

Metro Report Archives

APRIL 2000



[Are You Ready?](#) April is California's 17th Earthquake

Preparedness Month (April 3) On average, a damaging earthquake strikes somewhere in California every two years. Would you be ready to ride it out if an earthquake hit today?

MTA Revenue Director Asks [International Currency Group](#) to Consider Transit Agency, Passenger Needs (April 3) Officials of an international currency organization, meeting in Los Angeles, March 29, were advised to consider the needs of transit agencies and patrons when they design new forms of paper money.

Transit Operations Beats 99.5% [Rollout Goal](#) in March (April 4) Transit Operations achieved a major breakthrough in March. The bus operating divisions beat their goal of 99.5 percent rollouts to record an average for the month of 99.51 percent.

38 Hard Weeks of [Training Pays Off](#) for MTA's 11 Newest Mechanics (April 4) After 38 long, hard weeks of instruction, testing and on-the-job training, 11 employees enrolled in the MTA's rigorous Mechanic "C" training program received graduation certificates during ceremonies, Monday, at the Regional Rebuild Center.

Gov. Davis to [Unveil Transportation Plans](#) at NoHo Station News Conference on Thursday (April 5) Gov. Gray Davis has scheduled a news conference, at 1 p.m., Thursday, at the Metro Red Line North Hollywood station to highlight details of his \$5 billion transportation plan. The news event is one of four the governor has scheduled to discuss his transportation plans. Other announcements are set for San Jose, San Diego and Fresno.

[Planning Restructuring](#) Expected to Improve Coordination with Transit Operations (April 5) A restructuring of Planning Department functions, effective April 3, will move some 41 schedule makers and service planners into Transit Operations. The change is expected to improve coordination of bus service by those who operate it, while allowing Planning to focus on countywide transit service planning.

Kids Will Collect [Baseball Cards](#) Featuring Sheriff's Deputies, MTA 'Safety Guy' (April 6) Sheriff's deputies patrolling the Metro Blue Line on motorcycles and bikes now have an unusual "partner" in their effort to emphasize a rail safety message to kids. It's a baseball card.

New! Governor's \$5.2 Billion [Transportation Plan](#) Has \$887 Million for MTA Buses, Rail, Rapid Bus (April 6) With the North Hollywood subway station as a backdrop, Gov. Gray Davis today announced a \$5.2 billion transportation plan he said would provide \$887 million to the MTA for buses, light rail and bus rapid transit projects.

MTA's [Fifi Burns Elected](#) Regional V-P of Accountants Group (April 6) Fifi Burns, a contract auditor in Management Audit Services, has been elected Regional Vice President for Southern California by the Association of

Government Accountants (AGA). She will take office July 1.



[Fiber Optics Link](#) with LADOT is Key to MTA's Metro Rapid Bus Control Center

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[Former State Bar Attorney Gorman](#) to Head MTA's Office of Ethics, Lobby Registration

(April 11) Karen Gorman, a former deputy trial counsel with the State Bar of California, has been named to head the MTA's Office of Ethics and Lobby Registration. The new Ethics Officer joins the agency May 1.

[New! Operations Maintenance Supervisors](#) First to Take 32-Hour Safety Course

(April 11) Operations maintenance supervisors are leading the way in completing a 32-hour course on safety regulations, workplace safety rules and practices.

CEO Selects Maria Guerra as [New Chief of Staff](#)

(April 12) CEO Julian Burke has selected Maria Guerra, a chief administrative analyst who has worked for the MTA for seven years, as his new Chief of Staff.

[CEO Burke](#) Takes High School Junior Under his Wing for MTA

Career Day (April 12) One minute Daniel Heras, 16, a junior at Wilson High School, was listening to CEO Julian Burke's Career Day speech. The next minute....

Universal City Station a Big Hit with 20 [Foreign Journalists](#)

(April 13) They spoke in different languages but expressed the same sentiment: The Universal City Metro Red Line subway station is terrific.

HR Revises Discipline, [Grievance Policies](#) Following Morale Report Recommendations

(April 14) Acting on employee recommendations, Human Resources has revised the MTA's non-represented employee discipline and grievance policies and procedures.

[MTA to Seek Federal, State Funds](#) for Bus, Rail Projects in Transportation Corridors

(April 17) With the recent approval by the MTA Board of Directors to go forward with environmental review for six bus and rail transit projects for the Eastside, Mid-City, Westside and San Fernando Valley, the next step for the MTA is to secure state and federal funds.

[CPCU Approves Device](#) 'Four-Quad' Rail Crossing Gates Prevent Vehicle Vs. Train Accidents

(April 18) The rail crossing at 124th Street in Willowbrook had always been one of the more dangerous on the Metro Blue Line. Three fatalities and at least five serious vehicle vs. train accidents had occurred there over the years.

U.S. Public [Transit Recorded 9 Billion Trips](#) in 1999;

Up 4.5 Percent (April 18) Last year, Americans took more than 9 billion trips on public transportation, according to the U.S. Department of Transportation, the highest ridership in nearly four decades.

[ATTB Vision Survives](#) with MTA's Hopes Pinned on Fuel Cell Power

(April 19) The ATTB still lives! In fact, a prototype of the Advanced

Technology Transit Bus with a fuel cell power plant could be in operation within 24 months.

SG Valley Columnist Praises MTA's [Gail Harvey](#) for Helping Disabled Friend (April 19) It took a number of letters, e-mails and phone calls to remedy the confusion, but in the end a disabled passenger received a new ID card and the MTA's Gail Harvey earned kudos for her actions from a columnist for the San Gabriel Valley *Examiner*.



292 Hurt in FY '99 MTA Taking Measures to Prevent [Slip-Fall and Lifting Injuries](#) (April 20) During FY 1999, 155 bus operators were injured in slip and fall accidents. Another 137 employees hurt themselves lifting things. Total cost: \$2.56 million in insurance claims.

MTA [Senior Staff Reorganization](#) Expected to Clarify Responsibilities, Streamline Decision-Making (April 21) CEO Julian Burke is setting into motion a reorganization of the MTA's senior staff that is aimed at clarifying departmental responsibilities, improving teamwork, increasing personal responsibility and accountability and streamlining decision-making within the agency.

[Greater LA Vendor Fair](#) Sets Several Records for Attendance, Booth Sales (April 24) The eighth annual Greater Los Angeles Vendor Fair, held at the LA Convention Center, April 20, was a smashing success. Co-hosted by the MTA, County of Los Angeles, City of Los Angeles and the Los Angeles Unified School District, it is one of the largest outreach events in the United States.

[Metro Rapid Bus](#) Takes a Bow at MTA Headquarters (April 25) Employees gathered in front of MTA Headquarters, Tuesday, to get their first look at a Metro Rapid bus. The 40-foot coach is a low-floor, CNG-powered vehicle with a simple hydraulic ramp for disabled patrons.

MTA Expects to Present [Balanced Budget](#) for FY-2001 (April 25) The MTA expects to present a balanced budget for Fiscal Year 2001, Chief Operating Officer Allan Lipsky reported, Monday, to the Board's Executive Management Committee.



MTA's ['USS Enterprise'](#) Stars in Earthquake Preparedness Media Demonstration (April 25) The MTA put its high-tech Rail Operations Center on display for area media during an Earthquake Preparedness Month event Tuesday, April 25.




[Pre-Revenue Service to NoHo](#) Will Include Metro Red Line Firsts (April 26) At 3:30 a.m., Sunday, a Metro Red Line train will leave Union Station en route to the San Fernando Valley. The departure of that train will start the clock ticking on an eight-week period of pre-revenue service leading to the public opening, June 24, of the North Hollywood segment.

[LAPD Team Ranks High](#) in Baker to Vegas Relay Race (April 27) A 27-member team of LAPD Transit Group officers recently placed among the top

runners in the Baker-to-Vegas relay race - bringing home individual trophies and a team plaque while raising more than \$2,000 for the Lupus Foundation.

BOARD ACTION UPDATE (APRIL 27) Universal Fares, Metro Rapid, Rail Car Lease Among Items Approved by [MTA Board in April](#) (April 24) A motion to conduct a competitive negotiation for procurement of highly specialized electronic equipment that would be used in a universal fare system, and a motion to launch a special leasing program for 74 Breda cars that would generate \$15 million in revenue for the MTA were among items approved by the Board at its April meeting.

MTA, AFSCME Reach Tentative Agreement, Burke Announces at [All-Staff Meeting](#) (April 28) The MTA has reached a tentative contract agreement with the leaders of the American Federation of State, County and Municipal Employees, CEO Julian Burke announced, Friday, at an all-staff meeting.

	<p>The MTA will distribute a wallet-sized card to employees with instructions about steps to take following an earthquake. On the reverse, you can list the names and phone numbers of two out-of-state contacts.</p>
<p>MTA Employee Emergency Number:</p>	<p>213-680-1531</p>



Are You Ready?

April is California's 17th Earthquake Preparedness Month

By KATHY MURRELL

Kathy Murrell is the Emergency Services

Coordinator in the System Safety and Security Department.

(April 3) On average, a damaging earthquake strikes somewhere in California every two years. Would you be ready to ride it out if an earthquake hit today?

That's a question Californians should keep in mind as the state marks the 17th Annual Earthquake Preparedness Month in April. Since 1987, eight significant earthquakes have caused loss of life, injury and/or property damage in California:

- Whitter-Narrows, 5.9 – October 1, 1987 (8 deaths, 200 injuries, \$358 million in damages)
- Loma Prieta, 7.1 – October 17, 1989 (63 deaths, 3,757 injuries, \$5.9 million in damages)
- Upland, 5.5 – February 28, 1990 (38 injuries, \$10.4 million in damages)
- Sierra Madre, 5.8 – June 28, 1991 (1 death, 30+ injuries, \$33.5 million in damages)
- Humboldt County, 6.9 – April 25, 1992 (\$60 million in damages)
- Landers, 7.3 / Big Bear, 6.7 – June 28, 1992 (1 death, \$93 million in damages)
- Northridge, 6.7 – January 17, 1994 (57 deaths, 11,000+ injuries, \$40 billion in damages)

Despite the devastation caused by these temblors, you probably don't think much about earthquakes as you go through your day. But, some planning and thinking ahead will help you get ready to ride one out. In fact, the MTA has scheduled a number of earthquake preparedness efforts for employees:

- Business Emergency Response Team (BERT) Training (pre-designated team members from all operating divisions to assist during emergencies at field locations). A BERT meeting is scheduled Wednesday, April 5, at the Headquarters building.
- Distribution of earthquake information and employee earthquake wallet cards to all work locations in early April.
- Introduction of the Employee Emergency Information Line - (213) 680 -1531.
- Completion of inventory checks for emergency supplies procured and delivered to operating divisions.
- Earthquake Preparedness Fair at Headquarters, Thursday, April 27, 11:00 a.m. to 2:00 p.m.
- Monthly earthquake preparedness articles on the Intranet.
- New employees will receive the MTA's emergency preparedness

(ADAPT) manual.

Many communities also have planned Earthquake Preparedness Month activities. Be sure to check with your city for more information. If you have the opportunity, plan to attend the City of Los Angeles Emergency Preparedness Fair, Friday, April 14 through Sunday, April 16, in the Los Angeles Zoo Parking Lot.

Of course, we can't assume that the next earthquake to strike will occur while we're at work. So, here are a few tips for being prepared around your home:

Be Prepared:

- Stock at least a 3-day supply of food, water, clothes, medical supplies, eyeglasses, extra cash (including change) and other items your family will need.
- Conduct Earthquake duck, cover, and hold drills every six months with your family.
- Identify the safest places in each room in your home so you know where to take cover during an earthquake.
- Identify all ways to exit your home and keep these areas clear.
- Decide where and when to unite should you be apart when an earthquake happens.
- Choose a person out of the area for family members to contact if separated.
- Locate shutoff valves for water, gas, and electricity. Learn how to turn off the valves before an earthquake. Be sure to train all members who may need to shut off these utilities after an earthquake.
- Make copies of vital records and make photos and/or a video of your valuables. Keep these records in a safe deposit box or with a trusted relative or friend in another city or state.
- Know the policies of the school or daycare center your children attend.

In the event of an earthquake:

- Remain calm.
- Stay inside.
- Protect yourself by ducking under a heavy piece of furniture or in a hall near an interior wall while covering your head and neck and holding on.
- Do not stand in a doorway. The door may injure you during the shaking.
- Stay away from appliances, large glass panes, shelves holding objects, and large decorative masonry, brick or plaster such as fireplaces.
- Keep hallways clear. They are usually one of the safest places to be during an earthquake. Stay away from kitchens and garages, which tend to be the most dangerous places.
- Check for injuries and render aid.
- Use the phone only for serious injury or fires.
- Check for hazards. Check gas and water leaks, broken electrical wiring and sewage lines. If damaged, turn off the source.
- Check the building for cracks and damage.
- Check food and water supplies.
- Turn on radio or TV (portable if no power) for instructions.
- Keep the streets clear for emergency vehicles.
- Be prepared for aftershocks.
- Remain calm and help others. If evacuating, post a message inside your home telling family members where to find you.
- Plan to report to work on your next scheduled shift, unless otherwise instructed. Check the Employee Emergency Hot Line

at 213-680-1531.

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Graduates of MTA's 23rd Mechanic "C" training class are: (seated) Eva Torres and Glenn Buakong; (standing, left) Clyde Brawley, Tam Quach, Terry Owens, Eugene Wilder and Charlton Plunkett; (rear) Darryl Cheaves and David Uribe, and, far right, Instructor Gene Amaya. Not shown: Graduates Patricia Thomas and Leonard Skinner.

38 Hard Weeks of Training Pays Off for MTA's 11 Newest Mechanics

(April 4) After 38 long, hard weeks of instruction, testing and on-the-job training, 11 employees enrolled in the MTA's rigorous Mechanic "C" training program received graduation certificates during ceremonies, Monday, at the Regional Rebuild Center.

It was the 23rd class to complete a program that began in 1976 and one that represents a career change for the graduates, Tony Chavira, division maintenance superintendent, said during opening remarks.

[See related story](#)

"Transit Operations Beats 99.5% Rollout Goal"



Mechanics David Uribe, above left, and Terry Owens, below, received a certificate from Saul Reece and Charles McMillan, right, of the Office of Central Instruction.

Classes on their own time

The new mechanics, who attended 22 weeks of four-hour, twice-weekly classes on their own time, have only begun to learn their new trade, Chavira said. "When you get out to your divisions, you're going to learn every day – it doesn't end."

Classes included safety procedures, shop math, laws and regulations, bus systems operation and basic electrical. Students were tested weekly and were required to maintain at least a 70 percent average.

During the OJT phase of training, students learned about brakes, air conditioning, wheelchair lift operation



and how to make running repairs. This was followed by two weeks of motor vehicle laws and regulations and driving skills with buses and tow trucks.

Among most important employees

"The mechanics, service attendants and bus and rail operators are among the most important employees in the MTA," said Transit Operations Chief Tom Conner, whose father was a mechanic, "because they provide service directly to our customers."



Neil Silver, president, Local 1277, ATU, congratulated the class.

Neil Silver, president, Local 1277, Amalgamated Transit Union, which represents the MTA's maintenance employees, described the mechanics training as "an excellent program we're all proud of."

"It's your opportunity to get in the door -- to pick up a trade," he told the graduates. "A trade is something that can't be taken away from you. You have a great profession and a great future ahead of you."

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MTA's Fifi Burns Elected Regional V-P of Accountants Group



Fifi Burns

(April 6) Fifi Burns, a contract auditor in Management Audit Services, has been elected Regional Vice President for Southern California by the Association of Government Accountants (AGA). She will take office July 1.

Burns will sit on the AGA National Board of Directors as its second highest national officer. She will be the main link between the national office and the National Executive Committee and local chapters.

Implement new standard

Burns' duties will include implementation of Government Accounting Standards Board 34, the most significant such standard issued since the 1930s. She also will be responsible for a conference in July whose speakers will include the U.S. Comptroller General and the mayor of the District of Columbia.

Burns' extensive work experience includes positions at the auditor and supervisory levels. She has held many positions with AGA, and has served as president of the Los Angeles chapter.

The AGA promotes the interests and professional image of government financial managers. There are more than 18,000 AGA members in 86 chapters in the United States, Japan, Saipan, Guam and Puerto Rico.

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State and local officials congratulate Governor Gray Davis, above, following press conference held against the colorful background provided by the North Hollywood Metro Rail Station. PHOTOS BY JOSÉ UBALDO



Governor's \$5.2 Billion Transportation Plan Has \$887 Million for MTA Buses, Rail, Rapid Bus

By BILL HEARD, Editor

(April 6) With the North Hollywood subway station as a backdrop, Gov. Gray Davis today announced a \$5.2 billion transportation plan he said would provide \$887 million to the MTA for buses, light rail and bus rapid transit projects.

**MTA
Reactions to
Governor's
Remarks**

The governor deliberately chose the Metro Red Line station as the symbolic site to announce a plan intended to relieve transportation gridlock in Southern California.

Ease LA traffic congestion

In the introduction to his Traffic Congestion Relief Plan, Davis said he "wants to ease traffic congestion for Los Angeles-area residents by investing in mass transit and railway projects, expanding commuter and HOV lanes and assessing regional growth."

In his North Hollywood remarks, the governor noted that the California economy is creating nearly 18 percent of all jobs in the United States, but, he said, "People can't work if they can't get to work."

A breakdown of the \$887 million in capital funds intended for the MTA shows:

- \$150 million to purchase up to 385 new low-emission or alternative-fuel buses.
- \$236 million for an Eastside Corridor light-rail transit line from Union Station to Atlantic in East Los Angeles, with "the specific choice of tunneling through Boyle Heights from 1st and Boyle to 1st and Lorena."
- \$256 million for a Mid-City Corridor bus rapid transit project on Wilshire Boulevard from Vermont Avenue to downtown Santa Monica. The funding also would cover either a bus rapid transit line from Figueroa Street to downtown Santa Monica or a light-rail line from the Metro Blue Line to Santa Monica.
- \$245 million for a San Fernando Valley Corridor bus rapid transit line along the Burbank-Chandler right-of-way from the North Hollywood subway station to Warner Center.



"We're very pleased that the governor has increased his focus on the transportation needs of the state and of this county," said CEO Julian Burke. "His plan makes it more likely that we will be able to build and operate the selected alternatives on the three transportation corridors. It also gives us substantial help with respect to our bus needs."

Funding exceeds MTA request

The MTA Board had directed Burke to seek new state funding of \$632 million for the three transportation corridors - \$236 million for Eastside, \$251 million for Mid-City and \$145 million for the San Fernando Valley. The governor's plan would exceed that amount by providing \$256 million for Mid-City and \$245 million for the Valley.

The governor's transportation plan would provide an estimated \$40 million to close the funding gap for construction of the 13.7-mile Pasadena Metro Blue Line. The plan also includes \$100 million for extra tracks between LA and Fullerton for Metrolink, Intercity and AMTRAK trains, plus \$10 million for two new locomotives and 10 cars for the San Diegan rail corridor.

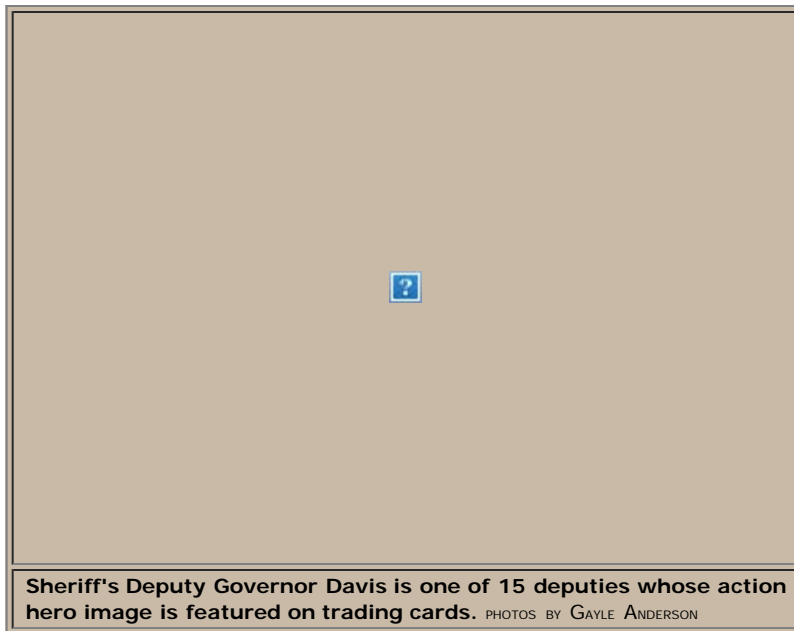
\$550 million for highways

The governor's transportation funding includes a total of \$550 million for highway projects. Among those projects are HOV lanes on the San Diego, Santa Monica and Santa Ana freeways. Funds would be provided for widening a portion of the Santa Ana freeway to 10 lanes and for the completion of six lanes of Rt. 71 through Pomona. Interchange improvements in Norwalk, Sherman Oaks and Ventura County would be funded.

To obtain the funding for his transportation plan, Davis would earmark about \$2.8 billion in the state budget surplus. Another \$2.2 billion would be raised through a bond issue expected to be placed on the ballot in November. Over the next decade, the governor has proposed spending a total of \$15 billion on transportation - with \$10 billion of that coming from federal and local sources.

The transportation plan news conference in North Hollywood was the governor's second of the day. Earlier, he had spoken in San Jose, choosing the Diridon Caltrain Station as his venue. On Friday, he will continue his announcement schedule with appearances at the Old Town Transit Center in San Diego and at a Highway 99 intersection in Fresno.

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Kids Will Collect Baseball Cards Featuring Sheriff's Deputies, MTA 'Safety Guy'

By BILL HEARD, Editor

(April 6) Sheriff's deputies patrolling the Metro Blue Line on motorcycles and bikes now have an unusual "partner" in their effort to emphasize a rail safety message to kids. It's a baseball card.

Only, these baseball cards feature a photo of a motorcycle or bicycle deputy on one side and the MTA's "Safety Guy" with a rail safety message on the other.

Opportunity to talk about safety

"Kids come up to talk to the deputies when they're out on patrol," says Sgt. Brad Wright, who first approached the MTA about producing the cards. "Having the baseball cards to hand out will give us an opportunity to talk about rail safety."

The MTA will provide 2,000 of the glossy color photo cards to each of the eight motorcycle deputies and seven bicycle deputies - a total of 30,000 cards. Another 15,000 cards will be given to MTA Public Affairs for use in the agency's rail safety program at schools along the Metro Blue Line.



Eight different safety messages under the heading "Tracks mean trains so look, listen and live!" are shown on the various cards. Messages include, "Don't play on or near railroad tracks" and "Don't run, skate, or ride your bike on the platform, stairs, escalators or near trains." The cards were produced by the MTA Marketing Department.

Foster good relations with kids

"The cards really help us get a safety message across," says Sgt. Ann Ramirez, bicycle team sergeant. "They also foster good relations with the kids."

Ramirez' six bike deputies primarily patrol the Metro Blue Line stations in downtown Los Angeles - Washington station to Pico station - and the stations along the loop in Long Beach. They look for pedestrians illegally crossing the tracks, issuing citations for infractions.

The deputies often ride their bikes along the rail line between the Rail Operations Center at Imperial/Wilmington and downtown Long Beach. On most days, they're on duty from 5 a.m. until 11 p.m., pedaling their Tequesta GT mountain bikes from station to station.

One is different from the rest

Flipping through a stack of 15 baseballs reveals one card that's different from all the rest. Deputy Robert Green is posed with three neighborhood children.

Green underwent surgery, April 5, for a shoulder injury sustained when a motorist swerved in front of his motorcycle last October as he rode to work. With the baseball card project underway while he was on medical leave, Green sent in the only photo he had. The deputy will have at least six more weeks of recovery before returning to work.

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The ATSAC center beneath City Hall East reminds a visitor of the MTA's Rail Operations Control center at Imperial/Wilmington.

Fiber Optics Link with LADOT is Key to MTA's Metro Rapid Bus Control Center

By BILL HEARD, Editor

(April 10) A span of fiber optic cable being laid beneath the streets of Los Angeles soon will connect the MTA with the LADOT's Automated Traffic Surveillance and Control (ATSAC) center. It's a link that will be essential to the efficient operation of the Metro Rapid bus program.

With the connection established, the MTA can set up a satellite of the city's ATSAC. The new system will give Bus Operations Control (BOC), located on the sixth floor of MTA Headquarters, virtually the same command over Metro Rapid buses that Rail Operations Control has over the subway and light-rail systems.



Up and running by mid-May

"We anticipate the system will be up and running by mid-May," says Rex Gephart, the MTA project manager. "We'll start training transportation operations supervisors to run it at about the same time."

Noting that Metro Rapid service is due to begin June 24, the same day as the opening of the Metro Red Line's North Hollywood line, Gephart says, "Four TOSs will be dedicated to the system in order to provide 20 hours a day of observation and service - on about the same hours as the Metro Red Line."

The key to successful Metro Rapid operation will be maintaining a strict three-to-10-minute headway - depending upon time of day and route - between buses from one end of the line to the other.

Currently, buses are scheduled to arrive at and depart stops on a "time point-based" schedule.

To maintain the proper headway, BOC must know where each rapid bus is as it moves along the route.

A four-screen display

The TOSs will monitor Metro Rapid movements via a four-screen display to be mounted on the west wall of BOC. One screen will display the stops and intersections along the 26-mile Whittier/Wilshire corridor; while another will display the 16-mile Ventura Boulevard corridor.

Electronic loops buried in the street will signal the BOC as a rapid bus passes over it. Each bus will be presented as a small icon that will blink yellow and then red if a bus gets too close or lags too far behind its leader. When BOC recognizes such a situation, a TOS will radio the out-of-sequence bus to widen or close the gap.

The third and fourth screens can be used to monitor traffic movements and any delays that might occur along the two routes. One screen will be able to display a real-time graphic illustration of a selected intersection, showing the changing signal lights and traffic movement. The other screen will show real-time views of any of the 130 strategic intersections where ATSAC has mounted a TV camera.

See metro.net
January 7:
"Rapid Bus
Project Shifts
into Top Gear"

Experimenting with the system

Although the system hasn't yet been installed in BOC, a visitor to the city's facility can observe Metro Rapid movement along the Whittier/Wilshire and Ventura boulevard corridors. The MTA has been experimenting with the system by placing transponders on a number of regular Metro Bus coaches.

Watching the bus icons as they inch across the screen provides only a hint of the much larger, complicated project.

By the start of Metro Rapid service in June, several hundred operators and a half-dozen TOSs will be involved along with 100 specially painted, low-floor CNG coaches and an extensive array of computers and electronic equipment. And it all will be aimed at getting the patron to his or her destination more quickly and efficiently than ever.

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Former State Bar Attorney Gorman to Head MTA's Office of Ethics, Lobby Registration



MTA Ethics Officer
Karen Gorman

(April 11) Karen Gorman, a former deputy trial counsel with the State Bar of California, has been named to head the MTA's Office of Ethics and Lobby Registration. The new Ethics Officer joins the agency May 1.

Gorman fills a position left vacant since January, 1999. The Ethics Office, with a staff of five professionals, consults with Board members, employees, lobbyist and others regarding the MTA Codes of Conduct and Lobby Registration Ordinance.

Counseled attorneys on ethics

As a deputy trial counsel for the State Bar beginning in 1990, Gorman prosecuted attorneys charged with violating the Rules of Professional Conduct. She also counseled attorneys on ethics, taught ethics, managed an attorney substance abuse program she created and negotiated discipline agreements. She supervised a staff of paralegals, investigators and clerks.

Visit MTA's [Ethics and Lobby Registration Department](#) Online.

During a recent hiatus from the State Bar, Gorman served for a year as an Auxiliary Legal Services attorney with the Los Angeles County Counsel's office, representing the Department of Children and Family Services in Dependency Court. She also counseled senior management on conflict of interest matters.

During the 1980s, Gorman was in-house counsel to MAI Basic Four. She managed operations, including corporate mergers and product procurements. She also was a member of the Contracts Administration Department of Motorola, Inc., where she drafted and negotiated large contracts with governments and Fortune 500 companies.

San Jose State graduate

Gorman is a 1976 graduate of San Jose State University, where she earned a bachelor of science degree in business. She is a 1979 graduate of the Western State University College of Law in Fullerton, where she earned her juris doctor degree.

She was admitted to the State Bar of California and Northern Federal District Court in 1979 and to practice before the U.S. Supreme court in 1991. She also is a member of the U.S. Coast Guard Auxiliary and holds teaching credentials.

Gorman and her husband, Robert, a service manager and Cub Scout leader, live in Orange County with their 11 -year-old son, Clayton.

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April graduates of 32-hour course on safety regulations include Ron Padilla, Gary Felix, Rosendo Jauregui, Salvador Llamas, Joe Dipietra, Jerry Swaim, Brent Devol, and Bill Delosa

Operations Maintenance Supervisors First to Take 32-Hour Safety Course

By PAT CHISM, Safety Trainer

(April 11) Operations maintenance supervisors are leading the way in completing a 32-hour course on safety regulations, workplace safety rules and practices. Begun in January, the course is taught by MTA Systems Safety and Security instructors.

Changes in federal OSHA safety regulations in the past few years have placed new responsibilities on the shoulders of MTA supervisors. In an attempt to keep pace with these changes, Richard Hunt of Operations Maintenance has agreed with Paul Lennon of the Office of System Safety and Security that all maintenance supervisors should attend the safety course.

30 supervisors completed course

Taught on four successive Wednesdays, the course prepares supervisors to be safety trainers for their crews and to increase general safety awareness in the workplace. To date, 30 Operations maintenance supervisors have completed the course.

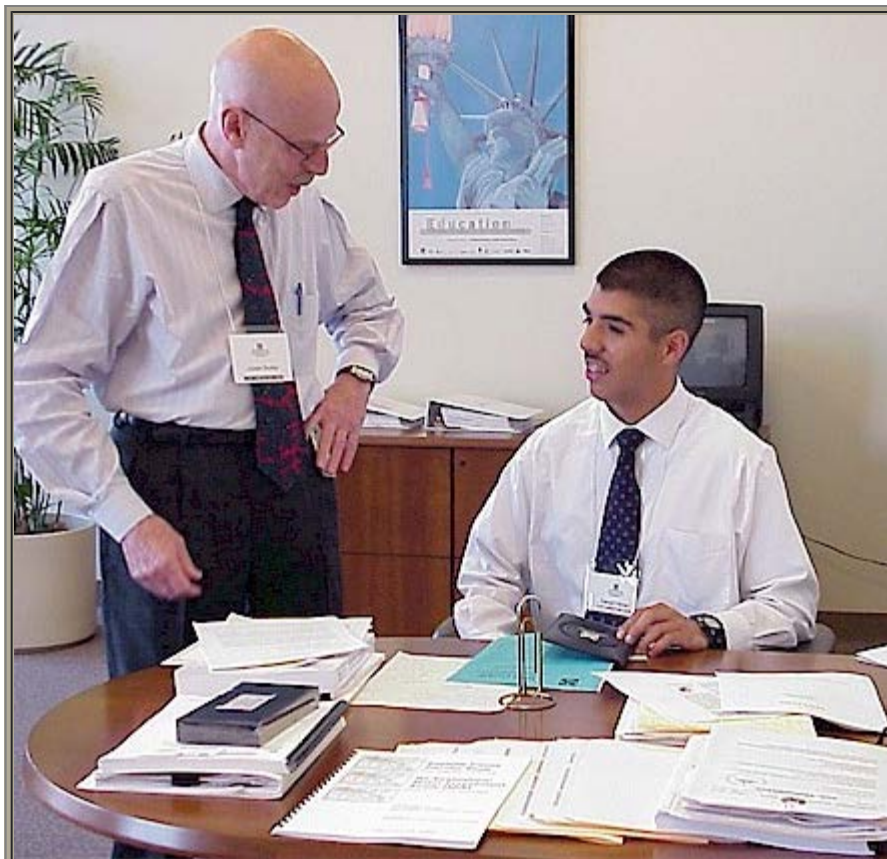
The curriculum covers a broad spectrum of safety issues and includes technical OSHA orders, legal interpretations, required safe work practices, typical failures resulting in injuries, injury statistics, and safety meeting topics. Trainers from Operations Safety, Occupational Environmental, Health and Safety, and Construction Safety conduct instruction in their particular specialties.

Specific MTA safety issues

Federal OSHA has produced a General Industry Safety Course that sets a national standard for supervisor safety training. The course taught by System Safety and Security follows the federal model, but includes safety issues specific to the MTA.

Some of the 26 areas covered during the course are OSHA laws and record keeping, electrical hazards, hazardous chemical spill protocols, ergonomic hazards and common work related health issues, blood-borne diseases, hearing, sight, and body protection, machine guarding, tool safety and fire protection.

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CEO For a Day -- Daniel Heras, 16, a Wilson High School junior, takes a seat at CEO Julian Burke's desk. Heras was chosen by his teacher to be Burke's "shadow" during the MTA's 5th Annual Career Day.

CEO Burke Takes High School Junior Under his Wing for MTA Career Day

(April 12) One minute Daniel Heras, 16, a junior at Wilson High School, was listening to CEO Julian Burke's Career Day speech. The next minute, he was being whisked away to shadow the CEO for a round of important meetings.

Heras, along with other students, teachers and MTA mentors had gathered in the Board room for the Career Day welcome. During his opening remarks, the CEO described the full range of the MTA's transportation responsibilities.

"I'm becoming increasingly more intrigued by the importance of the work done by this agency," Burke said. "It's not only challenging - even in some respects frustrating - but it is terribly worthwhile."



[See Bulletin Board Story April 11: TCAP Career Day](#)

Most worthwhile work

His job as chief executive officer of the MTA is "the most worthwhile work I've done in my entire life...and I've had a long life," Burke told the students.

At the end of his short talk, the CEO offered to take a student under

his wing for the day. Heras got the nod.

"This is going to be a very busy day for us," Burke told Heras in the elevator. But, after letting the youngster try out his desk for a few moments, the two sat down for a get-acquainted chat. Then, it was off to a meeting about the Pasadena Blue Line.

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Universal City Station a Big Hit with 20 Foreign Journalists

By GARY WOSK
(April 13) They spoke in different languages but expressed the same sentiment: The Universal City Metro Red Line subway station is terrific.

That was the consensus of 20 foreign journalists who were taken on a tour of the station, Wednesday, by Segment 3 Project Manager Dennis Mori and John Mazzarella of Public Affairs.

The journalists, representing some of the largest media outlets in their countries of Mexico, England and Japan, were brought to the station by Universal Studios who invited the group to attend a celebration at the expanded City Walk.



Foreign journalists interview Segment 3 Project Manager Dennis Mori, above, and John Mazzarella of Public Affairs, below. PHOTOS BY JOSÉ UBALDO.



Impressed with history text

A reporter with the largest newspaper in England was particularly impressed by four platform columns that tell the story of California's history through colorful hand-made, sculptured tiles that feature narrative text, visual symbols and large portraits of people who played a key role.

"It is very pleasant to look at - highly sophisticated," said Sophie Sturt of the *News of the World*. "When you're waiting for the train you can have a good read. I really like the cultural splash."

Yet another English reporter was smitten by the sights and, especially, by the dimensions.

"It is highly impressive," remarked Paul Taylor, a Manchester *Evening News* features reporter. "I must say that it seems more spacious than most stations in England, including the size of the platform

and height of the ceiling."

A special experience

Takako Suzuki of Japan's *Roadshow Magazine* called the tour "a special experience, very unusual." Reporters from TV Azteca in Mexico were impressed by the station's safety elements.

According to Gail Hermano, a spokesperson with Universal Studios Hollywood, the juxtaposition of the theme park, including City Walk, with the Metro Red Line is an ideal situation that will help her organization attract more visitors and help the MTA encourage new transit users.

"The subway will definitely enhance the vacation experience and, hopefully, residents of Los Angeles County will decide to give public transit a try," she said.

Also taking part in the tour were MTA Media Relations staffers who handed out new Metro Rail North Hollywood press kits to the journalists for their use in writing articles about the subway when they return home.

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(April 12) CEO Julian Burke has selected Maria Guerra, a chief administrative analyst who has worked for the MTA for seven years, as his new Chief of Staff.

Guerra has served on Burke's staff for the past two years. Previously, she was senior administrative analyst and a senior public affairs officer for the executive officer, Transit Operations. In those positions, she coordinated public affairs and employee outreach activities, among other duties, for the department.

Manage the Office of the CEO

In her new post, Guerra will supervise the CEO's staff and manage the Office of the CEO. She will assist the CEO and the Chief Operating Officer by overseeing the completion of projects, studies and other activities. She also will assist the CEO in formulating policy recommendations, provide policy direction and advise in the development of strategies and the resolution of problems.

From 1994 to 1995, Guerra served as assistant city administrator for the City of Pomona. She was administrative department head, supervising the general administrative staff. She also worked as department head for the Grants Divisions and for Information Services, served as public information officer and managed the community relations program.

Earlier, Guerra worked as student activities director for the Montebello Unified School District, was district assistant for Congressman Glenn Anderson, and was assistant city manager for the City of Bell Gardens and director of community services for the City of South El Monte.

University of La Verne graduate

Guerra earned a bachelor of science degree in public administration from the University of La Verne. She has served as president of the California Association of Public Information Officials, the Soroptimist Club of Bell Gardens, and of the Girls Club of Pasadena Board of Directors.

She and her husband, Jim, a consultant with a municipal engineering consulting firm, live in Monrovia.

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HR Revises Discipline, Grievance Policies Following Morale Report Recommendations

(April 14) Acting on employee recommendations, Human Resources has revised the MTA's non-represented employee discipline and grievance policies and procedures. The suggestions were included in the Morale Task Force and Policies and Procedures Task Force reports.

The updated grievance procedure - HR 3-11 - now includes an informal process through which non-represented employees are encouraged to resolve disputes at the lowest possible level. This may be with their immediate manager or supervisor or, failing that, with their department head.

The four-step grievance procedure is outlined in a flow chart that includes arbitration before an impartial arbitrator when a grievance involves a possible discharge. In this step, the arbitrator will make a recommendation to the CEO, who will make the final determination.

The revised policy provides dispute resolution involving interpretation and application of MTA policies, procedures, rules and regulations. Timelines for all steps of the grievance procedure are now included.

Employee discipline policy

The non-represented employee discipline policy - HR 3-10 - has been revised to include a Disciplinary Action Review Committee with members from Human Resources, Equal Employment Opportunity, Employee Relations and the County Counsel's office. The Committee will review all proposed employee suspensions, demotions or discharges.

The updated policy more clearly describes the disciplinary procedure - counseling sessions, verbal reprimand, written reprimand, suspension, demotion or discharge.

A new definition describes employee misconduct as offenses that include, but are not limited to, dishonesty, insubordination, or violation of MTA policies, rules or procedures.

The definition of the progressive disciplinary process includes disciplinary action "that gives an employee the opportunity to correct his or her behavior before more severe disciplinary action is taken."

The revised policies are now available through the "MTA Departmental Home Pages" button on the Intranet home page. For more information about the revised policies, contact the Office of Employee Relations at 922-3859.

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Board OKs Environmental Review MTA to Seek Federal, State Funds for Bus, Rail Projects in Transportation Corridors



By JAMES DE LA LOZA
Executive Officer,
Regional Transportation Planning
& Development

Editor's Note: This is the second in a series of articles by James de la Loza on Transportation Corridor issues.

(April 17) With the recent approval by the MTA Board of Directors to go forward with environmental review for six bus and rail transit projects for the Eastside, Mid-City, Westside and San Fernando Valley, the next step for the MTA is to secure state and federal funds.

These projects are closer to becoming reality after Governor Gray Davis unveiled his \$5.2 billion state transportation funding package. The MTA will receive \$737 million to use for light rail or exclusive bus lanes in the Eastside, Mid-City and the San Fernando Valley Transit Corridors.

Finding solutions to traffic problems

The approval by the MTA Board goes in the right direction to find solutions to transportation and traffic problems that Angelinos face every day.

The draft environmental clearance process will be completed within 9 to 12 months. It will address environmental impacts such as traffic, ridership, construction, air quality, jobs, business, parking and, of course, the cost of the work within the impacted communities.

Each of the transit corridors faces different challenges to their alternatives: In the Mid-City/Westside Corridor the focus will be on two routes. One route involves light rail or an exclusive Bus Rapid Transit busway along the Exposition right-of-way. This 15.6-mile route would have 15 stations. The cost for the light rail would be \$661 million and \$260 million for Bus Rapid Transit. This transit service would start at the Metro Rail 7th/Metro Center and extend through Culver City to Santa Mónica.

Five-station segment

In this option, also under consideration is a five-mile, five-station segment from 7th/Metro Center to Venice/Robertson Boulevard. The cost for light rail would be \$442 million and \$131 million for bus.

A proposed Bus Rapid Transit line along Wilshire would be an exclusive 14-mile bus lane with 13 stations beginning at Wilshire and Vermont and ending in Santa Mónica. The estimated cost is \$241 million.

In the San Fernando Valley, the alternative is a 14-mile busway with 12 stations along the Burbank/Chandler railroad right-of-way from the North Hollywood Metro Red Line station to Warner Center. The estimated cost is \$291 million.

Two Eastside options

For the Eastside, there are two options: A light-rail alternative and Bus Rapid Transit along the same route. Both options include a 1.7-mile tunnel below the streets of Boyle Heights. The tunnel would be necessary to avoid the loss of parking spaces and traffic congestion in the narrow streets of the community.

The cost of the seven-mile, eight-station light-rail project is estimated at \$590 million. Each station would be approximately one mile apart, beginning at Union Station and ending at Atlantic and Beverly Boulevards. The communities affected will be Boyle Heights and East Los Angeles.

The MTA Planning Department and its consultants will be conducting the next phase of the study. Upon completion of the draft environmental impact statement/report, the MTA Board of Directors will review the report findings and may select the locally preferred alternative.

Focus on obtaining funds

With the environmental phase in progress, the MTA is focusing its efforts on obtaining the funds needed to complete transit improvements in all three corridors at the same time. The MTA also will continue with its public outreach to community leaders to ensure their participation in this vital process.

The MTA is fully committed to constructing and completing the three transit corridors at the same time. However, the beginning of such projects depends on

the availability of funds and the completion of the studies, which could take two years. This would be followed by two to six years of construction before the public can enjoy the benefits of these new services.

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CPCU Approves Device 'Four-Quad' Rail Crossing Gates Prevent Vehicle Vs. Train Accidents

By BILL HEARD, Editor

(April 18) The rail crossing at 124th Street in Willowbrook had always been one of the more dangerous on the Metro Blue Line. Three fatalities and at least five serious vehicle vs. train accidents had occurred there over the years.

Then, in October, 1998, the MTA installed a prototype "four-quad" rail crossing gate that blocks the entire crossing and prevents vehicles from driving around the gate arms.

Since the new gate went into operation, not a single accident has occurred at the 124th Street crossing.

CPUC approves four-quads

The success of the four-quad concept led the California Public Utilities Commission (CPUC) earlier this month to amend its rules to permit four-quad installations. The CPUC acted after soliciting comments from public agencies and the trucking industry.

The MTA has budgeted \$1.6 million to upgrade 10 crossings with four-quads over the next five years. The locations will be selected after engineering studies prioritize intersections based on their accident history and traffic volume.

"The four-quad gates are our mid-corridor answer to deterring people from driving around the crossing gates on the Metro Blue Line," says Lou Hubaud, director, Systems Safety and Security. "We've had excellent experience with them."

Significant step for device

CPUC approval is a significant step for the MTA's version of the four-quad concept. It means four-quads that meet CPUC specifications can be installed at rail intersections throughout the state. The decision also gives impetus to include four-quads among federally approved rail crossing protection devices.

Systems Safety managers Vijay Khawani and Abdul Zohbi are members of a working group that includes the federal transit, highway, rail and transportation safety agencies. The group is preparing a report to Congress on rail safety measures that will include four-quad gates.

The concept of using four gates to block an intersection may sound simple. In reality, however, it is a complex system that uses high-tech elements to ensure the safety of motorists at a rail crossing.

Extra time to clear tracks

Under the new CPUC requirements, based on the MTA's four-quad experiments, the gate's "entrance" arm must descend first as a train

approaches, before the "exit" arm is lowered. This stops approaching vehicles, but allows vehicles in the crossing extra time to clear the tracks before the gates are locked in place.

To prevent a vehicle from being caught between the gates, the four-quad installation includes a vehicle detection system whose main feature is an inductive coil buried beneath the crossing. If the coil senses a vehicle as the gates are closing, the system either raises the exit arm or prevents it from descending so the vehicle can drive through.

"It's this detection system that gives extra protection to motorists," said Paul Lennon, managing director, System Safety and Security, "that makes the MTA's four-quad gate approach so unique."

In the event of power loss

Finally, the four-quad installation is designed so that - in the event of a power loss - the entrance arms will "fail" in the down position to block vehicles. The exit arms will "fail" in the up position to allow a vehicle on the tracks to drive off. Traditional rail crossing gates are designed to "fail" in the down position.

"The availability of four-quadrant gate systems at highway-rail grade crossings allows one more safety system that can be considered...," says the CPUC report that recommended approval of the new safety device.

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Public Transit Recorded 9 Billion Trips in 1999; Up 4.5 Percent

(April 18) Last year, Americans took more than 9 billion trips on public transportation, according to the U.S. Department of Transportation, the highest ridership in nearly four decades.

Public transportation usage continues to outpace growth in other modes of transportation such as airlines and highways.

Last year, public transportation ridership increased by 4.5 percent over 1998, compared with a two percent gain in motor vehicle miles traveled and a three percent increase in passenger trips on U.S. airlines.

Fourth year of increases

The current level of public transportation usage marks the fourth straight year of ridership increases and represents a 15.2 percent increase since 1995, according to the DOT.

All major modes of public transportation have more riders. Gains in ridership were led by heavy rail transit systems with a 6.4 percent increase. Paratransit service ridership increased 4.7 percent; bus systems, 3.8 percent; and commuter rail systems, 3.7 percent.

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ATTB Vision Survives with MTA's Hopes Pinned on Fuel Cell Power

By BILL HEARD, Editor
(April 19) The ATTB still lives! In fact, a prototype of the Advanced Technology Transit Bus with a fuel cell power plant could be in operation within 24 months.



If that plan is successful, it will involve one of the six ATTB prototypes developed for the MTA by Northrop-Grumman to be a reliable, light-weight, environmentally friendly and passenger-accessible vehicle.

Features seen on new buses

Thus far, no manufacturer has chosen to build ATTBs for the transit bus market, although its light-weight composite body and low-floor features are often seen on newer model buses.

In August, 1999, the MTA Board voted to hand over responsibility for the ATTB to the Fuel Cell Buyers Consortium, a group of public sector agencies - headed by the MTA - that are interested in the development of cost-efficient, zero-emission fuel cell power plants.

The Consortium took two major actions at its April meeting. The first was to issue a request for information from companies interested in developing and manufacturing what the group now calls an Advanced Transit Vehicle. The ATV would have features and performance characteristics comparable to the ATTB, but would be adaptable for use on Bus Rapid Transit corridors.

The group's second action was to approve a fuel cell work program that includes integration of a fuel cell power plant into one of the existing ATTB prototypes. The Consortium wants to develop a workable fuel cell that can be used in second- or third-generation versions of the ATV.

Can industry build it?

"Our objective is to demonstrate to industry that low-floor, light-weight, clean-emission vehicles are possible," says Eck Chaiboonma, an MTA transportation planning manager who coordinates the project. "We want to know whether they can build an ATV and what they have to do to make it feasible to build it."

The Consortium hopes to find a manufacturer that would build 500 ATVs for an initial order. It is asking industry to provide information about development of 40-foot, 60-foot articulated and 85-foot double-articulated vehicles.

A January 20 Consortium report noted that the strength of the ATTB is its light-weight, low-floor features "bundled together" with electric propulsion. But, it said much of the ATTB's technology is more than five years old. The challenge "is to utilize elements of the ATTB that are still viable and upgrade or replace deficient systems, while working in concert with market forces," the report said.

"Our plan is to procure and install a fuel cell on the vehicle within two years and to test it for two more years," says Chaiboonma. "But it may

be four years or more before we see a production model bus based on ATTB specifications and technology."

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Customer Service Sales
Supervisor Gail Harvey

SG Valley Columnist Praises MTA's Gail Harvey for Helping Disabled Friend

(April 19) It took a number of letters, e-mails and phone calls to remedy the confusion, but in the end a disabled passenger received a new ID card and the MTA's Gail Harvey earned kudos for her actions from a columnist for the San Gabriel Valley *Examiner*.

The problem began when the disabled passenger, who is blind and confined to a wheelchair, realized that the ID card issued by the MTA had expired.

Her friend - *Examiner* columnist Joan Allegrini Schmidt - tried to help get a new card, but the old ID card had long expired and there was no record of it in the MTA's computer system.

Personal interest in problem

Harvey, a Customer Service Sales supervisor, took a personal interest in the problem, corresponding several times with Schmidt, who also is a town council member for the cities of Monrovia, Arcadia and Duarte. It wasn't long before the new ID card was issued.

In her recent "Unincorporated Areas" column, Schmidt wrote, "I received a call from Gail Harvey explaining the problem...She personally expedited the process...."

"It may not seem like much to most people," she wrote. "But my friend is on a limited income...both my friend and I are deeply indebted to MTA's Gail Harvey who stayed past 5 p.m. on at least three occasions to ensure my friend would receive the bus pass before April 1. Thank you, Gail!"

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292 Hurt in FY '99

MTA Taking Measures to Prevent Slip-Fall and Lifting Injuries



(April 20) During FY 1999, 155 bus operators were injured in slip and fall accidents. Another 137 employees hurt themselves lifting things. Total cost: \$2.56 million in insurance claims.

Slip-fall and lifting injuries are the two most frequent types of injuries that MTA employees suffer. And they can take a severe toll on employees. Of the 137 who injured themselves while lifting, 64 were off the job an average of 54 days.



In an effort to reduce workplace injuries and hold down workers compensation costs, Transit Operations is working with Human Resources, Risk Management and Systems Safety and Security on a number of accident prevention measures.

Employees, MTA will benefit

"The best way to control workers comp costs is to prevent injuries from ever happening," says Lucille Van Der Heyden, Risk Management claims manager. "If we can prevent injuries, both employees and the MTA will benefit."

According to a Risk Management report, too many bus operators were being hurt adjusting side mirrors during the required pre-trip bus inspections. They would fall while standing on the vehicle's bumper or stretch in an awkward position from the stairwell to reach the mirror. One operator lost a finger.

To prevent operators from being hurt while adjusting bus mirrors, each operating division has designated a special area with a platform and/or safety step ladders operators can use. To improve their visibility in the bus yard, operators will be given upgraded reflective safety vests.

Slip, Trip and Fall Injuries

The Office of Systems Safety and Security currently is conducting a survey of transit properties to determine whether they require operations employees to wear non-slip safety shoes. If industry data suggests that non-slip shoes are a factor in reducing slip, trip and fall injuries, the MTA will explore the possibility of requiring safety shoes to be worn as part of the bus operator uniform.

Recently, the MTA launched a multi-media "Safe Lifting Campaign" to educate operations maintenance managers and supervisors about safe lifting. They will train mechanics and service attendants during division safety meetings. A new safety pamphlet titled "Practice Safe Lifting at Work" also is being distributed.

"A lot of injuries aren't necessarily a physical trauma," says Van Der Heyden. "Many involve an underlying medical condition that can aggravate an injury or can be intensified by an injury."

Conditions can be controlled

Hypertension and diabetes are two debilitating conditions that can increase the likelihood of sustaining an injury or increasing the seriousness of an injury. Both can be controlled by proper diet, exercise and medication.

The Office of Central Instruction and Human Resources Development and Training are developing a wellness program that will cover stress management, diet and healthy eating habits, exercise tips, fatigue awareness and conflict resolution. The program also will cover practical tips on proper seat, steering wheel and mirror adjustment.

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MTA Senior Staff Reorganization Expected to Clarify Responsibilities, Streamline Decision-Making

[Click here to read or print your copy of the MTA Management Reorganization Chart](#)

By BILL HEARD, Editor

(April 21) CEO Julian Burke is setting into motion a reorganization of the MTA's senior staff that is aimed at clarifying departmental responsibilities, improving teamwork, increasing personal responsibility and accountability and streamlining decision-making within the agency.

"...(W)e are one agency and we win as a team when we find the right balance between the specialization of each department and agency-wide strategic integration," Burke wrote in a memo to senior staff.

"...(W)e are refocusing our efforts to be more results-oriented, with shared objectives across functional units," he wrote. "And finally, we need to improve management accountability by empowering people at different levels to have ownership and accountability for their work."

Two major groupings

Under Burke's plan, the organization will be divided into groupings of Strategic Business Units and a Support Services Business Unit. The three strategic business units - Transit Operations, Countywide Planning and Development, and Construction and Engineering - will report to Deputy CEO and Chief Operating Officer Allan Lipsky.

Lipsky also will be responsible for System Safety and Security, New Business Development, Internal Audit and Strategic Planning and Analysis.

The Support Services Business Unit will report to Chief Financial Officer Dick Brumbaugh. That unit will comprise Administration, Procurement, Human Resources, Finance, Management Audit Services and Risk Management.

Several staff functions will continue to report directly to Burke - Government Relations, Public Relations, Labor Relations, Board Research Services and Equal Employment Opportunity Compliance.

No position or title changes

Although the reorganization does not include changes in current positions, titles or authority, the CEO said, "it will accomplish a consolidation that supports a more integrated and effective delivery of all transportation, construction and support services."

Two major elements of the new organizational focus are a seven-member Executive Leadership Team and an eight-member Support Services Team.

The members of the Executive Leadership Team (ELT), chaired by Deputy CEO Lipsky, will be Brumbaugh, Assistant County Counsel Steve Carnevale, Tom Conner of Transit Operations, Jim de la Loza of Countywide Planning and Development and Charles Stark of Engineering and Construction. The CEO will attend ELT meetings as requested.

Maintain strategic focus

The ELT, which will meet twice monthly, is expected to support the CEO and Deputy CEO "in carrying out our overall management responsibilities, helping us maintain a strategic focus and direction for the agency,"

including financial policy and strategy, Burke said.

Members of the Support Services Team (SST), chaired by CFO Brumbaugh, will be Lipsky, Carnevale, Ray Inge, executive officer, Human Resources; Gwen Williams, interim executive officer, Procurement; Frank Cardenas, executive officer, Administration; Terry Matsumoto, executive officer, Finance; Bill Bernsdorf, managing director, Management Audit Services; and Deborah Guy, managing director, Risk Management. The CEO will attend SST meetings as requested.

The SST, which will meet monthly, will support the Deputy CEO's leadership and management efforts and "will give particular attention to the common issues of these six departments in increasing the efficiency of providing support services to their 'clients,'" Burke said.

Senior Management Forum

The entire leadership group and their direct reports also will be convened as the "Senior Management Forum." Burke expects the Forum to improve communications and foster cooperation among the various MTA departments.

The Senior Management Forum will meet each month following Board meetings "to debrief on Board items, to share information critical to organizational effectiveness and to further facilitate...(inter-departmental) goals..." Burke wrote.

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Board Action Update

Universal Fare System, Metro Rapid, Rail Car Lease Among Items Approved by MTA Board in April

Editor's Note: (April 24) Board actions noted in red.

(April 24) A motion to conduct a competitive negotiation for procurement of highly specialized electronic equipment that would be used in a universal fare system, and a motion to launch a special leasing program for 74 Breda cars that would generate \$15 million in revenue for the MTA were among items approved by the Board at its April meeting.

Items to watch in April include:

■ OPERATIONS COMMITTEE

Wednesday, April 19, 1 p.m.

Item 9 - Bus Procurement. A status report on bus procurements says 40 New Flyer CNG buses were placed into revenue service during March. The remaining 22 coaches in the 223-bus order are to be delivered to the MTA in April. New Flyer also delivered the "pilot bus" of an order of 223 low-floor CNG buses in March. That bus will be on display on Patsaouras Plaza during the Board meeting.

NABI has delivered some 30 low-floor CNG buses of a 430-bus order. The first 100 buses will be used, beginning in May, for training operators assigned to the Metro Rapid bus program.

Item 10 - Transitional Duty Program. A Risk Management Department report says the Transitional Duty Program is returning injured personnel to work 46 percent faster than their doctors anticipated. A conservative estimate indicates the program has saved the MTA \$1.3 million. As of Feb. 29, 504 employees had participated in the program, with 257 having returned to work.

Item 11 - Bus Service Contracts. POSTPONED to May 8. This motion would authorize the CEO to award five-year bus service contracts, with three one-year extension options, to five transit companies. The contract amount, including options, would total \$227.7 million.

Item 13 - Universal Fare System. APPROVED. The motion would authorize the MTA staff to conduct a competitive negotiation for procurement of the highly specialized electronic equipment that would be used in a universal fare system. The equipment would include bus fareboxes and card processors, ticket vending machines and card validators for rail stations and a computer network that, among other things, would interface with a regional fare clearinghouse. This motion required a two-thirds Board vote.

■ FINANCE & BUDGET COMMITTEE

Thursday, April 20, 9:30 a.m.

Receive and File Reports: Status reports are scheduled on **Item 22**, Workers Compensation results for the third quarter of FY 2000; and **Item 23**, the Transportation Foundation's Real Time Internship Program.

Item 25 - Rail Car Lease. APPROVED. The motion - a followup to

Board action in March - would authorize the CEO to negotiate and execute contracts with CIBC World Markets for procurement of 74 Breda rail cars for the Metro Red Line through a financing program called "defeased leasing." Outside investors would lease the rail equipment, valued at about \$146 million, from the MTA as a means of gaining a tax benefit by depreciating the lease over the life of the contract.

The lease is anticipated to generate about \$15 million for the MTA after payment of approximately \$1.1 million in expenses. In 1997, the MTA executed a defeased lease of 30 Metro Red Line cars with the Bank of New York as the equity investor.

■ **PLANNING &
PROGRAMMING**
Thursday, April 20, 1 p.m.

Receive and File Reports: Status reports are scheduled on **Item 27**, the Long-Range Transportation Plan; **Item 28**, status of negotiations with the Children's Museum for a lease on MTA property at the North Hollywood station; and on **Item 29**, status of negotiations concerning the Hollywood/Western station.

Item 30 - Exposition Right-of-Way. APPROVED. If approved, the Board would direct the staff to defer construction by the City of Los Angeles of the Exposition Right-of-Way Regional Bikeway Project between Vermont Avenue and the eastern boundary of Culver City until plans for a possible Bus Rapid Transit or Light-Rail Transit project are resolved. The staff also would be directed to incorporate a bikeway into the project's design.

Item 37 - Metro Rapid Stations. APPROVED. The motion would authorize the CEO to execute a \$4 million agreement with the Los Angeles Department of Public Works for installation of 89 Metro Rapid bus stations along the Whittier/Wilshire and Ventura Boulevard demonstration corridors.

The motion also would authorize the CEO to execute a \$500,000 agreement with LADOT to complete construction of the Metro Rapid bus signal priority system. A third part of the motion concerns agreements with the cities of Los Angeles, Santa Monica and Beverly Hills and with the County of Los Angeles to complete the Metro Rapid bus demonstration program.

■ **EXECUTIVE MANAGEMENT**
Monday, April 24, 1 p.m.

Receive and File Reports: Status reports are scheduled on **Item 39**, the Pasadena Blue Line Joint Powers Authority and on **Item 40**, the Long-Range Transportation Plan.

■ **Construction Committee**
Wednesday, April 19, 3 p.m.

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Greater LA Vendor Fair Sets Several Records for Attendance, Booth Sales

By DAVE HERSHENSON
Senior Communications Officer, Vendor Services

(April 24) The eighth annual Greater Los Angeles Vendor Fair, held at the LA Convention Center, April 20, was a smashing success. Co-hosted by the MTA, County of Los Angeles, City of Los Angeles and the Los Angeles Unified School District, it is one of the largest outreach events in the United States.

The Vendor Fair broke several records to make it one of the most successful. In addition to the highest luncheon attendance ever, more than 250 booths were sold and the exhibit floor was sold out. More advertisements were purchased for the program book - more than 90 - and attendance equaled the all-time high of some 2,500 vendors.

The Vendor Fair provides a unique opportunity for small- and medium-sized companies to learn how to do business with the MTA and its co-host agencies, and other cities, agencies and firms represented at the event.

Inspiring keynote address

The day was highlighted by an inspiring luncheon keynote address by award-winning author Dr. Dennis Kimbro. The author received a standing ovation from the approximately 1,100 luncheon attendees for his motivational speech.

The MTA's Vendor Fair committee members included Carey Peck, manager, Vendor Services; and Tashai Smith, Senior Contract Compliance Officer. In addition, several MTA employees participated by speaking at one of the seven seminars, staffing the MTA exhibit booths or helping out in the registration area.

Many interns also provided assistance in the preparation and organization of the event. Everyone should be congratulated for a job well done!

If you were unable to attend the Vendor Fair, you can receive a program book by requesting one from Carey Peck at 922-1062 or by e-mail at peckc@mta.net.

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MTA Expects to Present Balanced Budget for FY-2001

(April 25) The MTA expects to present a balanced budget for Fiscal Year 2001, Chief Operating Officer Allan Lipsky reported, Monday, to the Board's Executive Management Committee.

"We have significant savings, particularly in Operations, as the result of some cost-saving measures," Lipsky said. He noted that labor negotiations, which could impact the budget, won't be concluded by the time the final budget is presented.

The budget will be presented to the Board on May 25, following a public hearing scheduled May 18 during the Finance Committee meeting. The Board will conduct a workshop, May 8, on the budget.

Draft mission, vision, goals

Lipsky also reported to the Executive Management Committee that the staff has completed a draft of the MTA mission, vision and goals.

A draft of the mission statement says the MTA "is responsible for the continuous improvement of an efficient and effective transportation system for Los Angeles County."

The draft vision statement says the agency's purpose "is to be the recognized leader for realizing a world-class transportation system for Los Angeles County. Our position as a premier transportation agency will be established by:

- A vigilant pursuit of cost-effective, high-quality, mission-critical service delivery;
- An extraordinary record of excellence in planning, construction and engineering;
- A proven competency for innovations in transportation development and,
- An exemplary work environment providing team members with needed services."

Lipsky said the senior staff reorganization announced April 21 "clearly defines the MTA's roles as an operator, a regional planner and as a builder of transportation systems." It also reduces the number of direct reports to the Office of the CEO and pushes more of the decision-making downward.

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**MTA's 'USS Enterprise'
Starts in
Earthquake
Preparedness
Media
Demonstration**



(April 25) The MTA put its high-tech Rail Operations Center on display for area media during an Earthquake Preparedness Month event Tuesday, April 25.

The Metro Red Line's North Hollywood extension is scheduled to open to the public June 24. Tuesday's event gave the MTA staff and the LAPD, Sheriff's Department and LA City Fire Department an opportunity to describe safety measures that have been incorporated into the subway's design, construction and operation.



Handle any emergency

Dubbed the "USS Enterprise," the ROC is capable of handling any type of emergency. The media saw demonstrations showing how the MTA tracks Metro Rail trains and monitors all stations via hundreds of closed-circuit TV cameras.

Participating in the event were Dennis Mori, Project Manager, Metro Red Line Segment 3; Paul Lennon, managing director, Systems Safety and Security; Cmdr. Garrett Zimmon, commander, LAPD Transit Group; Capt. Marc Klugman, commanding officer, LASD Transit Services Bureau; and Battalion Chief Mike Littleton, LAFD.



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Employees Get Sneak Peek



Metro Rapid Bus Takes a Bow at MTA Headquarters

Employees gathered in front of MTA Headquarters, Tuesday, to get their first look at a Metro Rapid bus. The 40-foot coach is a low-floor, CNG-powered vehicle with a simple hydraulic ramp for disabled patrons. Metro Rapid buses will seat 40 passengers. Two seats on either side of the aisle behind the operator fold up to accommodate two wheelchair patrons. Both doors open and close together when the operator activates them. Metro Rapid buses will be painted in distinctive red and white with special logos to distinguish them from other Metro Bus service. Metro Rapid buses will go into service, June 24, along the Whittier/Wilshire and Ventura Boulevard demonstration corridors. The buses will serve stations placed about a mile apart with headways varying from three to ten minutes, depending on time of day and line.

-PHOTOS BY BILL HEARD.



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Pre-Revenue Service to NoHo Will Include Metro Red Line Firsts



(April 26) At 3:30 a.m., Sunday, a Metro Red Line train will leave Union Station en route to the San Fernando Valley. The departure of that train will start the clock ticking on an eight-week period of pre-revenue service leading to the public opening, June 24, of the North Hollywood segment.

Pre-revenue service is scheduled as an opportunity to train operators and tweak the planned service schedule for a new stretch of track, according to Jess Diaz, Rail Transportation Superintendent on Segment 3. But, the pre-revenue period for North Hollywood also will feature some Metro Red Line firsts.

Trains will hit 70 mph

For one thing, there's that three-mile run under the Santa Monica Mountains between Hollywood/Highland and Universal City. For several minutes, the trains will be able to hit 70 mph. The current top speed elsewhere on the subway line is 55 mph.

"No matter how fast your car is," says Diaz, "you can't get through Cahuenga Pass faster than our trains can." The 16-mile ride from North Hollywood to Union Station - with stops at 12 stations in between - will take only 29 minutes.

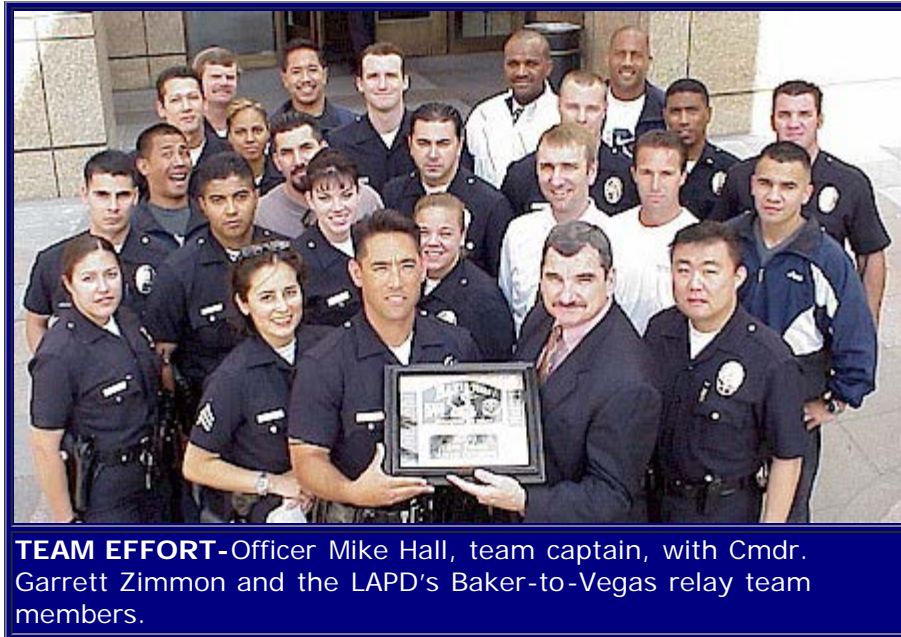
Six-car trains for NoHo run

Then, there's the scheduled use of six-car trains. At some point during pre-rev, two extra cars will be added for the run to North Hollywood. The six-car trains - each 450 feet long - will stretch from one end to the other of the station platforms. Operators, who are used to four-car and even two-car trains, during pre-rev must become accustomed to stopping at the proper mark.

During pre-rev, passengers on the North Hollywood trains will be required to disembark at Hollywood/Vine. Four-car trains will continue to be scheduled to Wilshire/Western.

A VIP opening ceremony for the North Hollywood extension is planned Friday, June 23, with the public opening on Saturday and Sunday, June 24-25. The Board has approved free rides on the entire Metro Red Line subway system for the opening weekend.

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TEAM EFFORT-Officer Mike Hall, team captain, with Cmdr. Garrett Zimmon and the LAPD's Baker-to-Vegas relay team members.

LAPD Team Ranks High in Baker to Vegas Relay Race

(April 27) A 27-member team of LAPD Transit Group officers recently placed among the top runners in the Baker-to-Vegas relay race - bringing home individual trophies and a team plaque while raising more than \$2,000 for the Lupus Foundation.

It was the third time a Transit Group team had participated in the grueling 120-mile race and the first time the team merited a trophy. Competing in the "mixed" category, which requires at least five female team members, the team placed 12th with a time of 16 hours, 20 minutes.

69th of 212 teams

The team ranked 69th, overall, in a total field of 212 teams competing in the April 15 race. The winning time in the 28-team "mixed" category was 13 hours, 3 minutes posted by the California Highway Patrol's statewide team.

The LAPD team, which finished ahead of the Sheriff's Department Transit Services Bureau team for the third year, also retained a "traveling trophy" donated by the MTA. The trophy is an antique farebox.

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MTA, AFSCME Reach Tentative Agreement, Burke Announces at All-Staff Meeting

By BILL HEARD, Editor

(April 28) The MTA has reached a tentative contract agreement with the leaders of the American Federation of State, County and Municipal Employees, CEO Julian Burke announced, Friday, at an all-staff meeting.

Although Burke declined to describe the tentative agreement, he said, "I'm quite happy with the agreement. It's a step forward and I'm proud of it." He said union leaders plan to present the agreement to AFSCME members, May 6.

Some 500 bus and rail transportation and maintenance supervisors and others voted last year for AFSCME representation.



Pay increase for all

To a question about a possible employee pay raise, Burke answered that, although the budget is still in draft form and has not been presented to the Board, "It will contain some pay increase for all of our employees."

Burke began the all-staff meeting on a positive note, declaring that the past months had "become an extremely exciting time for us. Things have changed so much...I now have a different feeling about what's going on." He said the MTA now is focusing on the future instead of dwelling on the past.

As evidence of an upturn in the agency's fortunes, Burke said he will meet with congressional leaders in Washington the first week of May to present the MTA's case for funding. He expects "reasonable success this year, because our credibility with the transportation committee has grown. They recognize that we're on track and are doing good things for this county."

Funding for local projects

He also noted that the upcoming "mini-Call for Projects" will provide funding for local transportation projects. Some of the funding will come from Governor Gray Davis' \$5.2 billion state transportation plan. Included in that plan is \$887 million the MTA can use for buses, light rail and bus rapid transit projects.

Other subjects the CEO touched on during the all-staff meeting included the Long-Range Plan, which he said is "an opportunity for us to develop a new vision" at a time when Los Angeles County is growing.

Asked about his personal plans, Burke - who will turn 73 on July 8 - joked that he has "a great deal of fear about retiring because I'm not sure I'd know what to do with myself." He noted that, although he has no contract with the MTA, he is "quite challenged by the issues" and "certainly is committed to this work."

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