 500 W. Temple Street. The Board of Supervisors will proclaim Wednesday, March 22 as Arthur Winston Day throughout the County of Los Angeles.

Wednesday, March 22

Arthur Winston Division Maintenance Shops

- A celebration and media event on the day of Winston's 100th birthday and retirement will be held at 11:30 a.m., at Arthur Winston Division 5, 5425 Van Ness Ave.

Thursday, March 23

Board of Directors Meeting

- The Board of Directors will present Winston with a resolution at 9:30 a.m. during the Board Meeting.

Thursday, March 23

Reception at Metro Headquarters, Plaza Level

- Following the Board Meeting, Metro will host a reception for Winston on the Plaza Level from 12 noon to 1 p.m. There will be a short program and employees can stop by wish him well and sign his retirement scroll.

Saturday, March 25

Dinner at Renaissance L.A. Airport Hotel

- A dinner to celebrate Winston's 100th birthday and retirement

will be held from 6 p.m. until midnight at the Renaissance LA Airport Hotel, 9620 Airport Boulevard.

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Metro's Steam Turbine Bus Hit the Road in 1972



The steam turbine-powered bus, on the left, is one of four delivered to Metro, on this day in 1972, for a one-year demonstration project. Photo courtesy of Dorothy Peyton Gray Transportation Library

(March 1, 2006) On this day in 1972, Crossroads Depot Division 2 took delivery of one of four steam turbine-powered buses for a one-year, \$7.9-million alternative power and clean-air demonstration project.

The project was sponsored by the Urban Mass Transit Administration (now FTA) and the California Air Resources Board. The San Diego, Sacramento and San Francisco transit agencies also took delivery of steam-powered coaches with propulsion systems designed by William Lear (of Lear Jet fame).

None of the buses survive. The steam engines proved somewhat troublesome and did not yield the expected fuel savings (diesel fuel was used to heat the boilers).

However, the project sparked private-sector interest in clean-air and alternative fuel technologies for transit buses. William Lear later reused the buses' steam propulsion system in a race car that set a world speed record.

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Some Red Line and Bus Service Affected During Academy Awards

By RICK JAGER

(March 2, 2006) Metro Red Line trains will not stop at the Hollywood/Highland station during the 78th Annual Academy Awards® show, Sunday, March 5, and six Metro Bus lines will be detoured.

Trains will operate on a regular schedule, but will simply pass through the Hollywood/Highland station without stopping. There will be no public access to the station. Trains will resume regular service to the station on Monday, March 6.

Due to street closures in the Hollywood area, including the closure of Hollywood Boulevard, Metro Bus Lines 163, 210, 212, 217 and 717 will be detoured on March 5. Metro Bus Line 156 along Highland Avenue also will be detoured. Service should be resumed by mid-day on Monday, March 6.

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Metro Construction Safety Manager James Brown congratulates employees of Eastside LRT Constructors during an early morning safety award presentation.



Photo by Luis Inzunza

Eastside Construction Team Marks 500,000-Hour Safety Record

By JOSÉ UBALDO

(March 2, 2006) Construction crews working on the Metro Gold Line Eastside Extension have received an Outstanding Safety Achievement Award after recording 500,000 work-hours without a lost-time injury.

From July 2004, when the project got its Notice to Proceed, through September 2005, no construction worker sustained an injury that required missing work. Workers included those in the construction trades, as well as in engineering design and construction management.

Although some workers have had minor injuries, the number of injuries on the Eastside project, overall, has been significantly below the national average for this type of construction work.

"At Metro, Safety's 1st in everything we do and it extends to all of our construction projects where safety is the responsibility of everyone involved," said Metro Project Director Dennis Mori, executive officer, Project Management.

The award was presented at the construction field offices, Wednesday, to Bob Dice, Eastside LRT Constructors safety manager, by Metro Construction Safety Manager James Brown.

Some 80 Eastside construction workers attended the ceremony. Metro also congratulated all members of the Eastside construction team for reaching the safety milestone.



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Metro Employees Join Medical Mission to the Philippines



Metro's Willie Atienza, upper left in blue T-shirt, and Rose Sanchez, center in blue T-shirt, with college scholarship candidates in Banna. Jerry Ramos is lower right in yellow T-shirt. Below, volunteers in yellow T-shirts distribute pharmaceuticals to patients crowding a makeshift clinic in Banna.



- **Photos tell stories of poverty to Jerry Ramos, Rose Sanchez and Willie Atienza**

By REINA V. SLUTSKE

(March 2, 2006) As Jerry Ramos, Rose Sanchez and Willie Atienza go over photographs from their recent two-week medical and dental mission in January to the Philippines, each one seems to have a story.

For a photo of an open warehouse crowded with people, Ramos says, "Two hundred patients were there in the morning, and more came through the day."

Another picture, with people having their teeth extracted, and Ramos says, "There are no dental chairs when they do extractions. They have to hold the head of the person."



Dentists working at the clinic in Meycauayan extracted teeth and performed other dental work in less-than-ideal conditions.

There are even stories that need no photographs. "There was one little boy, and when he was born, his navel was bleeding. It was always bleeding," says Sanchez, her voice quivering slightly.

Ramos, Sanchez and Atienza have participated in missions to the Philippines for many years. This year they worked with the poor in the towns Meycauayan and Banna on the main island of Luzon.

Ramos is a senior auditor in Contracts and Grant Audits; Sanchez is a supervising auditor in IT Audit; and Atienza is a senior auditor in Internal Audit.



Metro's Jerry Ramos, in yellow T-shirt, helps a volunteer during patient interviews in Meycauayan.

Main goal is to survive

As volunteers, along with numerous doctors and dentists, they helped give vitamins, toothbrushes and toothpaste to people who couldn't afford them. For those people, the main goal is to survive.

"Not even cleaning their teeth is in their priority," says Sanchez.

Because many children in the Philippines can't afford to go to college, a college scholarship program for public school students was added to this year's mission.

Sanchez and Atienza interviewed ten scholarship candidates in Banna, all in the 95th percentile in public schools. Three students will receive \$1,200 a year to attend college.

Sanchez remembers a girl who wants to be a lawyer.

'Could be the future president'

"They're so intelligent, they communicate very well, and the only thing holding them back is that they can't afford to go to college," she says. "That little girl could be the future president of the Philippines."

Ramos, a native of Banna, knows that there is very little that can be done to help alleviate poverty in the Philippines.

"We know we are covering up the real problem," he says. "To me, it's better than nothing, just like the vitamins we provide."



Metro's Rose Sanchez, in blue blouse, was in charge of volunteers dispensing pharmaceuticals at the Meycauayan clinic.

In the future, Ramos, Sanchez, Atienza and their fellow volunteers will visit other islands in the Philippines, especially the southern island of Cebu, where they would be able to treat 6,000 to 10,000 patients with the help of a private non-profit organization.

"Have I given enough?" Ramos asks himself. "And to me, it's not enough."


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Deputies Arrest 2 Men Suspected in Metro Bus Burglaries

By LEO BAUER

(March 3, 2006) Transit Services Bureau deputies recently arrested two suspects who were involved in burglarizing Metro buses near the Metro Green Line.

The suspects were arrested on separate days and at separate locations, but were discovered to know each other. Both suspects had bus keys which allowed them entry into the buses while the operators were on their scheduled breaks, the deputies reported.

Deputy Josh Bardon arrested a suspect, Jan. 21, at the Imperial/Rosa Parks station following a bus burglary at that location.

Bardon observed the suspect's suspicious behavior and clothing and detained him for questioning. The suspect had stolen Metro day passes and the bus operator's cell phone in his possession, Bardon said.

If convicted, the suspect could be sentenced to six years in state prison.

Deputy Henry Saenz arrested a suspect at the Long Beach Green Line station bus layover, Jan. 25, after recognizing him from a description provided following a bus burglary three days earlier.

The suspect was on parole and allegedly admitted committing three bus burglaries at the Long Beach Bus layover next to the Metro Green Line. If convicted, the suspect could be sentenced to nine years in state prison.

"Both arrests were the result of outstanding police work by the deputies involved and could not have happened without their excellent observation skills and positive work ethic," said Sheriff's Cmdr. Dan Finkelstein, Metro Police Chief.



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Arthur McCauley of Security Marketing Group presents the U.S. Treasury's "Eagle Award" to CEO Roger Snoble – the first time it's been awarded in two years.

Savings Bond Sales Earn U.S. Treasury's 'Eagle Award' for Metro

(March 3, 2006) Precedent-setting growth in employee participation in the Savings Bond program has earned Metro a prestigious award from the U.S. Treasury Department.

CEO Roger Snoble accepted the "Eagle Award" earlier this week from representatives of the company that markets bonds for the Treasury Department.

A separate "Eagle Award of Excellence" was presented to Jan Olsen, Pension and Benefits supervisor, in recognition of her support and continued promotion of the Savings Bond program.



Jan Olsen, Pension and Benefits supervisor, received a special "Eagle Award" for her support of the Savings Bond program.

The Eagle Award has not been presented to any U.S. company in the past two years, said Arthur McCauley of Security Marketing Group.

Treasury expects at least a 50 percent increase in bond sales for a company to earn the Eagle Award, he said, but Metro's participation jumped from 123 employees to almost 3,000 – a more than 2,300 percent increase.

“Metro also has many employees who put varying amounts of dollars into bonds,” McCauley said. “That’s what makes it a viable investment, that people don’t have to put in the full \$50 a month.”

Treasury’s I-Bond, which is tied to the Consumer Price Index, is currently the most popular bond, paying 6.73 percent. Employees cashing in an I-Bond pay no California state tax, which boosts the payback to almost 8 percent, McCauley said.

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Expo Line Construction Authority Board Approves Design/Build Contract

- Board's action is official start of the project. FTA issues environmental clearance.

By RICK JAGER

(March 3, 2006) Having reached one major milestone, earlier this week, the Exposition Metro Line Construction Authority's Board of Directors voted, Thursday, to approve a \$420.2 million design/build contract.

The action, which marks the official start of the project, came following the announcement, Monday, that the Federal Transit Administration had issued the Record of Decision for the Exposition Light Rail Transit Project.

In issuing the Record of Decision, the federal government has determined that the project satisfies all requirements of the National Environmental Policy Act, thereby completing the environmental clearance for the light rail project.

With its Thursday vote, the Construction Authority Board authorized its CEO Rick Thorpe to execute a \$420.2 million design/build contract with the joint venture construction and design group of FCI/Fluor/Parsons. Construction on the \$640 million line is expected to start this summer.

"We believe that we truly have brought on board the best joint venture construction and design team that will ensure that this transportation project is built on time and within budget," said Thorpe. "We look forward to officially breaking ground on the Expo Light Rail Transit Project and getting this important project started."

Notice to Proceed

In addition, the Board gave Thorpe authority to issue a Notice to Proceed for the \$77.8 million design and professional services scope of work, once plans have been submitted and approved.

"This is a vital transportation project that will help increase mobility and reduce congestion along this corridor," said Construction Authority Chair Yvonne Burke. "The Record of Decision and the Board's action to authorize the award of this contract are important milestones in moving forward with this much-needed project."

Metro, which was responsible for planning and preparing the environmental impact report on the project, now will hand off construction of the project to the Exposition Metro Line Construction Authority. The Authority will be responsible for the final design and construction of the light rail line.

The 8.5-mile light rail line, which will begin in downtown Los Angeles, will share two stations – 7th Street/Metro Center and Pico/Chick Hearn – with the existing Metro Blue Line. Eight other stations will be constructed.

Just south of downtown the line will proceed west on the Metro-owned right-of-way on Exposition Boulevard and terminate at Venice/Robertson in Culver City. A future second phase would extend the Exposition line to the City of Santa Monica.

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Arthur Winston, center, with Metro's Toastmasters International members, from left, Sam Sampat, Frank Clark and chapter president Gene Hargreaves.



Arthur Winston was the 'Toast' of Toastmasters' Meeting

By BILL HEARD, Editor

(March 7, 2006) Arthur Winston was the "toast" of Metro's Toastmasters International chapter meeting, last week, telling the members that even after retirement he plans to get up at 5 a.m. each morning and "keep moving."



Honoring Arthur Winston at the Toastmasters luncheon were South Bay General Manager Dana Coffey and CEO Roger Snoble.

With Winston's 100th birthday and his retirement date coming up March 22, Toastmasters guest speaker CEO Roger Snoble said Metro's oldest employee has been "an inspiration for us all."

"You've been able to do so much good for so many people," Snoble

said, inviting Winston to visit any time. "You have 10,000 friends here."



South Bay General Manager Dana Coffey said Winston is "a real, true role model for us all."

For his part, Winston says he doesn't have any stress. "You get to love the job. I love the job."

He noted, during a Q and A period, that he comes from a long-lived family. His father died at 99 years, 6 months and was never sick. His brother is 98 years old. He attributed his family's longevity to life in Oklahoma where they ate good country food.

Any women in his life just now, he was asked?

"Not right now," he replied, to laughter. "I'm so busy now, I haven't had time, but I'm looking!"

And he declared that his wife, to whom he was married 65 years until her death, was the most influential person in his long life.

"I had a beautiful marriage," he said. "We made it by learning to give and take."


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Underground Like a Second Home for Metro Construction Manager

BY JIMMY STROUP

(March 7, 2006) Involved in the construction industry for nearly 40 years — “mostly underground” — Metro Senior Construction Manager Fred Smith has seen his fair share of holes in the ground. So overseeing the excavation in East LA for the Gold Line’s Eastside Extension is nothing he can’t handle.

“I’ve been in the construction industry since 1968. I’ve worked in most of the western states in hard rock mines, in soft ground mines, in copper mines, in gold mines,” he says. “So my whole career and my whole exposure have always been in an underground environment.”

A Metro employee since 1995, Smith credits the agency with broadening his construction horizons — for getting him out into some fresh air for a change.

“I think the first actual real exposure to surface work that I’d ever had was right here at Metro,” says Smith of his work on the parking lot and bridge over the 101 Freeway near Universal Studios in Hollywood.

The new types of construction work didn’t give Smith any pause, though, and he says simply that “concrete’s concrete,” and that “rebar’s still rebar.”

Times are changing

Smith says things in construction have changed a great deal since he first started, and to him it isn’t just the advent of new technologies or advances in technique as the real indicators of how present-day construction differs from the past.

“I think in the late ‘60s and into the ‘70s, there was a whole lot less emphasis placed on impact to the community and impact to the environment,” he says. “We have basically put ourselves into a new position where you can’t just go do your project the way you want and not work with the local communities.”

Smith notes that a Metro Community Relations team is on the job 24/7 to respond to community concerns and works to mitigate impact on the community from its construction activities.

And as for his experience in the private sector versus his work now at Metro, Smith boiled that down to a single point, too.



Metro Senior Construction Manager Fred Smith

“As far as exposure, I think working at Metro has given me a whole new insight into what civil engineering and working on public projects is like. It’s a much different environment than when you’re working for a mining company or for a development company,” he says. “You have a lot more interface with third-party agencies — Metro does — than you would ever see anywhere else in the industry.”

Emphasis on contractor relations

But for Smith, changes haven’t only been made in the past. He said the Eastside Extension management has been shaped to meet the needs of the project — that more emphasis has been placed on contractor relations.

“We’ve set up a field office out here that houses both the consultant staff and Metro employees. We’ve put together a team that’s integrated,” he says. “What we tried to do is bring the resources to the field, work directly with the contractor on a more personal basis, and we have tried to commit to the contractor that if he’s not successful, we’re not successful.”

The community, too, has been something that the project managers have been careful to listen to during this effort.

“We’ve taken on a different approach on this project here than we have in the past. Metro is striving hard to change its image, to become more aware of the community and our impact to their lives,” he says.

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Former Board Member Mas Fukai Died Sunday in Gardena

- Served on both SCRTD and LACMTA Boards



Masani "Mas" Fukai
1927 - 2006

(March 7, 2006) Masani "Mas" Fukai, a former member of the SCRTD and Metro Boards of Directors, died Sunday in his hometown of Gardena following a lengthy illness.

Funeral services will be private, but a public viewing is scheduled from noon until 1:30 p.m., Friday, at the Gardena Valley Baptist Church, 1630 West 158th St., Gardena.

Fukai, 79, served as a Gardena city councilman for more than 28 years, beginning in 1974, and is credited with helping shape the city's political and physical landscape through his participation in a number of civic organizations.

He was named chief of staff in 1975 by the late LA County Supervisor Kenneth Hahn, who originally appointed him as his alternate on the SCRTD Board in July 1990.

Supervisor Yvonne Burke reappointed Fukai as her alternate on the SCRTD Board in February 1993, and he continued to serve on that Board and then on the LACMTA Board until Dec. 31, 1995.

Born in Gardena on Jan. 2, 1927, he attended local schools and worked on the family farm until World War II, when the family was relocated to an internment camp in Gila, Ariz. Fukai joined the Army and advanced to the rank of corporal.

After the Army, he ran an auto repair shop for 13 years and then operated an insurance business before being named to Hahn's staff.

Fukai is survived by his wife, Yuri; a son, Rick; and a daughter, Janice.


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State Transportation Commission to Meet at Metro

- Villaraigosa, Yaroslavsky to urge funding of local projects

(March 8, 2006) Mayor Antonio Villaraigosa and Supervisor Zev Yaroslavsky, along with Metro officials, are scheduled to speak before the California Transportation Commission (CTC) when it meets, Thursday, in the Board Room at Metro Headquarters.

During the 10 a.m. meeting, Villaraigosa and Yaroslavsky are expected to urge the CTC to program \$315 million, which is the county's share of the 2006 State Transportation Improvement Program (STIP), for the Exposition Line project.

The commission will take up the request for the \$315 million at its April 27 meeting in Fresno. The commission also will consider an allocation of an additional \$208 million of Traffic Congestion Relief Program funds to the Exposition Line project at its March 16 meeting in Sacramento.

In total, \$523 million is being requested from CTC for the light rail project. If the CTC agrees, this would free up funds now slated for use in the Exposition Line project for other critical transportation improvements countywide.

CEO Roger Snoble is expected to make a presentation during the meeting about the effectiveness of the county's transportation improvement plan in meeting regional mobility needs.

Metro Construction Chief Rick Thorpe, who also is CEO of the Exposition Metro Line Construction Authority, is scheduled to update the nine-member commission on the status of the Exposition Line project.


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Division 15 Participates in Career Day at Roscoe Elementary

(March 8, 2006) Employees from East Valley Division 15 were at Roscoe Elementary School in Sun Valley, last month, for the school's annual Career Day.

Division 15 Operator Albert Cleaves, a 23-year veteran, gave the children a first-hand look at the mechanics of a bus when he deployed the wheelchair lift to demonstrate how Metro boards patrons with disabilities.

Cleaves also discussed the extensive training required to become a bus operator, and what's necessary in the pre-trip inspection of a bus.

Lorene Kelley, Division 15 assistant transportation manager, told the children that Metro's main concern is safety. She discussed how to board and ride the bus safely, and the different types of buses that Metro has.

She also talked about the opportunities at Metro and the different types of jobs the agency has to offer.

One rule the Division 15 team taught the children was to "Be Cool and Stay in School." The children also received Metro souvenir bags.

East Valley Division 15 has participated in this event for the past several years.

Photos by Barbara Stewart



Students from Roscoe Elementary School in Sun Valley listen as Division 15 Assistant Transportation Manager Lorene Kelley describes the ins-and-outs of the Metro bus liners.



Assistant Transportation Manager Lorene Kelley and Operator Albert Cleaves, both from Division 15, hand out "goodie bags" to Roscoe Elementary School students who've just learned about how Metro buses work.



Division 15 Assistant Transportation Manager Lorene Kelley demonstrates the wheelchair ramp on a Metro bus for children at Roscoe Elementary School in Sun Valley.

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Metro's IT Department Battles Onslaught of Junk E-Mail

- It's a tough balancing act separating bad from good e-mail; employees can help
- Plus! [Helpful Hints for Keeping the Junk Flow Low](#)

BY JIMMY STROUP

(March 8, 2006) Spam. Phishing. Spyware. Words like these might become more prevalent in the lexicon of employees' speech as Metro begins to make some changes in the way its e-mail is handled.

And just as the agency is taking some serious steps to stop the influx of junk e-mails into user accounts, employees, too, can help keep the amount of unwanted messages at low levels.

Information Technology Chief Information Officer Elizabeth Bennett says it's a tough balancing act to make sure actual e-mails are getting through the "filter" — a program that monitors incoming e-mails and determines if they're junk or not — but also that not too much junk makes it through into users' accounts.

Bennett and the IT team were getting complaints that users hadn't been receiving actual e-mails; that the filter had been too "tight" and that legitimate e-mail messages were being blocked. To allow the "good" e-mail to flow through, the filter was made less restrictive, even though the result would be that more junk e-mails also would get through.

"We opened [the filter] up a little bit to let more mail through, and what do you think happened?" Bennett said. "Of course, it's like a dam, right? Once you open it, even half an inch, water's going to get out and people are going to get wet. We had to open it up a little bit because it was catching too much other mail."

Keeping the junk flow low

Since Metro e-mail accounts aren't private, agency accounts are susceptible to getting more junk e-mail than a private account would be, Bennett says. Even so, there are some ways Metro employees can keep the flow of junk messages to a minimum.

More than just junk, Bennett said to be wary of "spam," which is e-mail from people trolling the Internet looking for ways to scam users out of their money or identity — commonly referred to as "phishing." If you don't watch to ensure e-mails are from legitimate sources, you may accidentally help Internet con artists steal from you.

Bennett said "spammers" generally disguise their e-mails to look as legitimate as possible, but they are discernable if you pay attention. She also said that the best thing to do is simply delete this kind of mail.

'Steal your identity'

"If you weren't alert to scams and you saw the word 'VISA,' you'd say, 'Oh. VISA wants my information.' So if you click on the link and type in everything they're asking for, what have you just done? You have actually enabled them to steal your identity," she said.

At Metro, since the filter has been set to allow more e-mail through users need to be vigilant about what they're looking at, and about what they respond to. For its part, the agency is trying to make the tools it uses as effective as possible to catch junk and spam before it shows up in user accounts.

"Within two weeks, we're going to do an upgrade on the software that filters the e-mail. What this upgrade is going to do is — hopefully — allow that software to be a little smarter in recognizing spam word patterns," Bennett said.

By the end of the summer, IT hopes to roll out a bulk, or junk mail, folder and incorporate it into all Metro's user accounts — as is found on a lot of commercial e-mail portal sites like yahoo.com or gmail.com.

Suspect e-mail will go into the junk folder, so you can still look at it, and the rest will be filtered out completely. The junk folder would be automatically deleted weekly or monthly, Bennett said.

Helpful Hints for Keeping the Junk Flow Low

- Don't open an attachment unless you know who it's from and you were expecting it.
- If you receive an e-mail message with an attachment from someone you don't know, delete it immediately.
- If you need to send an e-mail attachment to someone, let them know you'll be sending it so they don't think it's a virus.
- Don't reply to messages with subject lines like: "Verify your account," "If you don't respond within 48 hours, your account will be closed," "Dear Valued Customer," and "Click the link below to gain access to your account."

Courtesy of www.microsoft.com



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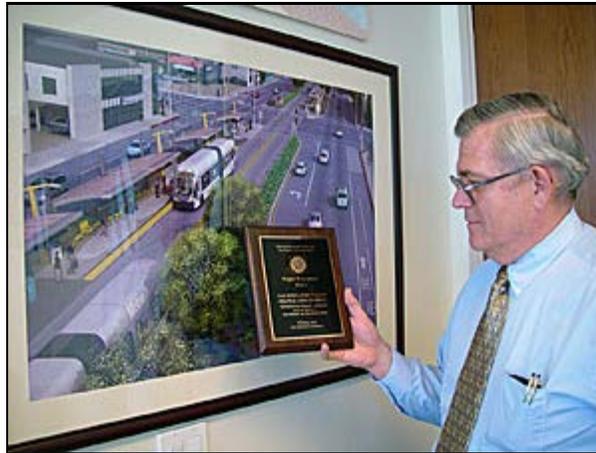
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Metro Orange Line Wins 2006 Project Achievement Award



Deputy Executive Officer Roger Dames, project manager for construction of the Metro Orange Line, accepted the 2006 Project Achievement Award on behalf of Metro.

(March 8, 2006) The Los Angeles Council of Engineers and Scientists (LACES) has named the Metro Orange Line as the winner of a Project Achievement Award for 2006.

One of five such awards presented this year, LACES said the Orange Line "gave new life and identity to an unused railway corridor, and a mass transportation option to thousands of Los Angeles commuters."

The Project Achievement Award was presented jointly to Roger Dames, deputy executive officer of Construction, who accepted for Metro, and to James Okazaki, assistant general manager, LA Department of Transportation.

Other projects to receive LACES Project Achievement Awards this year included the Vincent Thomas Bridge decorative lighting project, by the LA City Bureau of Street Lighting and Caltrans, and the Sun Valley Branch Library, by the LA City Bureau of Engineering.


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New 424 Area Code Overlay to Affect Metro Divisions

- Overlay takes effect, July 26, for Westside, South Bay

(March 9, 2006) Beginning July 26, an "area code overlay" taking effect in the 310 dialing area will require employees at five Metro operating divisions and the South Bay Service Sector offices to use a new procedure to make a phone call.

The new 424 area code will be added to the 310 dialing area, which stretches from west of Malibu along the coast down to San Pedro. The overlay will affect Santa Monica, Inglewood, Redondo Beach, Torrance and Santa Catalina Island and other Westside and South Bay communities.

Once the overlay takes effect in July, employees at divisions 6, 7, 11, 18 and 22, along with the South Bay sector offices, will be required to dial 1, the area code and a seven-digit number.

Employees will still be able to make calls on Metro's private network by dialing only five digits. The overlay will not require the offices to change their existing area code.

Phone company officials encourage employees at the affected divisions and offices to begin using the new "1 plus 10" dialing procedure immediately in order to get used to the new dialing pattern. After July 26, calls without the full "1 plus 10" numbers will not be completed.

In addition, automatic dialing equipment programmed with seven-digit numbers must be reprogrammed to use the new dialing procedure. This includes FAX machines, alarm and security systems, gates and speed dialers, call-forwarding settings and similar functions.

No changes will be required to phone services outside the 310 area code.


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More than 900 Tickets Sold for Metro Family Day at Disneyland

(March 9, 2006) More than 900 tickets have been purchased by employees for the second annual Metro Family Day coming up, Saturday, April 8, at Disneyland.

Tickets are available in the Metro Store at the Gateway Building. Store hours are 9 a.m. until 3 p.m., Monday through Friday, closed from 12:30 until 1:30 p.m.

Ticket sales have been held at most of the operating divisions, and sales are scheduled at divisions 1 and 2 on March 13, and at divisions 20 and 3 on March 16. No Metro tickets will be sold at the Family Day event.

Tickets are \$41 for adults and \$36 for children ages 3 – 9. Children under 3 years old are free. The last day to purchase tickets is March 24, or while supplies last. The \$10 parking fee is not included in the ticket price.

Metro Family Day begins with an “early bird” breakfast from 8 until 11 a.m. in the Festival Arena area in Frontierland. Disney characters will be on hand to entertain the kids.

After breakfast, the park and all its attractions will be open until midnight for Metro ticket holders at no additional charge.

In addition to discount tickets to the theme park, Metro employees are eligible for discounts at Disney's Paradise Pier Hotel, Disneyland Hotel and at Disney's Grand Californian Hotel. Mention “Metro” to get the discount when calling 714-520-5005 for reservations.



Transportation Operations Supervisor Regina Bird of Division 5 buys her Metro Family Day tickets from Administrative Aide Alicia Morales of the Metro Store.


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A New Link for Metro Connections: Culver City to Beverly Hills

- Modifying Metro's Line 220 promises better customer service

By BILL HEARD, Editor

(March 9, 2006) Metro Bus Line 220 runs south out of Beverly Hills, doglegs southwest across Culver City and jogs past Marina Del Rey before making a giant loop south around LAX.

With such a circuitous route through a number of low-density areas, Line 220 falls below Metro's route performance standards, attracting less than 20 boardings per hour on weekdays and even fewer on weekends.

That was the situation the Westside/Central Governance Council faced, Tuesday evening, when members approved a modification of Line 220 that not only promises to improve service on the 22-mile line, but is consistent with the system efficiency and ridership goals of Metro Connections.

Beginning with the June service change, Line 220 will be split. Metro will continue to operate the northern portion of the route along Robertson Boulevard between West Hollywood and Venice and Culver boulevards.

Culver City Bus will take over the southern portion of the line from Venice/Culver to Fisherman's Village in Marina Del Rey and operate it as Culver Line 7. Line 7 also will connect with Santa Monica Rapid 3.

The portion of Line 220 that now loops from Marina Del Rey around LAX and serves the LAX City Bus Center will be discontinued, as will all Sunday service.

A more viable line

Partnering with Culver City Bus will make both portions of the line more viable, says Westside/Central General Manager David Armijo.

With a shorter route, he says, Metro plans to improve headways from 60 minutes to 40 minutes and establish a timed transfer with Culver City Line 7.

And, when the Exposition Light Rail Line begins service in 2010, the station at Venice/Washington in Culver City will be a strong passenger generator for Line 220.

In the meantime, Culver City Bus expects that the proposed Line 7 will alleviate passenger loads on Washington Boulevard as patrons will have another transportation alternative with a lower fare. The

Exposition Line also is expected to encourage ridership on Line 7.

Culver City Councilwoman Carol Gross, a member of the Westside/Central Governance Council, notes that Line 220 has been “one of the least productive lines in the whole system.”

“We’ll provide better, more frequent service on Robertson at lower cost – a positive thing for Metro and its customers,” she says. “Culver City Bus customers also will get more frequent service, 40-minute headways and 75 cent fares.”

As Armijo sees it, the direct Line 220 route between the future Exposition Line station and West Hollywood is exactly what was envisioned for Metro Connections.

“Metro will carry the heavier loads between major points,” he says. “Culver City will offer more local, community service.”

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2006 Metro Rail Rodeo Scheduled Saturday, April 22



Raildeo Champs in Action

The heat is on for the emerging trophy winners at Metro's 2005 Raildeo. Above, TOS Davide Puglisi tallies winning operator Tu Phan's performance and, at right, Mechanic Ronnie Burt is under the clock in a nerve-wrecking countdown.

PHOTOS BY LUIS INZUNZA

- Families invited to Rail Operations Celebration, June 24
- 2006 Metro Bus Roadeo is set for Sept. 23

(March 9, 2006) Train operators and rail maintenance technicians are preparing for the 2006 Metro Rail Rodeo, scheduled Saturday, April 22, at Red Line Division 20.

The event will not be open to other employees or the public, but all employees, families and guests are invited to the Metro Rail Operations Celebration from 11 a.m. until 2 p.m. on Saturday, June

24, at Division 20, 320 South Santa Fe Ave., Los Angeles.

The 2006 Metro Bus Roadeo, hosted by the San Gabriel Valley Service Sector, will be held on Saturday, Sept. 23, at Santa Anita. Preliminary qualifying events are scheduled Sept. 13 – 16. The APTA International Bus Roadeo will be held in Nashville in early 2007.

During this year's Rail Rodeo, train operators will participate in five events – a uniform inspection, customer service exam, safety quiz, pre-departure inspection and rail operations course. Events begin at 5 a.m. and continue until 2 p.m.

Maintenance technicians will have eight events – an electronics quiz, rail mechanics and safety, electronic circuit troubleshooting, air conditioning troubleshooting, rail wheel fault diagnosis, "mystery box," parts identification and safety equipment usage.

The maintenance events are scheduled from 10 a.m. until 2 p.m.

The two rail operators and the maintenance team that win this year's Rail Rodeo will represent Metro at the APTA International Rail Rodeo, June 10. The International will be hosted by New York City Transit, Rapid Transit Division, at the Coney Island Yard.

Top prizes for the local Rail Rodeo are a \$500 U.S. Savings Bond for first place, second-place prize of a \$300 Savings Bond and a third-place prize of a \$200 Savings Bond. Other prizes include T-shirts, caps, commemorative pins, jackets and belt buckles.

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Mayor Antonio Villaraigosa asked the California Transportation Commission to provide funding for the Exposition Line.



Photos: Bill Heard

Metro Officials Ask CTC to Fund Expo Line Construction

- Villaraigosa, Yaroslavsky speak in support of the funding

(March 10, 2006) Metro officials asked the California Transportation Commission, Thursday, to program \$523 million in state transportation funds for the Exposition Light Rail Line.

During the CTC's meeting in the Board Room, Mayor Antonio Villaraigosa said the first phase of the line, between downtown LA and Culver City, will carry an estimated 43,000 passengers after it opens in 2010.

Asking that the commission "take a good, strong look" at Metro's Exposition Line funding request, the mayor said, "We think it is critical that we invest in this kind of public transportation."

Supervisor Zev Yaroslavsky, a member of the Exposition Metro Line Construction Authority Board, as well as a Metro Board member, noted that the light rail line will "have a direct benefit on I-10 traffic."

"This is a very important project for our region," he said. "We owe it to the public to offer an alternative to having to sit in traffic."



CEO Roger Snoble and Metro Construction Chief Rick Thorpe, who also is CEO of the Construction Authority, underscored Villaraigosa's and Yaroslavsky's remarks with a presentation that explained the benefits and regional significance of funding the Exposition Line.

Supervisor Zev Yaroslavsky told the CTC that the Exposition Line project is very important for the region.

Funding for other projects

If the state fully funds Metro's request, other capital projects can be funded with money freed up from the previously established Exposition Line budget.

These could include transit and carpool lanes on I-405 northbound over the Sepulveda Pass, I-5 from Rt. 170 to 134, and I-10 from Puente to Citrus.



Mayor Villaraigosa addresses California Transportation Commission.

Their presentation showed a breakdown of the \$523 million funding request. It would include the \$315 million LA County share of the 2006 State Transportation Improvement Program (STIP) and \$208 million in Traffic Congestion Relief Program (TCRP) funding.

The \$208 million was committed by the state legislature and governor in June 2000, but the CTC has been unable to meet that commitment until now, due to the state's General Fund deficits.

The CTC will take up Metro's request for the \$315 million at its April 27 meeting in Fresno. The commission also will consider the allocation of \$208 million in TCRP funds at its March 16 meeting in Sacramento.


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Buses like the 45-foot NABI coach shown here are being assigned to Line 761 in the San Fernando Valley.



Metro's Popular Rapid Line 761 Gets New High-Capacity Buses

By KIM UPTON

(March 10, 2006) Ten new high-capacity, 45-foot "composite" buses have just been added to the Metro Rapid Line 761 in the San Fernando Valley.

Line 761 travels Van Nuys Boulevard between Foothill and Ventura boulevards and on to Westwood. The buses, which can seat 46 passengers, went into service March 6.

"These buses are perfect for Metro's popular 761 Line," said General Manager Richard Hunt. "They can carry more passengers -- a 16 percent increase over the 40-foot buses -- and they are fuel-friendly and comfortable for our customers."

The new 45-foot buses are actually just a temporary addition to Metro Rapid Line 761. This summer, they will be replaced by 60-foot articulated coaches that seat 57. The 45-foot coaches will be moved to other lines to improve the level of service in other parts of the Valley.

"Our goal is to continue improving the level of service in the Valley," Hunt said. "We are putting these new buses into service to give extra capacity and comfort to our riders."

Manufactured by North American Bus Industries, the composite buses have fiberglass and carbon fiber reinforced bodies that weigh the same

as a regular steel-framed bus, but are stronger and resistant to corrosion and collision damage. Each bus costs \$370,000.

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Assistant Transportation Manager Bryshear Davis and Senior Safety Specialist Scott Boim are two of the North Los Angeles Division 3 employees who are running in the LA Marathon on Sunday, March 19. Photo by Jimmy Stroup



Division 3 Employees are Shaping Up to Run the LA Marathon

BY JIMMY STROUP

(March 14, 2006) In league with North Los Angeles Division 3's wellness program, at least nine employees – operators, maintainers and managers – have entered the LA Marathon, a 26-mile trek through downtown set for Sunday, March 19.

Some are going to bike the course as part of Acura LA Bike Tour XII, but most are going to run or walk the marathon. A 21-year tradition, the marathon was inspired by and started after Los Angeles hosted the Olympics in 1984.

While one of the Division 3 runners has done a few marathons, most are new to the sport — like Bryshear Davis, assistant transportation manager.

Davis says he's biked long distances in some Orange County events, but the LA Marathon is his first attempt at running such a long distance.

"I just want to finish, OK?" he joked when talking about how he expects to do. "I figure I'll run until I can't anymore, and then walk the rest."

In training for the long event, Davis says he's faithfully been running eight miles every other day for the last few weeks, and plans to kick it up to everyday for the entire week before the run. He's also planning

to try the whole course once before the big race.

No stranger to marathoning

Unlike Davis, Senior Safety Specialist Scott Boim is no stranger to marathoning — this is his fourth LA Marathon. His experience with marathon running has taught him that trying to run the entire course isn't a reasonable goal. He would like to finish in under six hours, depending on the heat.

Boim's best marathon finish, at a Rock and Roll Marathon in San Diego, was at just over six hours.

"I'll probably walk about half of it and run half of it," he says. "A lot of people just walk the whole way."

On Marathon day, bikers start at 6 a.m. near the USC campus and have to be done by 8:15 a.m. Runners start at the intersection of Figueroa Avenue and 5th Street after the bikers have finished. Except for the starting and ending positions, the bike and run courses follow the same track around LA.

Along with Davis and Boim, Lelan Chui, Gary Itoku, Silvestre Flores, Jose Gallardo, Ruben Goytia, Mario Interiano and Timothy Wong are also planning to either run or bike the course.

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LA Marathon Preparation a 3-Month Effort for Metro's BOC

(March 14, 2006) The 21st Los Angeles Marathon, coming up this Sunday, may be a one-day event for participants, but it's a three-month effort for members of Bus Operations Control.

Some 50 Metro Bus lines, along with a number of municipal bus lines, will either be detoured or divided to make way for the March 19 event. Every operating division, except those in the Valley and Venice Division 6, will be affected by the Marathon schedule.

In preparation for the annual event, the Special Projects Team from Bus Operations Control will post signs in English and Spanish at some 900 affected bus stops four days in advance to alert passengers to the temporary changes.

The signs will include a Marathon route map and the nearest alternative boarding location for each bus line that normally services a stop. The signs must be in place by this Friday, and will be removed on Sunday as streets reopen.

More than 100,000 Service Change Notices have been distributed through the bus and rail divisions, the Customer Service Centers, the Downtown Business District and Marathon organizers. Even LAPD and city Traffic Control officers have been given detour information to help them answer questions from the public during the event.

Brochures will be available on buses, and some 50 transportation operations supervisors and four field equipment technicians will be assigned to aid passengers and bus operators during the running of the 26.2-mile Marathon.

Streets will be closing around 3 or 4 a.m. on March 19, according to John Escher, who heads the BOC Special Projects Team. Streets will be reopened by 5 p.m., depending on the weather.

Slower when hot

"On a cold day, the run goes quickly," he says. "On a hot day, it runs much slower and the streets open later."

Each operating division whose buses serve the Marathon area already has received a large map of the route and copies of appropriate detours. The materials were to be posted on division bulletin boards, along with changes to operators' regular assignments. Each division also will have an instructor on duty the morning of the Marathon to assist operators as they sign on.

Since the Marathon is a closed course, most east-west buses will detour to the 10 Freeway. They will leave the freeway to make the appropriate stops.

For the second year, Marathon sponsors have chartered two Metro buses for athletes want to participate in both the Acura Bike Tour, which starts first, and the Marathon. The buses will transport those bikers from the Bike Tour finish line to the Marathon starting line.

The Los Angeles Fire Department also plans to position two Metro buses near the Marathon finish line to shelter participants who may need medical assistance or just want a cool, dry place to recuperate following the race.

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Orange Line Marathon, New Transit Colors Among Board Committee Items in March

(March 14, 2006) Board committees this week will consider motions to approve a half-marathon on the Metro Orange Line right-of-way, designate colors for various transit facilities, and accept funds to improve regional transit security.

Restoration of the historic Lankershim Depot and developing a temporary parking lot at the Orange Line station in North Hollywood also are on committee agendas.

Item 28. Half-Marathon Pilot Project. The Operations Committee will consider a motion that would authorize the CEO to negotiate an agreement with a San Fernando Valley organization that plans a "Great Pumpkin Half-Marathon" on the Metro Orange Line right-of-way on Sunday, October 29.

The proposal calls for re-routing Orange Line service and all north/south service that intersects the Orange Line for four hours or more to accommodate the marathon and cleanup. The agency would waive policies that allow use of Metro property only when normal transit service will not be disrupted. Metro also would provide staff, including Sheriff's deputies, Operations and Communications personnel, and would negotiate a fee with the event organizers.

Considered a pilot project by Metro, the half-marathon "would provide an opportunity to showcase the (Orange Line) and create a unique event in the San Fernando Valley," the staff report says. "This event will enjoy broad community support and would provide significant cultural and economic benefits" to the Valley.

Item 13, **Metro Line Colors**. The Executive Management and Audit Committee will consider a motion to adopt various color designations for the Mid-City/Exposition Line, the El Monte Busway, Harbor Transitway, and the Wilshire/Western subway line and potential extensions of that line.

A staff report recommends the color aqua for the Exposition Line, purple for the Union Station-Wilshire/Western line, silver for the El Monte Busway and bronze for the Harbor Transitway.

Designating a map color for these transit lines is intended to assist customer orientation as well as promote transit alternatives and connections and "will provide consistency on how the projects are referred to in all printed and electronic" communications, says the staff report.

Board Committee Meetings

Wednesday, March 15

Planning and Programming, 1 p.m.

Finance and Budget, 2:30 p.m.

Thursday, March 16

Executive Management and Audit, 9 a.m.

Construction, 10:30 a.m.

Operations, 12 noon

The cost of the proposed changes would be minimal, according to the report, and primarily would be confined to maps and printed materials, all of which are routinely updated and reprinted.

Item 29, Homeland Security Grant. The Operations Committee will consider a motion to accept \$3.3 million state Office of Homeland Security grant funds to support security programs for Metro, the Southern California Regional Rail Authority and OCTA.

The staff report says the grants will “fund efforts to augment rail security” at Union Station, including overtime for Sheriff’s deputies, barricades in the parking structure, installation of closed-circuit cameras throughout the USG complex, Metro Red Line message sign upgrades and other security measures.

Bus security improvements would include multi-agency disaster drills, installation of closed-circuit cameras at bus divisions, security kiosks at selected bus divisions and on the Metro Orange Line, and enhancements for the LASD data network.

Item 5, Restoration of Lankershim Depot. The Planning and Programming and Construction committees will each consider a motion to approve a budget of \$3.6 million for restoration of the Metro-owned historic Lankershim Depot Transit Center, located adjacent to the Metro Orange Line station in North Hollywood.

Approval of the motion would establish the Lankershim Depot Transit Center as a Metro capital project, using Proposition C 10 percent funds and matching funds contributed by the Community Redevelopment Agency. Once completed, the restored building may be improved for use for Metro community services purposes.

Item 19, Metro Red Line Parking Lots. The Construction Committee will consider a motion by Councilman Bernard Parks directing the Metro staff to work with the City of Los Angeles in developing a temporary parking lot for transit riders at the southwest corner of Chandler and Lankershim boulevards in North Hollywood using funds remaining in the Metro Orange Line construction budget.

The motion notes that parking lots adjacent to Metro Red Line stations in North Hollywood and Universal City “are completely full by 8 a.m. on weekdays.” With the opening of the Orange Line, the motion says, “it is critical that additional parking be provided so that commuters can park in North Hollywood and use these transit systems to access Woodland Hills and downtown Los Angeles.”

The motion says a former construction staging area at the southwest corner of Chandler and Lankershim “would be an ideal location for a temporary parking lot until a permanent joint development project is constructed.”


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Dozen Transportation Concepts Drivers Walk Off the Job

- Job action affects service on four San Fernando Valley lines

(March 14, 2006) About a dozen bus drivers walked off the job, Tuesday morning, at Transportation Concepts, a Metro contractor that provides service on four routes in the northern region of LA County.

Although other drivers reported to work, the job action caused a total of 11 missed runs on Lines 96, 167, 218 and 603, all in the San Fernando Valley.

Metro is monitoring the situation and may ask other contractors to serve the affected lines if the strike continues. Metro's contract with Transportation Concepts includes financial penalties for missed service.

Transportation Concepts has held a five-year contract with Metro since August 2005, but has experienced on-going protests and picketing by Teamsters who drove buses on lines 96 and 167 under the previous contractor but did not hire on with Transportation Concepts.


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CEO Update

Labor Talks, the Expo Line and a Poem for Arthur Winston

By CEO ROGER SNOBLE



CEO Roger Snoble

Following a successful series of workshops that helped develop a better level of trust between Metro management and labor union leaders, this year's contract negotiations seem to be off to a good start.

Unlike previous years, the 2006 bargaining talks are being conducted as "interest-based negotiations," in which the parties focus on issues of mutual interest. They will strive to avoid taking hard-and-fast positions and, instead, concentrate on reaching consensus on matters of interest to both sides.

This promises to be an improvement over previous years, when the negotiations process failed and we had work stoppages that harmed both our employees and our customers.

But, this year, I believe there's a new commitment by both sides to resolve differences in a better way than in the past. I personally am committed to the "interest-based negotiations" process and I look forward to reaching a fair settlement with our unions – UTU, ATU and TCU – before the fiscal year ends in June.

Go-ahead for the Expo Line

Another important initiative that has been given the go-ahead in the past couple of weeks is the Exposition Line. The Federal Transit Administration has signaled environmental clearance for the light rail project, and the Exposition Metro Line Construction Authority has given its CEO authority to approve the design/build contract.

The Authority's CEO is Rick Thorpe. And, while he heads that organization, he will continue in a dual role to guide Metro's construction program as our Chief Capital Management Officer. In fact, many of our employees will be working part-time or full-time on the Expo Line project.

Metro and the Construction Authority are total partners in building the Expo Line. The Authority relies upon Metro to provide the funding, a great deal of the professional work and, of course, Metro will operate the line once it's completed in 2010.

The partnership of these two agencies is very important. The faster we

build the Expo Line, the less it's going to cost and the sooner it will provide another vital rail service to our customers.

A tribute to Arthur Winston

I want to close this column with a tribute to an exceptional individual and one whom I have been privileged to know. Arthur Winston has been an inspiration to me and I wanted to find a way to convey how I really feel. So, as I often do on special occasions, I wrote this poem for Arthur.

For Arthur Winston

You'll be leaving the job behind
Say a final goodbye to the grind
You worked hard each day
With an elegant sway
Now is your chance to unwind.

You have certainly met the test
Have outworked all the rest
You are all the rage
One hundred years of age
Arthur Winston, you're simply the best.

You may have noticed our dismay
We all wish you would stay
You have been a good friend
We don't want that to end
But we will miss you in the worst way.

In light of all the celebration
I need to convey my admiration
You have accomplished a feat
That no other will ever beat
Thanks so much for your inspiration.

March 14, 2006

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FlyAway Airport Shuttle to Serve LAX Direct from Union Station

- Agreement with Metro includes parking for 500 vehicles
- Free FlyAway rides to LAX, March 15 through March 31

By DAVE SOTERO

(March 15, 2006) A media event on Patsaouras Plaza, Wednesday morning, marked the debut of the FlyAway Airport Shuttle, a direct, nonstop service from Union Station to LAX.

Los Angeles World Airports (LAWA) has a three-year agreement with Metro to operate FlyAway bus service out of Berth 9 on the transit plaza. The service will provide Metro Red Line, Gold Line and Metro Bus riders with ready access to FlyAway buses.



Flyaway Shuttle leaves from Berth 9 at Patsaouras Plaza. Photo by Dave Sotero.

Photo by Luis Inzunza.



"The FlyAway is a great concept," said Mayor Antonio Villaraigosa, "because, while it gets people out of their cars, it also cuts air pollution and provides LAX passengers with a high-quality, dependable and low-cost ground transportation service."

FlyAway buses will run both ways between Union Station and LAX every 30 minutes on the hour and half-hour from 5 a.m. until 1 a.m. every weekday and

on weekends. The 20-mile ride costs \$3 one-way for adults, \$2 for children between 2 and 12 years, and free for children under 2 years.

Flyaway buses will travel from Union Station to LAX in 45 minutes or less using HOV lanes on the 110 and 105 Freeways. The service will mean a significant time savings over driving alone to the airport in rush-hour traffic.

'Convenient and hassle-free'

"Like our popular FlyAway service from San Fernando Valley," said Lydia H. Kennard, LAWA executive director, "we believe this new non-stop bus service... will make getting to and from LAX more convenient and hassle-free for air travelers."

Photo by Luis Inzunza.



Mayor Antonio Villaraigosa leads ribbon-cutting ceremony, with help from Lydia H. Kennard, LAWA executive director, at right, and CEO Roger Snoble, at left. Photo by Luis Inzunza.

The Metro/LAX agreement includes long-term parking for 500 vehicles on the fourth level of the Gateway Center garage. A kiosk at the south end of the plaza near the FlyAway busstop will be staffed 24/7 to sell FlyAway tickets and provide information.

To encourage public transit use, from March 15 through March 31, riders presenting tickets or passes from public transit operators, including taxi receipts, can receive a free FlyAway roundtrip ticket.

"The introduction of FlyAway Airport Shuttle Service at Union Station, LA's major transportation hub, provides an invaluable new service option for Metro's transit customers," said CEO Roger Snoble. "The multitude of bus and rail connections at Union Station make the convenience of FlyAway service available to tens of thousands of daily transit riders."

More than 50,000 trips on Metro Bus and Rail lines, Amtrak and municipal transit operators are made each day through Union Station.



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Metro Headquarters Morphs into a Chicago Newspaper Building

- Building to be featured in TV comedy, "Pepper Dennis"



(March 15, 2006) Amid a gaggle of journalists, TV reporter Pepper Dennis rushes forward to interview the mayor of Chicago as he emerges from the city's leading newspaper, the Banner-Herald.

Photos by Bill Heard

Pepper falls, misses the interview and is upstaged by a male rival. Someone yells, "Cut, print it!" and all the actors, stand-ins, extras, camera operators, lighting and set crews, and hangers-on that seem to attend any LA film shoot, relax.

So, again on Tuesday, Metro Headquarters was the setting for scenes in a TV series, standing in for fictitious locations in the Windy City – and hopefully without palm trees in the shot.

The series is the 20th Century Fox production, "Pepper Dennis," and it will premiere April 4 at 9 p.m. on the WB network.

The TV newsroom comedy stars Sports Illustrated swimsuit model Rebecca Romijn, who has appeared in such movies as "X-



A TV van from a make-believe Chicago station waits at the curb in front of Metro Headquarters as a camera crews readies for Tuesday's film shoot. Below, a producer gives direction to extras who will portray news reporters waiting to interview the mayor of Chicago.



Men 3" and on TV in "Just Shoot Me" and "Friends."

Her co-star is Josh Hopkins, a stage, film and TV actor who has appeared in a number of movies, including "The Perfect Storm," and in such TV series as "Law & Order" and "Ally McBeal."

Communications Manager Herman Hagan, Metro's liaison with Hollywood, coordinated the day's filming with 20th Century Fox.



Actress Rebecca Romijn, as TV reporter Pepper Dennis, reads her lines at the entrance to Metro Headquarters, portrayed here as the Chicago Banner-Herald newspaper. Below, a stand-in for TV series star, Rebecca Romijn, patiently takes her position while the camera focuses in for the shot.




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Metro's Ed Velasquez Elected to Professional Association's Board

(March 16, 2006) Senior Contract Administrator Ed Velasquez has been elected to the Board of Directors of the National Contract Management Association (NCMA). Velasquez, who also is a founding member of the LA Gateway Chapter of NCMA, is one of two directors selected to represent the Southwestern Region for a two-year term of office. Velasquez recently received the NCMA's Arthur G. Muller Annual Volunteer Award and the Fellow Award. He is one of only two members of the national organization selected this year to receive the Muller Award.


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11 Honored as Employees of the Quarter for the 2nd Quarter

- [ONLINE](#) > Employees of the Quarter

(March 16, 2006) Eleven employees, whose work exemplifies five of the seven core Metro values, have been selected as Employees of the Quarter for the second quarter of FY 2006.

The employees are being honored in the categories of safety, employees, innovation, customer satisfaction and teamwork. The other two categories are fiscal responsibility and integrity.

Safety

Senior Safety Specialist David Miklic of the San Fernando Valley Service Sector, has been a key to ensuring safety on the Metro Orange Line. His work in developing "near miss" reports created a new standard for safety. By studying the "near miss" reports, sector officials were able to take measures to greatly reduce accidents along the Orange Line alignment.

Employees

Warranty Equipment Mechanic John Gerhardt of Arthur Winston Division 5 was tasked with inspecting buses that were scheduled to begin service within a matter of weeks. Wasting no time, he and his team worked arduously, often sacrificing days off and working overtime to make sure the buses were ready for deployment. He goes above and beyond the call of duty, willing to give the job his all.

Innovation

Transportation Operations Supervisors Steve Rank and John Escher of Bus Operations Control have earned a reputation as Metro's "Go To" team. Their dedication and fieldwork during emergencies have made bus operations successful. They are always ready, when needed, and quickly devise innovative ways to minimize service delays for our patrons. They truly keep Metro moving.

Customer Satisfaction

Metro Gold Line Transportation Manager Duane Martin and Service Development Manager Bruce Shelburne are being recognized for extending service on holidays and for their work during such major sporting events as the BCS National Championship at the Rose Bowl. Their work was an integral part of Metro's planning and execution of safe and efficient operations.

Metro Gold Line Service Attendant Leader Barbara Davis has been a dedicated employee for 23 years. She and her crew were responsible for washing and detailing the rail vehicles for the startup of Gold Line operations. She is committed to excellence, never failing to perform above expectations.

Teamwork

The teamwork of Senior Administrative Analysts Hope Gamble and Geyner Paz, Assistant Webmaster Kevin Woo and Records Management Supervisor Joe Parise helped to solve a longstanding agency-wide problem that benefits all Metro employees. The team reviewed and updated an extensive list of Metro policies. To make the policies available to employees, they established an Intranet policy web page that will prove critical to the success of Metro.

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Map traces the route of the 8.5-mile Exposition light rail line from downtown Los Angeles to Culver City.



Metro Secures \$208 Million in State Funding for the Exposition Light Rail Transit Project

- California Transportation Commission approves first of two state funding requests
- Watch it grow: www.buildexpo.org

By RICK JAGER

(March 16, 2006) The California Transportation Commission (CTC) today approved the allocation of \$208 million in Traffic Congestion Relief Program (TCRP) funding for the Exposition Light Rail Transit Project that will provide a major source of funding to the project.

"We thank the CTC for recognizing the needs of Los Angeles and for approving our funding request for the Expo Line," said Los Angeles City Mayor and Metro Board Chairman Antonio Villaraigosa. "This funding helps keep the Expo Line on track. The CTC's continuing partnership with Los Angeles is vital to our efforts to grow our public transit system and reduce traffic congestion."

Last week, Metro officials had asked the CTC during their Southern California State Transportation Improvement Program (STIP) Public Hearing to fund the 8.5-mile Exposition Light Rail Project indicating it was critical that investment of state monies be allocated to the project. (See [myMetro.net](#) report March 10)

"This is a critical project for our region," said County Supervisor Zev Yaroslavsky, a member of Metro's Board of Directors. "When it's finished, the Exposition Light Rail Project has the potential to relieve some of the heavy traffic on the Santa Monica Freeway, which makes

the CTC's allocation of these state dollars a win-win situation for all Westside commuters."

Construction on the line is expected to start this summer. The Exposition Light Rail Transit Project will share two stations (7th Street/Metro Center and Pico/Chick Hearn) with the Metro Blue Line in downtown Los Angeles where the line will then proceed west on the Metro-owned right-of-way on Exposition Boulevard, which parallels the congested I-10 Freeway with a terminus just east of Washington/National in Culver City.

Eight new stations will be constructed by the Exposition Metro Line Construction Authority for a total project cost estimated at \$640 million. A second phase would extend the Exposition Line to the City of Santa Monica.

Metro is requesting a total of \$523 million from the CTC. This would include \$315 million in LA County's share of the 2006 State Transportation Improvement Program (STIP) and \$208 million in TCRP funding approved today.

The recent allocation of the \$208 million was committed by the state legislature and governor in June 2000, but the CTC has been unable to meet that commitment until now, due to the state's General Fund deficits. The CTC will take up Metro's request for the \$315 million at its April 27 meeting held in Fresno.

Metro officials expressed appreciation to Governor Arnold Schwarzenegger and the Los Angeles legislative delegation for their continued support for transportation improvements throughout the region.

The allocation of these state dollars will free up transportation monies from the previously established Exposition Line budget that could possibly fund projects such as transit projects and/or carpool lanes on the northbound I-405 Freeway over the Sepulveda Pass, I-5 Freeway from Route 170 to the 134 Freeway, and the I-10 Freeway from Puente to Citrus or other transportation improvements.

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Arthur Winston addresses the Los Angeles City Council, flanked by City Councilman Bernard Parks, left, Metro South Bay GM Dana Coffey and City Councilman Herb Wesson, right.

**Whereas,**

Arthur Winston is honored by the Los Angeles City Council with a resolution presented by City Councilman Bernard Parks, in whose 8th Councilmanic District he works and City Councilman Herb Wesson, in whose 10th Councilmanic District he dwells. It was the first of many commendations and honors lined up for the soon-to-be centenarian, who will remain on the job at the Arthur Winston Division until the day before his 100th birthday on March 22.



Next up: Honors from the Los Angeles County Board of Supervisors on Tuesday; a celebration and media event on the day of Winston's 100th birthday and retirement at 11:30 a.m. at the Arthur Winston Division on Wednesday; the Board of Directors will present a resolution at 9:30 a.m. during the Board Meeting, followed by a reception on the Plaza Level from 12 noon to 1 p.m. on Thursday, and a 100th birthday and retirement gala at the Renaissance Los Angeles Airport Hotel on Saturday evening. --
from Gayle Anderson

PHOTOS BY GARY LEONARD

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The two sides of Gavin Lowe: Digital Systems Technician at Metro San Fernando Valley is also the author of science fiction novels. Photo by Jimmy Stroup



San Fernando Valley Systems Tech Writes a Novel (or Two)

BY JIMMY STROUP

(March 17, 2006) Digital Systems Technician Gavin Lowe is responsible for keeping the computer systems in the San Fernando Valley humming. But once he gets home, he stops working on other peoples' projects and works on his own: writing novels.

And as if being a part-time writer weren't enough distinction, Lowe is publishing his novels in a manner befitting a systems technician. Two of his novels, *Tannis Island* and *The Seven Scrolls of Scallose*, are available in audio format – voiced by the author – online at www.podiobooks.com.

"I started doing a lot of research about the technology – the iPods people wear on their belts – and I watched people get on the bus or the train. Everybody's plugged in. I started to realize that people aren't reading as much as they used to," Lowe says. "And when they want to listen to a book, they just plug in. In the next decade, that's probably what most books are going to be: audio format."

A new Web site that features work much along the lines of Lowe's chosen genre, science fiction, Podiobooks allows users to download entire novels in serial format – one chapter at a time. Authors record their novels chapter by chapter and upload them onto the site for weekly updates.

Profits split with the author

"It's free to download the books," says Lowe. "They offer the option to make a donation if you like the novel, and that only happens once you complete the book. If you finish listening to a novel and you like it, they ask that you make a donation." He adds that Podiobooks splits the donation with the author.

But before his book can go online, Lowe has to first tailor it to a

format more conducive for Web broadcasting.

"I write the story based in a novel format. But for the podcast or the audio book, I rewrite the book based toward that type of an environment, which is almost like a radio show when you listen to it," he says. "It sounds more like you're listening to Orson Welles' *War of the Worlds* — it has sound effects and it has music."

Lowe has already penned a sequel to *Tannis Island* called *Legend of the Windmaker*, and will be converting it to audio format soon. He's also got four other outlines for new novels that he hasn't had a chance to write yet.

For Lowe, even success wouldn't be enough to change the way or the function of his writing: He writes for fun and as a hobby.



'At my own pace'

"If you want to destroy a hobby, make a job out of it. For me, the writing is a hobby and a pastime. If I want to do it for a living, it wouldn't be a hobby anymore," he says. "I'm going to do it at my own pace and the way I want to do it."

His pace is quick, though, and he sees that as a function of writing in an area that interests him: science fiction.

Gavin Lowe

"Practically all of my books are science fiction," he says. "I'm not so much into UFOs and aliens, but there are other aspects of science fiction that are equally as interesting."

And because Lowe's done the writing and recording on his own, it only fits that the books' designs should be his own, too — he created the artwork that adorns the covers of both his novels.

Tannis Island features a dreamlike island on a glassy sea, and *The Seven Scrolls of Scallose* depicts a kind of platform suspended above a floating, lighted orb.

Tannis Island is available in its entirety on www.poddiobooks.com. *The Seven Scrolls of Scallose*, though fully written, is currently on chapter seven, with chapter eight soon to come.


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Aerial view of South Park Shops circa 1930s. The Los Angeles Transit Lines consolidated the facility in 1946. The brick car houses were eventually torn down.

South Park Shops Turn 100

By Matt Barrett and Jim Walker

Article republished here courtesy of Research Center/Dorothy Peyton Gray Transportation Library. More history online at the [Los Angeles Transportation History Archives](#) of the library's website.

(March 17, 2006) Metro's South Park Shops celebrate 100 years of service this year. The facility was built by Los Angeles Railway and has served its successors (Los Angeles Transit Lines, Los Angeles MTA, SCRTD and LACMTA) ever since. The nine-acre site is located between 54th and 55th, Avalon and San Pedro, in south Los Angeles.

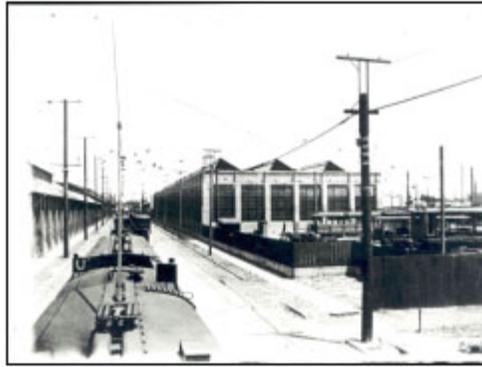
Los Angeles Railway was the original mass transit system within urban Los Angeles, the grandfather of today's bus system. It's fleet of 742 yellow and green streetcars running on 400 miles of track were the local compliment to long distance interurban routes of Pacific Electric's Red Cars.

At the turn of century it shared shop facilities with Pacific Electric at 7th and Alameda, but both LARY and PE were growing and both needed their own central heavy-maintenance facility to build, rebuild and service its streetcars.

When Los Angeles Railway bought the land that would later become South Park Shops in 1901, several buildings had to be cleared away, one was described as a "flophouse full of fleas", the other a brothel described as "not fit for any gentleman even of the lowest status."

Copies of the lands deeds, undersigned by Huntington himself, are contained in the MTA History Archives. Construction began in late 1903 and was completed in 1906 at a cost of \$300,000.

The facility originally included a blacksmith shop, machine shop, carpentry shop, upholstery shop, electrical and motor repair shop, oil house, general repair shop, 36-track paint shop and storeroom. A transfer table made track connections.



South Park Shops circa 1920s. Looking east from San Pedro St. Streetcars were manufactured there and the fleet was serviced in the facility's shops.

In 1922 a body shop with 21 tracks was built. All heavy streetcar work was centralized at South Park: wreck repair, major overhauls, repainting, rebuilding, traction motor work, truck rebuilding, wiring and control overhauling. Each division was supplied from the main storeroom at South Park.

In addition to servicing Los Angeles Railway's fleet of some 675 streetcars, the facility also manufactured over 60 streetcars from the ground up and had planned to construct many more. The shops handled a great deal of manufacturing and fabricating jobs.

All of this capability was put in place because Los Angeles Railway officials, who included Henry E. Huntington, believed they could do just a good a job at far less cost, and not be subject to someone else delivery schedule.

Los Angeles Transit Lines took over in 1944.

Los Angeles Railway was sold to Los Angeles Transit Lines in 1944. In 1946, the new company decided South Park was too big and the older part seen at the right in the photo above, was consolidated with the newer facility.

The large lot was sold off and eventually its brick car houses were torn down. A great deal of machinery, dies, patterns and tools were scrapped or sold as Los Angeles Transit Lines began using outside suppliers.

Los Angeles Railway's track miles peaked around 1925, and ridership peaked during WWII due to tire shortages and gas rationing.

Making the switch from streetcars to freeways

By 1955, however, the streetcar era was waning; General Motors had perfected the 45-seat diesel motorbus, while a booming economy fueled demand for more automobiles and freeways.

After obtaining the facility in its purchase of Los Angeles Transit Lines, it was refurbished by the Los Angeles Metropolitan Transit Authority (1958-1964) to accommodate buses and by 1963, the overhead wires were removed, rails paved over, the transfer table removed and its pit filled in and paved.

South Park functioned as the Southern California Rapid Transit District (1964-1993) Central Maintenance Facility for its fleet of 2,400 diesel, gas and propane buses, as well as many other non-revenue vehicles.

A new state of the art central maintenance facility, now known as the

Regional Rebuild Center, was opened by SCRTD on July 24, 1987. Since 1987, South Park Shops has housed the sign shop, stops and zones, storage, and surplus property sales.

Metro is currently talking with the City of Los Angeles about the possible sale of South Park. The more than nine acre site would become an urban wetlands park, helping Los Angeles improve its ratio of public parks to population. The park will also include an urban runoff recycling and treatment facility providing clean water to help sustain the wetlands park.

South Park Shops played a historic role in both organized labor and civil rights history in Los Angeles

Prior to the election of President Franklin D. Roosevelt in 1932, Los Angeles prided itself on being an open shop city and labor unions were small.

Over the years there had been some strikes that ended with strikers being discharged.

During the Great Depression and the adoption of the National Industrial Recovery Act, labor unions became prominent and Los Angeles Railway finally, after another strike and some violence, relented on its opposition.

Maintenance workers voted to be represented by the Amalgamated Transit Union, and its first contract was signed in 1937 between Los Angeles Railway Corporation and the Transportation Union of California, Local #2. ATU continues to represent mechanics and maintenance workers today.

That first ATU contract resides in the Dorothy Peyton Gray Transportation Library and Archive.

During WWII, Los Angeles Railway was hesitant about implementing President Roosevelt's Executive Order 8802 of 1941 that banned racial discrimination in war related industries, which included the nation's transit systems carrying workers to critical manufacturing jobs.

Reverend Clayton Russell's Victory Committee used the power of radio and war bond rallies to get the support of the Los Angeles community in pressuring Los Angeles Railway to hire blacks as motormen and conductors.

In January 1943, Los Angeles Railway promised Los Angeles Mayor Bowron and the Victory Committee that not only would it hire African-Americans as motormen and conductors, but twenty five black employees would be promoted from menial jobs to mechanics.

Within a few months, a reaction developed on the part of white employees and a sit down protest against the promotions of black employees was staged at South Park.

At first Los Angeles Railway gave in and demoted those twenty five employees back to their original titles, but the President's War Manpower Commission, the NAACP, Mayor Bowron, the AFL and CIO intervened and Los Angeles Railway rescinded the demotions.

Workplace equality had a rocky start.

Sources:

- *Interurbans*, Special No. 11
- *The Yellow Cars of Los Angeles* by Jim Walker
- *The Development of Leadership and Organization Building in the Black Community of Los Angeles from 1900 through World War II* by Frederick Anderson

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Mark your calendar> All employees are invited to "A Gateway Salute to Arthur Winston" from 11:30 a.m. until 1:30 p.m., Thursday, March 23, in the Gateway Plaza lobby. There'll be live entertainment and refreshments.



Photo by Kyung Kim

Wednesday is a Big Day for Arthur Winston: He'll be 100!

(March 21, 2006) Tomorrow is a big day for Arthur Winston. It will be his 100th birthday and his last day at Metro – probably hard to grasp for someone who's been on the job for 72 years.

Not that the centenarian hasn't seen it coming. There's been a lengthy round of inspirational visits with fellow employees in Gateway Building offices and at the operating divisions.

He's been interviewed by newspaper and TV reporters. He was given recognition by the business community of Torrance.

Last Friday, he addressed the LA City Council and received an elaborate proclamation. Earlier today, county supervisors recognized Winston during their meeting at the Hall of Administration. The supervisors declared March 22 as Arthur Winston Day in LA County and presented him another proclamation

On Wednesday, his namesake Arthur Winston Division 5 will hold a birthday celebration at 11:30 a.m., complete with barbecue, birthday cake, the Laker Girls and Chivas USA cheerleaders.

'Go Arthur!'

The maintenance shops will be decorated with picture posters and huge banners reading, "Arthur Winston – Employee of the Century"

and "Happy 100th Birthday and Retirement – Go Arthur!"

CEO Roger Snoble and other top staff members, along with local elected officials and community leaders, are invited. The Metro Choir will present a short musical program and the chairman of the 99-Cent Stores chain is scheduled to hand Winston a check for \$999.99.

On Thursday, the Metro Board of Directors will recognize Winston at 9:30 a.m. in the Board Room. Board members will present a commemorative resolution and Mayor Antonio Villaraigosa is expected to present a special certificate.

The Board presentation will be followed by a "Gateway Salute to Arthur Winston" from 11:30 a.m. until 1:30 p.m. in the Gateway Plaza lobby. All employees are invited to attend the event, which will include live cake, punch, live entertainment and special awards.

A 100th birthday party at the Renaissance Los Angeles Airport Hotel, scheduled for 6 p.m., Saturday, will cap a week of celebration. The restaurant is located at 9620 Airport Blvd. in Los Angeles (90045). Tickets are \$55 each. For more information, contact Renee McLin at 909-561-6211 or Alex DiNuzzo at 323-421-2031.

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Get Ready! Here comes "Bring Your Daughters and Sons to Work Day." [Volunteer coordinators needed.](#)



Photo by Mark Clifford

Metro's 12th Annual "Bring Your Daughters and Sons to Work Day" is April 27

By SARAH WINFREY

(March 21, 2006) The time-honored tradition that allows parents to give children a glimpse of their workplace is back once more. On Thursday, April 27, it's the annual "Bring Your Daughters and Sons to Work Day."

"Bring Your Daughters and Sons to Work Day" is a way to introduce transportation as a career. Children of Metro employees from ages five to 15 are eligible.

The theme this year is "Shaping the Future" and will show kids how to plan for a future they might see themselves in.

Activities planned for the day are tours of the Metro Red and Gold Lines, the Design Studio and Print Shop. Tours of Bus Operations Control and the Copy Center are also scheduled.

Additionally, the kids will to meet members of the Metro Transit Security Department and attend a workshop to learn tips for a successful interview. The final activity will be is a general wrap-up of the day's events. Each child will receive a gift bag.

Volunteers Needed!

Volunteers are needed immediately from each operating division and for each floor of the Gateway Building for Metro's annual "Bring Your Daughters and Sons to Work Day." Volunteers will handle registration forms, plan the activities and register the kids for the different events. For more information, contact Gabriela De Leon at 922-4277.

“Bring Your Daughters and Sons to Work Day” is not school-sanctioned, so notification of the child’s school is recommended.

For more information about registering your child for this event or becoming a volunteer, contact Gabriela De Leon at 922-4377.

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FTA Rates Metro's DBE Program as a Model for Other Agencies

(March 21, 2006) The Federal Transit Administration has found Metro's Disadvantaged Business Enterprise (DBE) Program to be well-managed and a model for other transit agencies to follow.

The FTA rating was given at the completion of a recent three-day audit of Metro's Diversity & Economic Opportunity Department (DEOD).

Federal regulations require Metro to follow specific guidelines in order to receive federal funding for its contracts.

The guidelines are designed to ensure a level playing field for socially and economically disadvantaged business owners interested in obtaining contracts on FTA-funded projects.

During the audit, FTA representatives evaluated the Contract Compliance Unit, managed by Tashai Smith, and the Certification and Outreach Units, managed by Joe Hernandez.

Each unit received outstanding ratings for its procedures and documents used to capture critical monitoring data. FTA officials said they plan to use Metro's program as a model to train other agencies to carry out their DBE compliance programs.

The FTA audit included interviews with Metro Procurement Chief Lonnie Mitchell and DEOD Deputy Executive Officer Linda Wright, who also serves as Metro's DBE liaison officer.

During the audit, the FTA staff toured the Metro Gold Line Eastside Extension Project and interviewed four Transportation Business Advisory Council (TBAC) member organizations, as well as the Metro Executive Staff, and County Counsel.


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PHOTO OP for Metro Runners and Bikers in the Los Angeles Marathon XXII

- **We want the bragging rights!**

Congratulations on running or biking L.A. Marathon XXI. We'd like to celebrate your great achievement. Choose one or more of the photo options listed below.

- Group photo opportunity in the Gateway plaza lobby, **Wednesday, at 10 a.m.** and at **4 p.m.** - **please bring your medal and your smile**, OR
- 2) e-mail photo taken at the Marathon, if you have one, OR
- 3) make special arrangements with us for a photo on Wednesday or Thursday morning - bring your medal and we'll take your picture whenever it works, whatever it takes, OR
- 4) get your group together and have someone take a great photo of you with your medal (medals) and send it to us in an e-mail.
- e-mail (this week) to andersonga@metro.net

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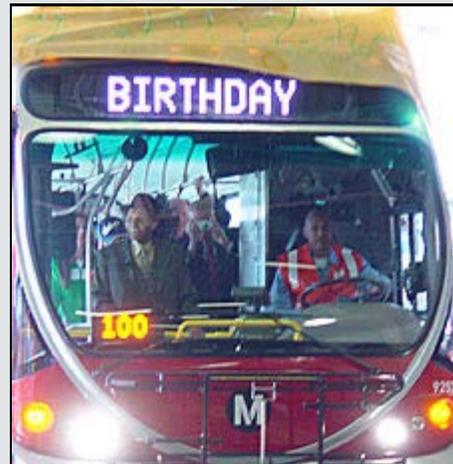
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100th Birthday Celebration for Arthur Winston



Photos by Gary Leonard

Arthur Winston is escorted through a crush of media and cheering fans by CD Chivas cheerleaders at Arthur Winston Division momentous and unabashed 100th Birthday and Retirement Celebration.



Suddenly, as anticipation grows at Arthur Winston Division, the big moment: With sirens blaring, a "Happy 100th" special bus carrying centenarian Arthur Winston bursts through a birthday banner to the applause of more than 150 co-workers and Metro executives, family members, friends, public officials and media representatives who were on hand, Wednesday morning, for a celebration at his namesake Arthur Winston Division 5. (Bill Heard photos)



Guest of honor takes center stage as Metro South Bay General Manager Dana Coffey and CEO Roger Snoble begin the program. At right, Maintenance Manager Alex DiNuzzo and Asst. Maintenance Manager Sergio Rubalcava check Mr. Winston's employee badge, just to be sure.



Neil Silver, president of ATU Local 1277, praised Arthur Winston's decades of service to Metro and his loyalty to a union he has been a member of for more than 50 years. Silver was one of many who presented plaques or awards to Winston during Wednesday's ceremony.



CEO Roger Snoble reads a poem he dedicated to Arthur Winston on his retirement after more than 72 years of continuous service and a total of 76 years on the job. It read, in part, "In light of all the celebration/I need to convey my admiration/You have

accomplished a feat/That no other will ever beat/Thanks so much for your inspiration."



Representatives of the Buffalo Soldiers and Tuskegee Airmen were among those bestowing honors. Below, the members of the Metro Choir await the spotlight.



Surrounded by a squad of Laker Girls, Arthur Winston blows out the candles on the special 100th birthday cake. He was joined by CEO Roger Snoble, and, later, by members of his extended family, co-workers and friends for a barbecue lunch.


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Metro Volunteers Staffed Information Booth at LA Marathon

By RICH MORALLO

(March 22, 2006) Barbara Trigg was busy answering questions about Metro services.

An hour into her volunteer shift last Saturday morning at the Los Angeles Marathon Expo in the LA Convention Center, Trigg was definitely occupied with people walking up to the Metro table.

"There were so many people that morning. The most-asked question that day was if they could ride Metro for free," said Trigg, an Employment and Compensation records clerk.

A member of the Metro Volunteers, Trigg, who is confined to a wheelchair, is willing to help promote Metro Bus and Metro Train at weekend community events even if she has to travel.

"I ride with Access Services anywhere in the county," said Trigg, who relies on the same service to go to Dodger games.

Worked in shifts

Volunteers from the Division Ambassador Committee (DAC) worked in shifts at the busy center where thousands of marathoners registered for the race. They included Carl Johnson and Richelle Rayford from Carson Division 18, Ida Brown of Arthur Winston Division 5, and Rose Marie Ordenes and Dyana Elorriaga of Metro Rail.

"It's important to reach out to the community so the agency can encourage people to take Metro," said Security Assistant Laura Mendoza.

She, partner Desiree Castro, and another Transit Services Bureau team of Arthur Rubenstein and Ericka Rodriguez-Juarez also worked at the Metro booth. The law enforcement members provided system maps, bus and train schedules, coloring books with safety tips, and pencils to race participants and their families.

Metro Volunteers coordinator Kathy Lo praised the DAC volunteers, the law enforcement members and Metro staffers Felix Landaverde, Frank Clarke, Jess Godinez, Sherie Ayers, Maria Diaz and Elvira Broida-Shirk who gave up part of their weekend to help.



Volunteers Barbara Trigg (left) and Sherie Ayers helped staff the Metro booth during the LA Marathon. Photo by Rich Morallo.

"We distributed more than a thousand Metro maps and materials," said Lo. "We need a bigger booth next year."

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Procurement Law Expert Set to Speak at NCMA Meeting

(March 22, 2006) The nation's leading authority in government procurement law is scheduled to speak at the March 28 meeting of the LA Gateway Chapter of the National Contract Management Association (NCMA).

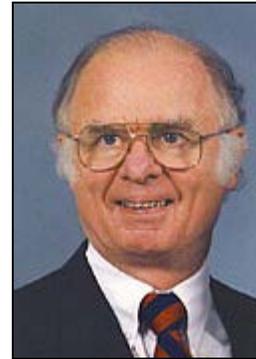
Ralph C. Nash, Jr., now professor emeritus at The George Washington University's National Law Center, has more than 47 years' experience in the field.

The meeting will begin at 11:30 a.m. with lunch in the Gateway Room on the 3rd Floor. At 12:15, the meeting will be moved into the Board Room for Nash's talk. Members of several other local NCMA chapters are expected to attend.

Nash began his career as a contract negotiator for the U.S. Navy. He serves on the Defense Science board Task Force on Defense Acquisition Reform and on the Blue Ribbon Panel of the Federal Aviation Administration.

He is an NCMA Fellow and serves on the organization's Board of Advisors. He also is a member of the Public Contracts Section of the American Bar Association and of the Procurement Round Table.

Nash earned a bachelor's degree from Princeton University and a law degree from The George Washington University. He has co-authored a number of textbooks on government contracting.



Ralph C. Nash, Jr.



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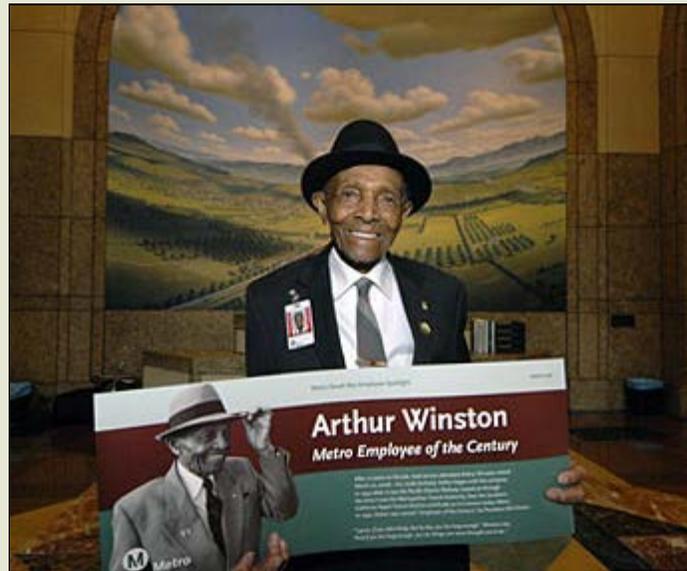
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Arthur Winston's Fond Farewell

- 'Employee of the Century' Holds Court at Metro in a Festival of Recognition, Honors, and Lots of Love
- Mayor Declares "Arthur Winston Day" for all of Los Angeles



You can chalk this day up as a winner for newly turned centenarian Arthur Winston.



Los Angeles Mayor Antonio Villaraigosa started the day on a very good note by declaring "Arthur Winston Day" at the Metro Board meeting. Said the Mayor: "One of the reasons we honor him is not just his longevity (76 years), but also his work ethic." (Photo by Luis Inzunza) Everything was uphill from then on...



Event coordinator Fran Curbello escorts Arthur Winston to place of honor amidst great cheer and applause from guests.



Metro South Bay GM Dana Coffee takes Arthur center court for an hour of presentations and other Metro delights.



The Metro Choir start the program with a musical tribute, "Total Praise."



Kindergarten students from the Gateway Child Development Center gave their own rendition of "The Wheels on the Bus."



CD Chivas USA group mascot and two of the "Chivas Girls" gave him a team jersey embossed with his name and the magic number 100.



"Arthur's Crew," performed a musical tribute to the honoree's famous work ethic. From left, Marie Tervalon, Alan Gee, Kenneth Allen, and Jacqueline Exeart.



LADOT Asst. General Manager James Okazaki to Arthur Winston: "You're monumental."



At the end of a table loaded with plaques and commendations, "Inside Edition" crew grabs an interview. Segment is expected to air Friday.



Human Resources Director Stefan Chasnov presents first of the redesigned retiree badges to Arthur Winston. (They're a little big, but at least you can see them)



CBS didn't get him out of bed like they did for his birthday party on Wednesday, but at least he was on the front page of the Los Angeles Times. But where will he put all of those plaques?

Photos by Gary Leonard, Gayle Anderson

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School Trip: Sinai Akiba Academy Kids Visit RRC



(March 24, 2006) A group of sixth graders from the Sinai Akiba Academy day school in Los Angeles toured the Regional Rebuild Center, recently. John Drayton, Metro's vehicle acquisition manager, leads the students through the facility, where mechanics rebuild vehicles in need of extensive bodywork or maintenance.



John Drayton stops to discuss the many operations that happen at RRC.



The sixth graders try on the orange safety vests before entering the facility. The students are studying the use of alternate fuels, and were interested in learning about Metro's use

of CNG buses.



Students wave at Metro workers on break from servicing an articulated bus. The kids rode the bus to Gateway Division 10 to see how buses refuel with CNG. **--From Reina Slutske**

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Arthur Winston Hospitalized; Misses Retirement Dinner

- Centenarian is treated for dehydration and exhaustion

By RICH MORALLO

(March 28, 2006) Metro icon and 100-year-old retiree Arthur Winston was admitted to an area hospital over the weekend, according to a family spokesperson.

"My uncle was feeling weak and tired and also had lost his appetite," said great niece Yvette Chappell-Ingram. "He is being treated for dehydration and exhaustion."

More than 400 co-workers, community and family members gathered Saturday night to celebrate Winston's retirement from Metro and his 100th birthday at the Renaissance LA Airport Hotel.

"Everyone missed him, but the doctor and family thought it was advisable (that) Arthur stay in the hospital and receive the necessary medical attention," said Chappell-Ingram.

Chappell-Ingram expects Winston to be released from the hospital in a few days. "He's in great spirits!"



Arthur Winston, shown here enjoying celebration at Metro Headquarters on Thursday, is expected to be released from the hospital in a few days.


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Metro Blue Line Expected Back in Full Service, Friday Morning

- Truck accident in Compton caused significant damage to power lines
- Car accident in Long Beach also damaged catenary wires

By DAVE SOTERO

(March 28, 2006) Metro anticipates that service on the Metro Blue Line will be fully restored by Friday morning, March 31. The power lines above the southbound track were significantly damaged in an early morning car accident, March 20, in Compton.

Metro determined the accident damage to be more serious and time-consuming than early assessments, with major repairs required to rebuild the Blue Line's power system infrastructure near the Artesia station.

Repair work includes replacing 1,200 feet of overhead power lines, installation of new guide wire poles and pole foundations.

As repairs progressed in Compton, power lines above the southbound Blue Line tracks on Long Beach Boulevard near 20th Street in Long Beach were knocked down early Sunday, March 26, when the driver of a 1992 Buick Regal lost control and struck a palm tree, pushing it onto the catenary wires, City News Service reported.

A 31-year-old Long Beach woman was fatally injured in the fiery crash, which occurred shortly after midnight. Her 28-year-old husband and 11-day-old son were hospitalized with serious injuries.

A Metro Rail wayside crew repaired the damage to the wires and restored service in that section about 9 a.m., Sunday.

Significant progress in Compton

Although wayside crews have made significant progress on repairs in Compton, both northbound and southbound trains will continue to share one track between the Del Amo and Artesia stations.

Service delays of between 30-35 minutes are expected for trains running end-to-end between Los Angeles and Long Beach.

Trains will continue to run every 15 minutes between Long Beach and the Del Amo station and between Los Angeles and the Artesia station.

Three people were killed in the March 20 accident in Compton when a pickup truck veered off the westbound 91 Freeway at Acacia Avenue about 2 a.m. and plunged some 130 feet down an embankment, then burst into flames, according to City News Service.

As it tumbled down the embankment, the pickup tore out a section of

the overhead catenary wires above the Blue Line's southbound tracks.

Since the accident occurred, Metro has operated a fleet of five supplemental buses for Metro Blue Line patrons between the Del Amo and Artesia stations.

Alternative service is provided on Line 60-360 from Long Beach to Los Angeles via Long Beach Boulevard, Pacific Boulevard, Santa Fe Avenue and 7th Street.

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Metro Needs Volunteers to Help Reach LA's Diverse Communities

(March 28, 2006) Are you multi-lingual? Do you belong to one of LA County's many ethnic groups? Would you like to help increase transit ridership in those communities?

Well, here's your opportunity. This week's paychecks will include an appeal to employees who could be Metro's links to the county's diverse cultures, reaching them in their own languages.

These employees could help Metro connect with minority communities through such outreach programs as community events, advertising and even by acting as special Metro media representatives.

"We have almost 10,000 employees at Metro, many of whom are from the target communities," says Senior Marketing Officer Grisel Sanchez, who is coordinating the employee appeal. "If we have employees who are willing to help, that will give us valuable insight into those communities."

Interested employees should complete the information form on the paycheck stuffer and send it by interoffice mail to Sanchez at Mail Stop 99-19-2. She also can be contacted at sanchezg@metro.net.

In-depth survey

Those who respond to the paycheck stuffer will receive a more in-depth survey about their communities.

The Metro Communications department will use information gained from employees to develop a multi-cultural marketing and outreach campaign with information in the languages of the various communities.

"We'd love to find employees who would be willing to be trained to help us make a difference in these communities," says Sanchez.

She hopes to have enough responses from employees in the next couple of weeks to prepare a list of employees by mid-April who can provide information about their communities and who would like to be community volunteers or Metro spokespersons.

In May, the Metro Communications department plans to develop a calendar of community events and a program guide to help establish Metro's presence during community events.


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Funeral Services Set, April 3, for Metro's Joyce Hudson

(March 28, 2006) Funeral services are set, April 3, for Joyce Hudson, records and information coordinator in the Board Secretary's Office.

Hudson, 58, died at a local hospital Friday morning, March 24, following a long illness. She had been on medical leave since November 2005.

Funeral services are scheduled at 1 p.m., Monday, April 3, in the chapel at Inglewood Cemetery, 3801 West Manchester Blvd., Inglewood.

After joining Metro in August 1990, Hudson worked in a number of departments, including Organizational Development & Training, Human Resources and, most recently, the Board Secretary's Office.

Hudson, who lived in Los Angeles, is survived by her daughter Charnell and her children, Charlye, 7, and Alex, 5, and by her daughter Christa and her sons, Christopher, 9, and Cameron, 4 months.



Joyce Hudson
1947 - 2006


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Outstanding academic record earns Metro planner membership in prestigious business college honor society: Beta Gamma Sigma



Sharad Mulchand, Gateway Cities Area team planning manager, will pick up his master's degree in Transportation Management from San Jose State University in December, and the honors are pouring in. By virtue of an outstanding academic record, Mulchand has been nominated for membership in Beta Gamma Sigma, an honor society serving accredited business programs. For the last two years, Mulchand has been attending the Mineta Transportation Institute at San Jose State University, which offers a fully accredited multi-disciplinary program via video conferencing in virtual classrooms at Caltrans facilities. "I just attended the first course titled 'Fundamentals of Transportation Management' to see if I would like to continue with the program, and I got hooked!" said Mulchand. The program teaches critical elements of business and public management, as well as engineering, planning, environmental science, law, labor relations and even journalism for a career in the transportation field. "My background was mostly technical and highly specialized-- now I feel much more confident to tackle other challenging assignments in my work," said Mulchand. The virtual classrooms may soon become a reality at Metro, where plans to host academic programs via video conferencing are under consideration. -- from Gayle Anderson

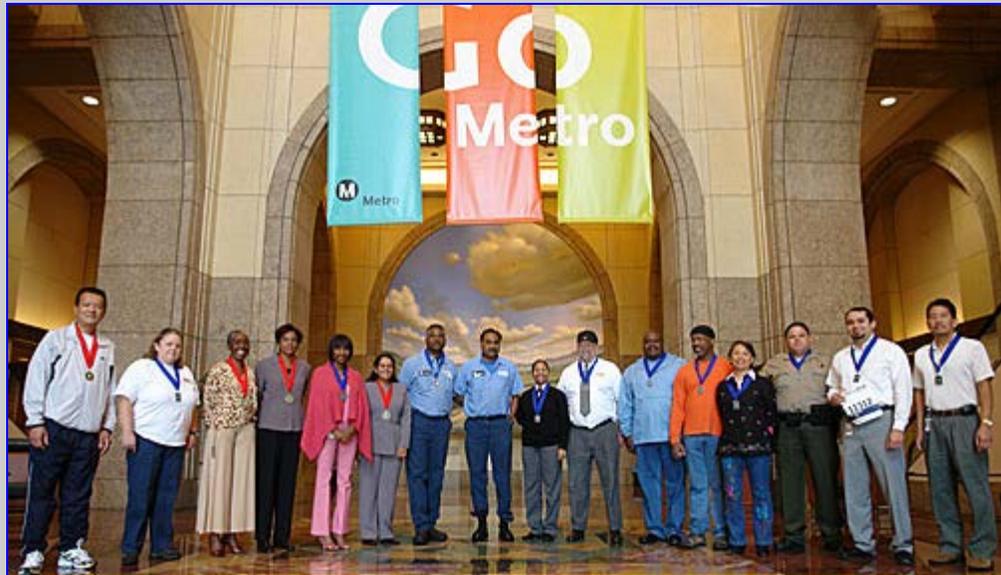
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They did it!

- Employees run, bike and hike L.A. Marathon XXI
- [More on marathoners](#) > In the Metro Spotlight



Click on image for [closer look](#).

Hail, hail, the gang is NOT all here. No one *really* knows for sure just how many Metro employees took the 26.2 mile trek around town in the Los Angeles Marathon XXI, but these winners made it to the finish line *and* the photo op in fine shape. In these photos, runners wear red ribbons, bikers wear blue. Pictured are, from left, Gold Line Fleet man **Sieu Hong**. He finished his second marathon in 4 hours; Division 1 Mechanic A biker **Eva Torres**; **Pat Campbell** in Transit Operations walked her first marathon in 7:42:45; **Denise Charles** in Community Relations clocked 5:55 for her first marathon. She trained with the Pasadena Racers. **Angelia Watkins** in Accounts Payable biked her first marathon, after learning how to ride a bike only two months before! Sr. Auditor **Sangeeta Patel**, mentored by Legacy runner Everett Wilson (Revenue Compliance), finished her first marathon properly trained and at a steady pace. Division 1 Mechanic A (Ldr) **Mike Payne** biked this time, his sixth marathon. Look out! It's **James Wilson**, he biked it this year, for the fourth time. He's run it 12 times. Last year, the Division 1 mechanic biked Marathon XX, then ran it. Here's BOC Controller **Dietra Thompson**, she biked it for the first time. It was the third time biking for fellow BOC controller **Dan Dryden**. Next up, two guys from Division 1 one both biked the L.A. Marathon for the fourth time. They are Div 1 Mechanic A's **Fred Hines** and **Curtis Magruder**. Next, **Elvira Broida-Shirk** in HR pedaled to the finish line of her 6th marathon. LASD Sgt. **Carlos Jaén** has run 2 marathons and biked 4 or 5. This time he biked it. Transportation Planner **Adrian Alvarez** took to the pedals for his first time around. It was the 10th or so time biking around the marathon track for Budget Analyst **Andrew Lee**. Also ran, but not pictured: **Scott Boim**, **Vazgen Vartanian**.

You can count these guys in: **Luis Inzunza** in Media Relations, Division 9



Asst. Transportation Manager **Phil Moores**, and **Tim Wykert** in Labor Relations.



Red Line Fleet men took to the streets:

- **Carl Velasquez** at 4:42:26 in his fifth run. He's biked it twice.
- **Bernie Guzman** for the 8th time running the L.A. Marathon. It was his 16th all told.



Division 3 bikers crank up for the big race:

- Ruben Goytia,**
- LeLan Chui,**
- Tim Wong.**

Team from Division 3:

- Ines Flores** - Biker
- Gary Itoku** - Biker
- LeLan Chui** - Biker
- Ruben Goytia** - Biker
- Tyrone Asencio** - Biker
- Jose Gomez** - Runner



TCU VP **Michael Winston** - storekeeper at Division 7 - finished a little bent out of shape but, all in all, in fine time. His vigorous training program of spinning classes came up short in the long run.

Division 10 Operator **Vorice Lombard** biked his way through his second L.A. Marathon.

Biker **Sal Martinez**, relief lead at RRC, sailed through on two wheels.





This just in from Division 7> Operator **Manuel Duarte**, at left, earned a medal *and* flowers for running the XXI. Duarte and fellow operator **Filiberto Lopez**, above, left, both ran the Los Angeles Marathon.

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In the Metro Spotlight:

- All Gain/No Pain: Legacy runner Everett Wilson shares the glory.
- It hurts, but [Marco Pedemonte](#) nails number 28.



Sangeeta Patel credits legacy runner Everett Wilson for her first Marathon medal.

She couldn't walk a half mile at first, but Sangeeta Patel was determined to get in shape and do more at marathons than sit on the sidelines and cheer her husband on. When she took up walking at lunch time with a group of co-workers, Everett Wilson stepped in. The legacy runner - that's a special classification of runners who have finished all 21 of the L.A. Marathons - had some good advice, training tips and ultimately, excellent karma for the walkers, who were soon hiking to Division 10 and back. Wilson, who's racked up a total of 71 marathons, averaging four or five a year, offered real-time advice on how to buy good running shoes (You can get \$80 shoes for \$39.95 at Big 5; just be sure they're \$80 shoes), how to train (Run half of what you *think* you can run, every other day to start), and the secret power of negative motivation (a trade secret that works!). Patel's workouts quickly surpassed the trek to Division 10, gradually piling up a total of 4 half-marathons and a vertical climb up the Eiffel Tower while on vacation. When it came time for the showdown, Patel had no worries. She ran and walked Marathon XXI at a steady pace, finishing in a little over seven hours. For now, the medal she carries with her is more than a trophy; it's a triumph. "I owe it all to Everett," she said. "He inspired me." -- from *Gayle Anderson*

• **Marco**



**Pedemonte
completes 28th
marathon**

By RICH MORALLO

Thinking about his family helped push Marco Pedemonte to finish his 28th marathon race in spite of cramps at Sunday's Los Angeles Marathon.

"I had leg cramps at mile 15 and by mile 19 I had to start walking," remarked Pedemonte, an equipment maintenance supervisor at the Arthur Winston Division.

"Then I started thinking of my wife, son and daughter who were all at the race, and how important it is to have them backing me up," said Pedemonte.

"The families, volunteers and people alongside the street were cheering the runners on," Pedemonte said. "If it were not for them half of the runners would not be able to complete the event, so my hat goes off to them."

Pedemonte ran in his first Los Angeles Marathon in 1986 and skipped the event in 1990 due to health reasons.

To prepare himself for this race Pedemonte said he ran three miles a day four times a week for a year. Running most of the way with an old friend, Metro retiree Miguel Enriquez, Pedemonte crossed the finish line in 5:40:57.

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CEO Approves 180-Day Extension of Military Leave Policy

- 13 employees currently on military active duty

(March 29, 2006) With 13 Metro employees currently on military active duty for Operation Enduring Freedom, CEO Roger Snoble has extended the agency's military leave policy for another six months.

The current extension of the military leave policy, HR-14, has been in effect since September 2005 and expires March 31. The new 180-day extension will expire on Sept. 30, 2006.

The policy allows Metro to extend military leave for employees called up for a national security crisis.

It permits the agency to continue an employee's benefits and to supplement the military pay of an employee to make the total compensation equal to his or her Metro salary.

Similar military leave extension policies are in effect at the City and County of Los Angeles, and at other public agencies.


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Metro Co-Hosting Vendor Fair, April 12, at LA Convention Center

By DAVE SOTERO

(March 29, 2006) Metro and a host of major city and county agencies will host the 13th Annual Greater Los Angeles Vendor Fair, April 12, at the LA Convention Center.



Turning Point Magazine publisher Pat Means, above, is keynote speaker.

This theme of this year's Fair is "Business Opportunities Lead to Great Enterprises." The Fair, scheduled from 7:30 a.m. until 4 p.m. in West Hall B, will focus on the agencies' mission to make significant contributions to the Southern California economy.

A major feature of the Fair will be Metro's "mega-booth" with information provided by Procurement and Material Management, Management Audit's Pre-Qualifications unit, Diversity & Economic Opportunity, Ethics, Ride Share, Risk Management and other departments.

Metro employees will be admitted free to the exhibit floor, to all workshops and to the "Meet the Buyers Breakfast," which will be held on the exhibit floor from 7:30 until 8:30 a.m. A luncheon with keynote speaker Pat Means, publisher of Turning Point Magazine, will cost \$65.

Business people attending the Vendor Fair will find the information they need to compete for millions of dollars in agency contracts. The day-long event will provide contract opportunities, introductions to agency procurement personnel and networking opportunities.

Vendor trade show

The Fair also will include a trade show with a variety of vendors that provide specialized products and services for businesses working with public agencies.

"As one of the region's largest public agencies, Metro is well-suited to helping businesses compete for and obtain agency contracts," said Lonnie Mitchell, executive officer of Metro's Procurement & Material Management Department. "We have special programs and services that can assist companies through every step of the process, from registering to do business with us to competing for, receiving and fulfilling agency contracts."

Employees interested in volunteering to help prepare for the Vendor Fair or to assist during the event should contact Kelly Irving at 922-2536 or Julie Ellis at 922-1043. For more information about the Greater Los Angeles Vendor Fair or to obtain a schedule of workshops, visit www.lavendorfair.com.

Vendor fair host agencies include Metro, Metropolitan Water District of Southern California, LA Unified School District, and the City and County of Los Angeles.

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Sector Governance Councils Set April Meetings

By RICK JAGER

(March 30, 2006) Metro's service sector governance councils will hold their regular monthly public meetings in April to discuss various transportation issues in their service sectors.

The April meetings are scheduled at the following times and places:

- Westside/Central Service Sector, Tuesday, April 4, 6:30 p.m., La Cienega Tennis Center, Sunset Room, 325 S. La Cienega Blvd. , Beverly Hills.
- San Fernando Valley Service Sector, Wednesday, April 5, 6:30 p.m., Recreation Park, Multipurpose Room, 208 Park Ave. , San Fernando.
- San Gabriel Valley Service Sector, Tuesday, April 11, 5 p.m., San Gabriel Valley Sector Office, 3369 Santa Anita Ave., El Monte.
- Gateway Service Sector, Thursday, April 13, 2 p.m., The Gas Company, 9240 Firestone Blvd., Downey.
- South Bay Service Sector, Friday, April 14, 9:30 a.m., Carson Community Center, Room 206, 801 E. Carson, Carson.

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Metro Gold Line Transportation Manager Duane Martin presents Operator Rosendo Reyes the commemorative medallion he missed receiving during the 2005 "Night of Stars" while he was on active duty in Iraq last September. Joining in the celebration to welcome Reyes home is a group of Metro Gold Line co-workers, back row from left, RTOS Gerald Harper, Operators Lorne Currie and Thomas Cowan, RTOS Josie Robles and Mario Cancio. Front row from left, Clerk Brenda Aguilar, Reyes, and Transportation Manager Duane Martin.



Photo Credit: Bill Heard

Ex-Marine was Top Sergeant in Army Company Deployed to Iraq

- Gold Line Operator Rosendo Reyes is back on the job after 16-month deployment

By BILL HEARD, Editor

(March 30, 2006) Dressed in his dark blue working uniform, Metro Gold Line Operator Rosendo Reyes is compact and muscular. His movements are deliberate, his voice calm but authoritative. He has what the military calls "command presence."

It's a look, an attitude that has served Reyes well since April 2004 when he took over as first sergeant – top enlisted soldier –



of Charlie Company, a National Guard unit based in San Pedro.

It also may have been a critical factor in helping preserve the lives of Charlie Company's 119 men during the 13 months they served in Iraq following activation as an Army mechanized infantry unit in November 2004.

Reyes, previously served almost 20 years as an active duty Marine and Marine Corps reservist and was no stranger to the Middle East. During Desert Storm in 1991, he deployed for six months as a member of an artillery and air support control team attached to the Saudi Army in Kuwait.

Reyes switched from the Marine Corps Reserve to the National Guard because, he says, "The Marine Corps wasn't deploying the reserves. I had to do something, so I went over to the National Guard." Within months, his unit was called up.

Most senior enlisted man

Reyes left the Marine Corps as a first sergeant and, although it raised some Army eyebrows, he joined Charlie Company at the same rank. That made him the most senior enlisted man in the company and instantly conferred tremendous responsibility.

As top sergeant, his role is to advise the company commander on training, personnel administration, company combat readiness, troop and family morale, and many other everyday company activities.

To the troops, First Sgt. Reyes also is chief organizer, disciplinarian, inspirational leader, physical fitness and weapons trainer, and sometimes father confessor. These are big shoes to fill, but Reyes had years of Marine Corp leadership training to call on.

With the possibility of deployment looming for Charlie Company, Reyes

Meet Rosendo Reyes

Metro Gold Line Operator Rosendo Reyes joined



Metro in April 1984 and worked out of Central City Division 1 as a part-time operator during the Olympic Games. He was one of the original operators assigned to the Metro Gold Line when it opened in July 2003.

A former Marine who served on active duty and in the reserves for almost 20 years, he rose to the rank of first sergeant. He joined the California National Guard in 2004 and hopes to be promoted to sergeant major before his enlistment expires in 2009.

He and his wife, Sandra, daughter Isabella, 10, and son Jonathan, 9, live in Pomona.

set to work bolstering enlisted leadership, instilling discipline and fostering camaraderie among the troops. He worked on overcoming the "me attitude" among the younger soldiers and began welding them into a team.

"We formed some pretty good bonds," he recalls. "It was good, but it took a lot of work. I was brand new and no one knew me."

'Mental fortitude'

Once the company was activated, Reyes continued setting an example for his men, emphasizing physical fitness and "mental fortitude" as they went through more than two months of combat readiness training at Ft. Lewis, Wash., and then two more months of desert training in Egypt.

"I went out on every single run," says the 46-year-old soldier, recalling 12-mile runs he and his men made in less than four hours. "I tried to physically do everything either equal or better. I didn't show any weakness. We had a mission and that's all we concentrated on, the mission."

As Reyes taught Marine-style discipline and training techniques to his troopers, he also learned different weapons systems and ways of controlling the movement of the Army's larger squads during battle. "I learned a lot from them."

Eventually, Charlie Company was posted to Mosul, Iraq, a city on the Tigris River with a Sunni-Kurdish population. Located some 225 miles north of Baghdad, Mosul was a dangerous city in 2005 and remains so today. (A bomb blast, March 27, killed 40 people and wounded 30 in an insurgent attack on Iraqi Army recruits.)

During their deployment, Charlie Company operated with the 3rd Battalion, 160th Infantry and was assigned to protect convoys moving food and equipment to observation outposts. "That was a little tricky," says Reyes.

Quick reaction force

The company also acted as a quick reaction force covering the guard towers around the perimeter of the base.

Thanks in large part to Charlie Company's rigorous physical fitness, constant weapons training and tight discipline – not to mention a good bit of luck – the troops made it through their 13 months in country with no losses, not even a serious injury.

For that, Reyes gives great credit not only to his men, but also to his three platoon sergeants. "These guys took care of a lot for me. They were good, good soldiers."

Reyes and Charlie Company were released from active duty and returned home Feb. 23. He came back to work driving Metro Gold Line trains earlier this month, and he had a good welcome back.

"Everybody's good here; this is a good place to be," he says. "This is my second family."