

Metro

Report Archives

May Articles

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Proposed FY 2001 Draft Budget Increases Services, Salaries and the MTA Workforce. (May 5) In the plus column of the proposed FY2001 Draft Budget, operating efficiencies and a higher return on sales tax add up to increase bus and rail services to the public. The balanced budget also rewards employees with a pay increase and anticipates an expanded workforce.

Board Approves Bus Service Contracts. (May 8) The MTA Board of Directors approved May 8 a staff recommendation to authorize the CEO to award five-year bus service contracts, with three one-year extension options, to four transit companies.

MTA Officials Report Progress in Federal Budget Talks (May 9) Mayor Richard J. Riordan and MTA CEO Julian Burke today met with Congressional leaders here regarding MTA's request for federal transportation

funding in Fiscal Year 2001.

UPDATE! [MTA Reschedules Demolition of Northbound 101](#)

Freeway Ventura Boulevard Off-Ramp/Overpass (May 12) Work on the demolition of the northbound Hollywood 101 Freeway Ventura Boulevard off-ramp that was set for Saturday, May 13, has been postponed for one week to allow the contractor additional preparation time.

MTA to Set Record for [Most Bus Service](#) in Fiscal Year 2001

(May 15) The MTA and its contract bus lines will offer a record amount of bus service in Fiscal Year 2001, eclipsing the previous record set in the mid-1980's by MTA's predecessor agency, the Southern California Rapid Transit District (SCRTD).

[Third Quarterly Review](#) Notes Successes, Improvements of

MTA Programs (May 15) In his opening remarks reviewing the first three months of the year 2000, Chief Financial Officer Dick Brumbaugh presented the third quarter financial outlook and praised the efforts of Operations in reporting significant improvements, Countywide Planning and Development in garnering Board adoption of major corridor studies, Accounting in making payroll in record time, and Strategic Planning for facilitating the development of the MTA's mission, vision, goals and 16 agency-wide objectives.

MTA to Hold [Series of Community Meetings](#) on Mid-

City/Westside Transit Corridor Study (May 16) MTA will hold a series of community open houses in late May and early June to receive public comments on several new transit proposals for Wilshire Boulevard and the Exposition Boulevard right-of-way in the Mid-City and Westside areas.

[High-Scoring Operators](#) in MTA Rail Rodeo to Go for the APTA

Gold (May 17) National championship fever is in the air at Division 11, where 10 top qualifying rail operators took 98,000-pound, 90-foot cars to the tracks for a grueling competition of metal against metal.

[Construction To Extend](#) Metro Blue Line Platforms To Get Underway; Completed Project Will Increase Line's Capacity

(May 18) The Metro Blue Line is about to get a face lift with a project which will increase the line's capacity. Construction will begin the week of May 22, 2000, to lengthen 19 Metro Blue Line station platforms to accommodate three-car trains.

[Important Fare, Safety & Security](#) Info Permanently Displayed

Inside Metro Buses (May 19) To be sure a series of important messages stick in the minds of Metro Bus passengers, MTA is using an adhesive material to permanently display information inside each bus.

The PTSC [Employment Application form](#) is now available on the Intranet in a Microsoft Word 7.0 document template file that can be downloaded, completed and saved on your computer.

[Volunteers for Opening Weekend](#) Will Help

Usher in an Era (May 22) In a memo to all staff, Chief Operating Officer Allan Lipsky makes an offer employees may not want to refuse. In addition to a first-run official t-shirt, hat, pin and assorted collectibles in a goody bag, employees working one of the 300 staff positions to help usher in the Metro Red Line to North

Hollywood and Metro Rapid Bus Service on June 24 and 25 get to be part of



history.

Samuel Morales and "Men In White" Mechanic Team Take Top Honors at 25th Annual [MTA Bus Rodeo](#) (May 23) The MTA family enjoyed a relaxing and fun family day full of food, music and, of course, winners under a scorching sun last Saturday at the 25th Bus Rodeo.

INCLUDES COST-OF-LIVING PAY HIKE [MTA Adopts FY 2001 Budget](#) that Delivers Record Bus, Rail Service, plus Highway and Other Regional Programs (May 25) In the fiscal year starting July 1, the MTA will deliver a record amount of bus and rail service, move forward with new bus and rail projects, fund highway and other regional transportation programs -- and still manage to balance the budget while spending about the same as the current year's adopted budget. That's the upshot of the \$2.552 billion FY 2001 budget adopted today by the MTA Board.

[Board Authorizes Purchase](#) of 370 CNG Buses; Delivery to Begin by End of FY 2002 (May 25) The MTA Board today voted to authorize CEO Julian Burke to purchase 370 additional compressed natural gas buses. The buses are scheduled to begin arriving by the end of FY 2002.

BOARD ACTION UPDATE [ITEMS TO WATCH](#) Board Adopts FY 2001 Budget, Approves Purchase of 370 New CNG Buses at May Meeting (May 25) The MTA Board approved a \$2.552 billion Fiscal Year 2001 budget at its May meeting, today, and authorized purchase of 370 new CNG buses at a contract cost of \$115.4 million. Among other items approved were motions concerning the Universal Fare System, Metrolink security and funding for Smart Shuttles.

Average of [Customer Complaints](#) Continues Year-Long Decline (May 26) The 12-month average of MTA customer complaints continued to decline in April - down 14.2 percent from April, 1999.

Division 1 Breezes Through [Annual CHP Inspection](#) (May 26) Division 1 may have some of the highest-mileage buses in the MTA's fleet, but a squad of California Highway Patrol inspectors sidelined only one bus - for a minor taillight problem - during the division's annual inspection, Thursday.

DEBUT SET JUNE 24 [All Elements Coming Together](#) in Preparation for Metro Rapid Service (May 30) With four weeks to go before its debut, June 24, elements of the MTA's Metro Rapid bus program are quickly coming together.

[Metro Bus Operator](#) Took These Vandals for a Ride (May 30) Sunday School was over, May 28, but Metro Bus operator Edgardo Dimson helped teach a memorable lesson to four juveniles who allegedly were tagging his bus.

Metro Green Line's [Division 22](#) to be Fully Activated in July (May 31) Division 22 - the operations and maintenance yard for the Metro Green Line - will be fully activated by July 1 on a seven-day, 24-hour basis.

MTA to Close Ventura Off-Ramp on 101 Freeway to Build New Overpass Ramps

By RICK JAGER

(May 1) In preparation for building new overpass on- and off-ramps from the 101 Freeway to serve the new Metro Rail Universal City station, the MTA will permanently close the existing northbound 101 Freeway off-ramp to Ventura Boulevard on Thursday, May 4, at approximately 7 p.m.

Construction of the new freeway bridge overpass and ramps is anticipated to last one year. A detour will be established from the Lankershim Boulevard off-ramp or the Vineland Avenue off-ramp from the 101 Freeway.

New lanes added to Vineland

Improvements have been made to the Vineland Avenue off-ramp, including new traffic signals. New lanes also have been added to Vineland at Ventura Boulevard to accommodate increased traffic flow.

The new freeway improvements will not only improve access to the Universal City Metro Rail Station but will also enhance overall traffic flow in Universal City, Studio City and surrounding communities.

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Intranet Adding Quality Assurance Page to *metro.net* Offerings

(May 1) Metro.net continues to grow as the MTA's prime internal information source. Starting at 1 p.m., Tuesday, Intranet web browsers can access an informative, attractive new web page sponsored by the Quality Assurance Department.

The [Quality Assurance web page](#), developed for the department by Acting Quality Assurance Supervisor Ronald Green, will make an even dozen sites that now will be available to Intranet users. Transit Operations and General Services pages were most recently added on March 27.

To reach the Quality Assurance page, go to "MTA Departmental Home Pages" found in the right-hand navigation bar on the Intranet home page. Then, choose the Quality Assurance button from among the 12 departments presented on that page.

Click below to visit



Quality Assurance



General Services



Transit Operations

Quality Assurance departments

The 30 Quality Assurance employees are responsible for managing contracts for goods, services and projects. The department includes Environmental Compliance and HAZMAT Response, rail and bus units, the Stops and Zones unit and Metro Clean, a program that coordinates court probationers who clean buses, bus terminals and bus stops.

From the Quality Assurance home page, which features a greeting by Gary Spivack, director, Operations Support Services, Intranet users can access a department overview, information about current contracts, and individual pages on each unit of the department.

Overview of departments

Unit pages present an organization chart with a photo of the unit supervisor. Click on red navigation bars to get an overview of each unit and an explanation of the unit's functions, goals and objectives.

And, don't miss the Staff Recognition page. Open the page to read about Sal Bottancino, a maintenance specialist assigned to the Metro Blue Line. Bottancino has built an enviable record of contributing ideas that have saved the MTA millions of dollars.

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Session Lasted an Hour

MTA Asks Court of Appeals to Overturn Consent Decree Ruling on Bus Purchases

(May 2) **Update:** The U.S. 9th Circuit Court of Appeals heard arguments for about an hour today from attorneys for the MTA and the Bus Riders Union. The court is not expected to render a decision for at least two months on the MTA's appeal of an earlier District Court order that would require the agency to purchase 248 new buses.

By BILL HEARD, Editor

(May 1) Attorneys for the MTA will go before a three-judge panel of the U.S. 9th Circuit Court of Appeals in Pasadena, Tuesday. The lawyers will argue that a District Court ruling that required the agency to buy 248 new buses should be overturned.

Tuesday's hearing is another step in a dispute between the MTA and the Bus Riders Union over the number of buses required for the agency to be in compliance with the federal Consent Decree. The Consent Decree, signed in October, 1996, was aimed at reducing overcrowding on the MTA's bus lines.

'Very strong' precedent

The Court of Appeals' ruling could set a "very strong" precedent for how the Consent Decree is interpreted in the future, Assistant County Counsel Steve Carnevale told the Los Angeles *Times*.

The dispute came to a head in mid-1999, when the special master appointed to oversee Consent Decree compliance ordered the MTA to purchase 532 new buses and to lease or buy another 277 buses until the 532 were delivered.

The MTA appealed that order to the District Court, which reduced the number to 248, but permitted the majority of the special master's order to stand. The agency then asked the Circuit Court of Appeals for a stay of the order, which was granted in November, 1999.

In a brief prepared for Tuesday's hearing, the MTA takes issue with the District Court for interpreting the Consent Decree not as a contract, but "as if it were enforcing a judgement entered after trial." The MTA has said no civil rights issues are involved in the case.

MTA reduced overcrowding

The brief says the MTA has substantially met the goals that were set to reduce overcrowding on its bus lines. The agency disputes the power of the special master and the District Court to determine how the MTA should allot funds for bus purchases and bus operations, especially at the expense of other mass transit and highway programs the agency is obligated by law to plan, program and fund.

"The District Court's intervention in the management of the MTA's complex obligations is...erroneous," the brief states. "The MTA never transferred the management of its public transportation responsibilities to the special master or to the District Court."

"(The MTA) never promised that it would meet the standee targets perfectly," the brief continues. "Bus scheduling is complicated under the best of circumstances. Ridership cannot be exactly predicted...scheduling can go awry due to accidents, bad weather, unusually heavy traffic and other unpredictable difficulties that beset everyone on streets, highways and freeways at rush hours."

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LAPD Investigation of Transfer Thief Leads to Arrests in Bus Burglary

By BILL HEARD, Editor

(May 2) She was given 90 days in jail and three years' probation earlier this year for selling stolen bus transfers. But, when LAPD undercover officers spotted Laura Santos near 8th and Broadway, April 20, she apparently was up to her old tricks.

The officers, members of the LAPD's Revenue Protection Team, videotaped Santos, 36, a man and a teenaged female, allegedly selling stolen transfers. Videotape in hand, they obtained a warrant to search Santos' residence, just north of MacArthur Park.

What happened next led police to even more suspects.

MTA Report
Dec. 28:
["TV Story
Leads to
Conviction"](#)

Conducted a surveillance

Rather than mount an immediate search of the Santos residence, the detective team decided to conduct additional investigations, according to Detective Tim Gipson, Revenue Protection Team supervisor.

On May 1, the team followed a man later identified as Pedro Garcia, 43, and his teenaged son, to a Metro Bus layover at Vermont and Hollywood.

Within minutes, Gipson said, the pair forced the door on an idle bus and stole five books of transfers. Garcia and the boy were immediately arrested and brought to MTA Headquarters for questioning.

Booked for burglary

Garcia later was booked at Parker Center on suspicion of burglary from a motor vehicle. His son was released to relatives, pending an arrest petition to the juvenile court.

With two arrests made, Gipson and his team - detectives Andy Woods, Jose Martinez and Joseph Hopkins, along with uniformed officers Ken Dye and Ed Pigao - served the search warrant on Santos.

The officers seized evidence during the search and arrested Santos. She was booked for violation of probation at the LAPD's 77th Street station.

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FRONTLINE SUPERVISION PROGRAM GRADUATES were Patrick Astredo, Martin Batistelli, Marian Bennett, Bonnie Bradford, Ronna Bryant, David Castillo, Stewart Chesler, Carolyn Childress, Gary-Vance Dewater, Robert Ellison, Anne Forgy, Luis Garcia, Jerolyn Garjeda, Ralph Gray, Roger Hosier, Lydia Iacono, Frances Impert, Keith Jackson, Kitty Jones, John Jung, Jacob Lopez, Charlene Lee Lorenzo, Alfred Lozano, Rena Lum, Arif Motiwala, Charlotte Richardson, Cynthia Robinson, Armineh Saint and Herbert Vaughn. Joining the graduates were Dr. Jackie Schwartz of UCLA; Ray Inge, executive officer, Human Resources; and George Nickle of HR Training and Development.

A Great Opportunity

29 Employees Graduate from Frontline Supervision Program

(May 3) Frances Impert says, "It's a great opportunity for anyone who desires to move up in their career." Roger Hosier says, "It gave good information to supervisors on how to do their jobs better."

Both Impert, a senior real estate officer, and Hosier, a transit security sergeant - along with 27 colleagues - have just completed the MTA's 14th Frontline Supervision Certificate Program. The 11-week program, begun in 1997, counts more than 250 among its graduates.

Offered by UCLA Extension

"It was great," says Impert. "I highly recommend it to anyone who has an interest in career advancement." The course is offered by UCLA Extension Custom Programs and is taught by a faculty member.

Hosier, who has a degree in psychology and 30 years' supervisory experience, describes the program as "very practical and hands-on. if your job is to organize people to get work done, you should have this class."

The next Frontline Supervision class is scheduled in the fall. Registration information will be made available by Human Resources Training and Development in August. For more information about the program, contact George Nickle at 922-7112.

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Green Line to Get New P-2000 Rail Cars in July



(May 3) New buses. New bus service. A new subway segment. If all that weren't enough, the MTA is about to introduce the P-2000 -- a new type of rail car for the Metro Green Line.

Seventeen of the cars, painted white with gold stripes and featuring a swept-back nose, will gradually be placed into service during July alongside the current fleet of P-2020 Nippon cars.

"This will ensure that we will continue to have full service for the public during the transition," says Rail Activation Manager Bill McCann. The Nippon cars originally were built for use on the Metro Blue Line.

Working double shifts

Employees of the P-2000 manufacturer, Seimens, have been working double shifts to ensure that the cars are ready in time for the July revenue operating date (ROD).

Currently located in the MTA's rail yard in El Segundo, all cars have completed required static testing in the yard. Dates have been set during May and June for the cars to undergo acceptance testing with the rail signals group.

Once the Nippon cars are no longer needed on the Metro Green Line, they will be converted back to use on the Metro Blue Line. This will require a change in the cars' internal signaling systems.

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Proposed FY 2001 Draft Budget Increases Services, Salaries and the MTA Workforce

(May 4) In the plus column of the proposed FY2001 Draft Budget, operating efficiencies and a higher return on sales tax add up to increased bus and rail services to the public. The balanced budget also rewards employees with a pay increase and anticipates an expanded workforce.

Along with increased services and more projects at the starting gate comes a proposal for an across-the-board cost-of-living pay increase and 429 new hires that would increase the MTA workforce to 8,857 full-time employees. Transit Operations sees the largest increase in employees, with a potential 359 new hires. Procurement is next in line with 25 new hires, followed by Planning with 18.



MTA will deliver more bus and rail service, fund highway and other regional transportation programs and move forward with new bus and rail projects in the fiscal year that starts July 1, 2000, and still manage to balance the budget while spending about the same as the current year's adopted budget. That's the upshot of the draft FY 2001 MTA budget unveiled today by MTA CEO Julian Burke.

The proposed FY 2001 budget is \$2.552 billion which is less than 1 percent greater than the \$2.536 billion FY 2000 adopted budget.

Next Steps

The MTA Board of Directors will conduct a workshop on the draft spending plan Monday, May 8, and hold a public hearing Thursday, May 18. Both meetings begin at 9 a.m. in the third floor Board room at MTA headquarters at Gateway Plaza next to Union Station in downtown Los Angeles. The public is welcome to attend.

The MTA Board will consider adopting the budget at its May 25 regular meeting which starts at 9:30 a.m. at MTA headquarters.

"This proposed budget marks another turning point for the MTA," said CEO Burke. "For the past three years we have focused on putting our house in order. Having substantially accomplished that we can now concentrate on delivering and expanding programs and services that will improve mobility for our public transit customers and everyone else in Los Angeles County who depend on MTA for regional mobility."

It's Getting Better on the Bus

Buses will remain the highest budget priority in FY 2001. Burke has proposed that MTA spend 46 percent of its budget (\$1.161 billion) on MTA bus operating and capital and municipal bus operator subsidies compared to 44 percent (\$1.119 billion) in the current fiscal year.

"Sound business practices to boost productivity and contain costs have reduced Metro Bus hourly operating costs from \$106 in the current adopted budget to \$99 in FY2001," said Chief Financial Officer Dick Brumbaugh. "The operations managers concentrate not only on delivering quality service, but on financial performance that is reviewed quarterly."

Copies of the MTA draft FY 2001 budget can be reviewed during weekday business hours in the MTA library on the 15th floor at MTA headquarters or click [here](#) to read the budget summary report on

www.mta.net.

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Board Approves Bus Service Contracts

(May 8) The MTA Board of Directors approved May 8 a staff recommendation to authorize the CEO to award five-year bus service contracts, with three one-year extension options, to four transit companies.

The Board voted 7 to 0 in favor of the staff recommendation to award the contracts for a total amount, including options, not to exceed \$228.4 million.

Staff requested to issue new contracts for bus services on 13 existing lines currently provided by First Transit and Laidlaw Transit, as well as four new pilot lines.

The service providers awarded contracts include First Transit, Inc., which will operate 11 lines -- 125, 128, 130, 205, 225/226, 232, 177, 254, 256, 266 and 270 -- and Coach USA/Progressive, which will operate Lines 96 and 167. In addition, Coach USA Progressive was awarded three pilot lines: 214, 530 and 577. MV Transportation received the award to operate one pilot line, Line 58.

The staff report noted that the MTA contracts out a portion of its bus service because of demonstrated cost benefits to the MTA. The overhead and operating expenses of contracted bus service providers are significantly lower than the MTA's, the report stated.

The new contracts are expected to go into effect shortly, pending the outcome of protests filed by two transit companies.

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MTA OFFICIALS REPORT PROGRESS IN FEDERAL BUDGET TALKS

By MARC LITTMAN

(May 9) Mayor Richard J. Riordan and MTA CEO Julian Burke met with Congressional leaders in Washington D.C. May 9 regarding MTA's request for federal transportation funding in Fiscal Year 2001. They were pleased to learn that the House Appropriations Subcommittee on Transportation has recommended the following budget marks:

- **\$50 million** to cover construction costs for the North Hollywood Metro Rail extension. This represents the full MTA request and is consistent with the agency's federal full funding grant agreement for the project as well as MTA's recovery plan.
- **\$9 million** for bus purchases and bus related facilities. This is three times what Congress awarded MTA in this category this year.
- **\$4 million** to proceed with environmental impact reports and preliminary engineering for various busway and light rail options in the Eastside and Mid-City transit corridors. In addition, Gov. Gray Davis has recommended that the state provide \$492 million in capital funding for these projects which are alternatives to building subway extensions in these corridors as originally planned.
- **\$3.5 million** for the Reverse Commute/Jobs Access Program to help poor and transit dependent Los Angeles County residents gain better access to jobs and become more self-sufficient.

No Discretionary Funding

"The House sub-committee did not allocate any discretionary funding for any new busway or rail project in the nation," Mayor Riordan reported. "However, I am confident that we can still move forward with environmental work and preliminary engineering for the proposed busway that will connect the West San Fernando Valley with the new North Hollywood Metro Rail station using local and state monies."

The Mayor noted that Gov. Davis and state legislative leaders are recommending \$245 million in new state monies for the San Fernando Valley busway project which is estimated to cost \$291 million to construct.

Support Indicates Renewed Confidence

The Mayor was pleased overall with the committee's recommendations, a view underscored by Burke. "We are gratified that the House continues to recognize and support Los Angeles' transportation funding needs," Burke said. "This also reflects renewed confidence of Congress in MTA's progress."

CEO Burke and MTA Board Chair and Los Angeles County Supervisor Yvonne Brathwaite Burke also were in Washington last week meeting with key Congressional leaders on behalf of the MTA.

Next Steps

The full House Appropriations Committee should consider the budget recommendations before the Memorial Day break. The transportation appropriations bill then goes to the full House. A similar process is

underway in the Senate although the Senate does not usually earmark funding for specific projects until the House and Senate meet in conference committee in the summer to iron out differences in the appropriations bill.

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Demolition of Ventura Boulevard off-ramp of the Hollywood Freeway is set for May 20. PHOTOS BY JOHN MAZZARELLA.

MTA To Begin Demolition of Northbound 101 Freeway Ventura Boulevard Off-Ramp/Overpass

By RICK JAGER

(May 12) Work is set to begin on the demolition of the northbound Hollywood 101 Freeway Ventura Boulevard off-ramp on Saturday, May 20 as part of surface restoration and traffic improvements at the Universal City Metro Red Line subway station.

MTA, working with Caltrans, will close the northbound Hollywood 101 Freeway at the Ventura Boulevard off-ramp from 12 midnight Saturday, May 20 through 9 a.m. Sunday, May 21 for part of the demolition work needed to be done to remove the present overpass structure.



Southbound lanes will close June 3 to complete the demolition.

Brutoco, under contract to the MTA, will use state-of-the-art demolition techniques that will involve the use of a hydraulic hammer. The contractor's plan calls for demolishing the northern half of the off-ramp on May 20-21 and finishing the southern demolition work the following weekend on June 3-4. On Saturday, June 3, Caltrans will close the southbound lanes of the Hollywood 101 Freeway to complete the demolition work.

Most of the demolition work will be performed at night to avoid

impacting rush hour traffic along the Hollywood Freeway.

Area Residents Advised at Community Meetings

MTA has conducted various community meeting to advise surrounding residents of the construction work that will take place. MTA Public Affairs representatives also have distributed flyers to businesses and residents in the immediate area concerning the two weekends of demolition work that is needed to remove the existing overpass so that construction can begin on a new overpass.

Construction of the new freeway bridge overpass and ramps is anticipated to last a year. A detour will be established from the Lankershim Boulevard off-ramp or the Vineland Avenue off-ramp from the 101 Freeway. In addition, improvements have been made to the Vineland Avenue off-ramp including new traffic signals and new lanes have been added to Vineland at Ventura Boulevard to accommodate increase traffic flow.

The new freeway improvements will not only improve access to the Universal City Metro Rail Station but will also enhance overall traffic flow in Universal City, Studio City and surrounding communities.

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MTA to Set Record for Most Bus Service in Fiscal Year 2001

By MARC LITTMAN

The MTA and its contract bus lines will offer a record amount of bus service in Fiscal Year 2001, eclipsing the previous record set in the mid-1980's by MTA's predecessor agency, the Southern California Rapid Transit District (SCRTD).

The proposed MTA budget for the fiscal year that starts July 1, 2000 calls for deploying at least 2,012 buses during weekday rush hours and 7,271,125 annual bus revenue service hours between MTA and its contract carriers.

Foothill Transit Lines not Included

This compares to 2,009 peak hour buses deployed by SCRTD in Fiscal Year 1985 and 7,257,000 annual bus revenue service hours in Fiscal Year 1987. The MTA record stands out in sharp relief considering that 20 of the San Gabriel Valley bus lines operated by SCRTD in the 1980's are now operated by independent Foothill Transit and are not counted in the MTA service totals. Likewise, some other former SCRTD bus lines have been assumed by the 15 other municipal bus operators in Los Angeles County.

Moreover, Metro Rail service didn't start until the Metro Blue Line debuted in July 1990. MTA will expand Metro Rail service in Fiscal year 2001 with the opening of the North Hollywood subway extension next month. In addition, the MTA will run more service on the Metro Blue and Green Lines. Altogether, MTA will operate 500,000 hours of Metro Rail revenue service in the next fiscal year.

"I look forward to better service and less overcrowding than ever before for our customers, especially for those who depend on Metro buses to get where they're going," said Los Angeles County Supervisor and MTA Board Chair Yvonne Brathwaite Burke.

1,000 New Buses

Burke noted that, in the last four years, MTA has taken delivery of 1,000 new buses to completely overhaul its fleet. More than 500 should be delivered next year.

The draft Fiscal year 2001 MTA budget calls for spending \$1.161 billion, or 46 percent of the total MTA budget, on MTA bus operating and capital and municipal bus operator subsidies compared to \$1.119 billion or 44 percent this year.

Public Hearing on Budget Thursday

A public hearing on the MTA draft Fiscal year 2001 budget will be held at 9 a.m. Thursday, May 18, in the third floor Board room at MTA headquarters at Gateway Plaza next to Union Station in downtown Los Angeles.

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Third Quarterly Review Notes Successes, Improvements of MTA Programs

(May 15) In his opening remarks reviewing the first three months of the year 2000 at the agency's quarterly review held Thursday, May 11, Chief Financial Officer Dick Brumbaugh presented the third quarter financial outlook and praised the efforts of Operations in reporting significant improvements, Countywide Planning and Development in garnering Board adoption of major corridor studies, Accounting in making payroll in record time, and Strategic Planning for facilitating the development of the MTA's mission, vision, goals and 16 agency-wide objectives.

Strategic Planning Director April McKay noted, "Finalizing 16 agency-wide objectives with corresponding strategies required teamwork and input from all agency departments."

Agency-wide objectives and strategy team leaders will meet May 25 to kick-off the FY01 program. Strategic Planning will also publish a brochure that will articulate the refined mission, vision, goals and objectives so all employees can be aware of the agency's priorities and help contribute to making them a reality.

Corridor Studies Adopted

Brumbaugh congratulated Countywide Planning & Development for Board adoption of corridor studies that launched preliminary engineering and environmental phases of solutions to traffic and transportation problems of three major areas in the county.

See MTA Report April 17:
Board OKs Environmental Review
[MTA to Seek Federal, State Funds for Bus, Rail Projects in Transportation Corridors](#)



Highlights from the third quarter of FY 2000 included:

Administration
Successfully migrated Transit Operator System (TOTs) to payroll data base.
Transit Operations
Achieved record 99.4 percent on-time pull-outs while providing more than 1.5 million revenue service hours. Trained 219 new operators, 50 mechanics and 20 service attendants. Removed graffiti from 8,094 MTA buses. Recognized operator performance by holding "Best of the Best" recognition dinner. Achieved 99.54 percent on-time pull-outs for light rail services. Maintained 99.8 percent on-time pull-outs for heavy rail services.
Metro Construction
Completed Kaiser entrance (except for communications work) at

<p>Sunset/Vermont Metro Rail Station of Red Line Segment 2.</p> <p>Completed dynamic testing of all train control and prepared for pre-revenue operations of Metro Red Line Segment 3 to North Hollywood.</p> <p>Tracked 197 projects, including Blue Line platform extensions and Green Line Maintenance of Way Facility.</p>
Risk Management
<p>Achieved savings for \$3.54 million for the MTA.</p>
Countywide Planning & Development
<p>Submitted \$454.5 million in federal grant applications for Metro Red Line segments 2 and 3, and for bus and rail capital programs.</p> <p>Received Board adoption of corridor studies.</p> <p>Completed Universal City joint development.</p> <p>Achieved \$40,000 revenue service hour savings for Metro Red Line Segment 3 in 5-year service plan.</p>
Procurement
<p>Exceeded all estimating goals, resulting in a \$1.9 million difference in fair cost estimates of Construction and Professional Service Contracts and a \$2.2 million difference in construction estimates.</p> <p>Maintained a 98.6 percent annual service rate in material supply.</p> <p>Received 201 New Flyer buses, of which 197 were accepted during the quarter.</p> <p>Reduced the construction contract backlog by 25 percent.</p>
Finance
<p>Completed installation of Segment 3 Ticket Vending Machines, Refurbished 201 fareboxes and installed 156 fareboxes.</p> <p>Processed 21,379 invoices valued at \$312.3 million and 1,338 subsidy/MOU transactions valued at \$181.6 million.</p>
Office of System Safety and Security
<p>Held an APTA Peer Review of MTA Bus Operator Training.</p> <p>Submitted Bus System Safety Management Plan to APTA.</p> <p>Trained nearly 300 employees in First Aid/CPR and safety procedures.</p>

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MTA to Hold Series of Community Meetings on Mid-City/Westside Transit Corridor Study

By RICK JAGER

(May 16) MTA will hold a series of community open houses in late May and early June to receive public comments on several new transit proposals for Wilshire Boulevard and the Exposition Boulevard right-of-way in the Mid-City and Westside areas. The study is being funded by a grant from the Federal Transit Administration.

Options under consideration include dedicated bus lanes, known as Bus Rapid Transit (BRT), on Wilshire Boulevard from either the current terminus of the Metro Red Line subway system at Wilshire/Western or from Wilshire/Vermont to downtown Santa Monica.

In addition, both a Bus Rapid Transit line and a light rail line from downtown Los Angeles to downtown Santa Monica, via the Exposition right-of-way, with on-street segments on Venice and Sepulveda Boulevards, are being studied. The Exposition right-of-way passes through Exposition Park, Culver City, Santa Monica, and portions of the Crenshaw District, Palms and Mar Vista.

Earlier this year, the MTA Board of Directors voted to prepare an Environmental Impact Statement studying these recommended alternatives for the Mid-City and Westside area.

The meetings, set up in an open house format, will provide the community with an opportunity to ask questions and to comment on the alternative modes and technologies, alignments and termination points under discussion. Equally important will be discussions on possible environmental, social and economic impacts that should be included in the study of the project alternatives.

The following community meetings/open houses have been scheduled:

Tuesday, May 23 5 p.m. to 8 p.m.	Peterson Automotive Museum 6060 Wilshire Blvd., Los Angeles
Wednesday, May 31 5 p.m. to 8 p.m.	Veteran's Administration Hospital of West Los Angeles 11301 Wilshire Blvd., Los Angeles
Tuesday, June 6 5 p.m. to 8 p.m.	Ken Edwards Center 1527 Fourth Street, Santa Monica
Wednesday, June 7 5 p.m. to 8 p.m.	California African-American Museum 600 State Street-Exposition Park, Los Angeles
Thursday, June 8 5 p.m. to 8 p.m.	Veteran's Memorial Complex 4117 Overland Avenue, Culver City

Interested individuals, organizations and public agencies are encouraged to attend the community open house meetings. The public is invited to drop by at any time during the scheduled meetings. Individuals unable to attend the meetings can leave verbal comments or receive more information by calling the MTA Mid-City/Westside Transit Corridor Study Hotline at (310) 366-6443.

All public comments, questions and concerns will become public record and will be addressed in the Draft Supplemental Environmental Impact Statements and Report. Following the community meetings, the consultants will spend the next several months preparing the

environmental report. Public hearings will then be conducted and the MTA Board of Directors will take action to select a locally preferred alternative for the project in early 2001.

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High-Scoring Operators in MTA Rail Rodeo to Go for the APTA Gold in National Contest

By GAYLE ANDERSON

(May 17) National championship fever is in the air at Division 11, where Saturday 10 top qualifying operators took 98,000-pound, 90-foot cars to the tracks for a grueling competition of metal against metal.



Top Operator Tu Phan

It was a spectacle worthy of the Colosseum in Rome, but, for these gladiators, the reward was scoring points high enough to set hopes soaring for the APTA-sponsored national championship in St. Louis on June 7.

Division 20 Red Line Operator Tu Phan, a heavy rail operator for four years of his 14-year career with the MTA, emerged victorious with 965 points out of a possible 1,000.

Division 11 Operator Ken Wilkerson came in a close second with 950 points, followed by contenders Luis Castillo of Division 11 with 945 points and Robert Rodriguez of Division 20 with 940 points.



Division 11 operator Ken Wilkerson, right, is congratulated by Duane Martin, Rail Transportation Division Manager. Wilkerson will compete in national contest.

"Mr. Phan negotiated the course with confidence and accuracy," said Duane Martin, Rail Transportation Division Manager. "He avoided switches set against him, stopping with precision at the mock-up passenger stations, adhered to all rules and procedures for slow zones, as well as expeditiously rescuing a disabled vehicle and performed customer service requirements.

Phan also took a Light Rail rules test and passed the uniform inspection with flying colors. One of the most challenging obstacles for Phan, a Red Line operator, was to troubleshoot faults in a Light Rail vehicle. His dedication to detail and practice paid off and his efforts were well rewarded by his success, said Martin.

Rail Rodeo coordinator Hector Gutierrez, Rail Transportation Operations Instruction Supervisor, will accompany Phan and Wilkerson to the national competition, where Wilkerson will take on pre-departure testing and Phan will ride the rails.



The local rail competition involved three events: uniform inspection, pre-departure train inspection and track operation.

Contestants raced the clock to troubleshoot, respond to implanted



Duane Martin illustrates Division 11 course.

obstacles and apply perfect operating procedures. Unlike the more familiar bus rodeo, where contestants maneuver slalom courses stocked with cones and barrels, the rail course was confined to

the tracks in the Division 11 yard.

Gutierrez explained: Rail-certified judges test competitors in pre-departure and operation procedures. Each operator is inspected army-style for proper and spotless uniforms, clean hands and shiny shoes. Next comes a safety quiz and you better know your SOPs (standard operating procedures).

It gets trickier in the yard where tracks pose an obstacle course of flag signals, work and slow zones, service delays and track hazards. Operators must make perfect stops, trouble-shoot problems, spot problems ahead, react to speed switches not properly aligned, and queue announcements with controllers.

One test involves spotting a sponge on the tracks and stopping in time, no easy feat even if the train is only going 10 miles an hour.

It doesn't get easier in St. Louis. There operators have only one day to practice on systems that have largely different operations and rules. "It's like driving on the wrong side of the road," said Gutierrez. For example, the competition will use cars operated with foot controls rather than with hand controls used to operate Blue Line and Green Line cars.

The top four operators each won a savings bond, an official travel bag, hat and pin, and a prized dedicated parking space.

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Construction To Extend Metro Blue Line Platforms To Get Underway; Completed Project Will Increase Line's Capacity

By ED SCANNELL

(May 18) The Metro Blue Line is about to get a face lift with a project which will increase the line's capacity. Construction will begin the week of May 22, 2000, to lengthen 19 Metro Blue Line station platforms to accommodate three-car trains.

The Metro Blue Line currently can operate only two-car trains on the 22-mile route between downtown Los Angeles and Long Beach. One of the busiest light rail lines in the nation, the Metro Blue Line carries nearly 60,000 boarding passengers every weekday. As a result, many of the peak service trains operate at capacity which has necessitated the lengthening of station platforms to accommodate an additional car.

The \$9.7 million project will be completed in phases, beginning with the Metro Blue Line Grand Station. Three Metro Blue Line stations, 7th St./Metro Center, Slauson and Firestone, already have sufficient length to accommodate three-car trains and, accordingly, do not require modification.

Work will take place between 9 p.m. and 3 a.m. which, during the remainder of the service day between 9 p.m. and 12:30 a.m., will necessitate operating trains on a single track around the platforms under construction at the time. The MTA anticipates only minor service delays due to the construction.

The project is expected to be completed by late summer 2001 at which time MTA will be able to operate three-car trains.

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Deadline Draws Near for Use of TOWP Hours

(May 18) Non-Contract/AFSCME employees who have not used 80 TOWP (Time Off With Pay) hours in this fiscal year will stop accruing TOWP on July 1, 2000. The number of hours used in the current fiscal year will be appearing on pay stubs beginning Friday, May 19.

The mandatory use of TOWP requirements and exceptions to mandatory use of TOWP hours are contained in [MTA Policy # HR 7-2](#) paragraph 1.3.

Questions regarding TOWP hours records may be directed to Bill Hesser in Payroll at 922-6844. For questions concerning the TOWP Policy, call Aida Lagrimas at 922-7150.

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Messages That Really Stick



The Person Next to You Could Be An Undercover Officer
It's The Law! Give Your Friends Fare Warning
Please Make Room for Seniors & Passengers With Disabilities
Hi, I'm Safety Guy! Metro Cash Fares

Important Fare, Safety & Security Info Permanently Displayed Inside Metro Buses

By WARREN MORSE

(May 19) To be sure a series of important messages stick in the minds of Metro Bus passengers, MTA is using an adhesive material to permanently display information inside each bus.

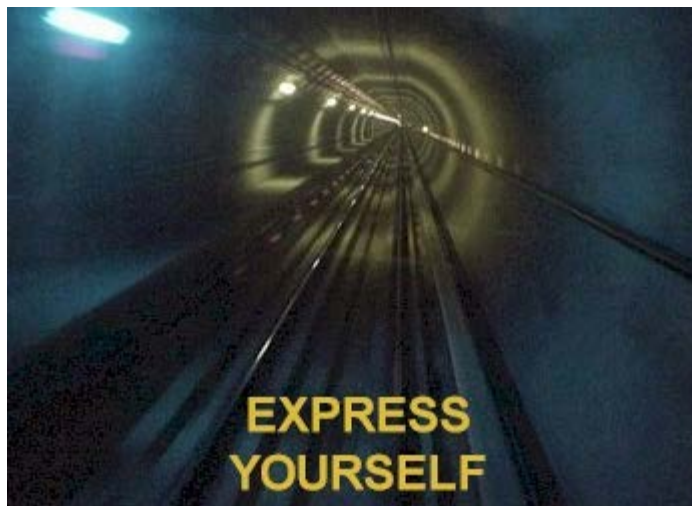
The six new "car cards" currently being installed cover a variety of subjects. They remind passengers to make room for the disabled, stress the consequences of fare evasion and summarize key safety tips. A reminder that "the person sitting next to you could be an undercover officer" is included, along with a statement of the penalty for assaulting an operator or passenger, and a chart reiterating the cash fare structure.

The cards will be placed in the same locations on every bus throughout the fleet, providing a uniformity in bus interiors and the assurance that these important messages will always be on display.

The messages were developed jointly by Operations, the Office of Safety and Security and Marketing, with input from law enforcement officers and bus operators at many divisions. Elizabeth McGowan in Marketing served as project manager, with design supplied by Graphics' Tuan Li.

Installation has begun at Division 10, and is expected to be completed throughout the fleet by the end of the summer.

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OPENING WEEKEND VOLUNTEERS WILL USHER IN AN ERA

(May 22) In a memo to all staff, Chief Operating Officer Allan Lipsky makes an offer employees may not want to refuse. In addition to a first-run official t-shirt, hat, pin and assorted collectibles in a goody bag, employees working one of the 300 volunteer staff positions to help usher in the Metro Red Line to North Hollywood and Metro Rapid Bus Service get to be part of history.

"I would like to personally extend an invitation to all employees to become a part of Grand Opening Weekend on June 24 and 25," wrote Lipsky. "You can share in the pride by working shoulder to shoulder with your colleagues to welcome and provide safe passage to a quarter of a million people who are expected to join the celebration by riding our trains and buses."

[Check
out the
Fabulous
Venues!](#)

A Moving Experience

Employees are needed to manage critical traffic stations in the areas of crowd control, safe-boarding for patrons, including access for patrons with disabilities, and bus-rail interface.

Indeed, the Grand Opening weekend on June 24 and 25 is history in the making. The opening of the a new 6.3 mile extension of the Metro Red Line subway from Hollywood to Universal City and North Hollywood will be the capstone of a rail rapid transit system crisscrossing Los Angeles County.

Opening weekend events will celebrate the three new stations at Hollywood/Highland, Universal City and Lankershim/Chandler in North Hollywood.

Reserve Your Place in History

Public Affairs Acting Manager Lynda Bybee suggests that employees may want to reserve their volunteer station as soon as possible. "We have only 300 positions available so participation will be on a first-come, first-serve basis."

Event coordinators and station managers will provide details for participation. To make your commitment now, contact [Lynda Bybee](#) by e-mail or leave a message with Denise Charles at 922-7408.

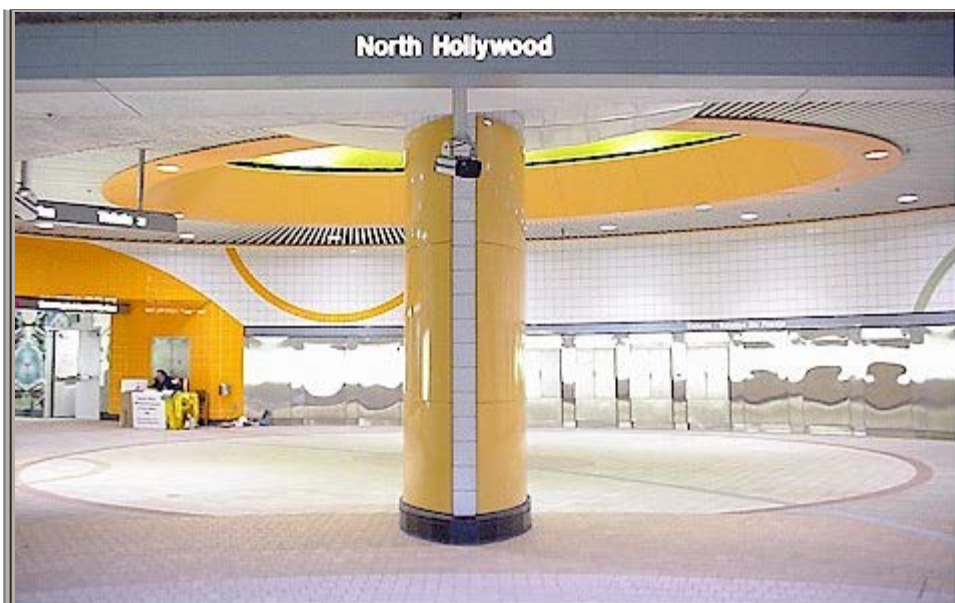
Pick your venue now while the getting is good:



In the heart of Hollywood's historic district, Hollywood Boulevard will be closed for a Saturday session with the hot new jazz club, the Knitting Factory, at the **Hollywood Highland Station**.



At the Universal City Station, appetizing samples of thrills and fun will abound courtesy of one of the world's most popular theme parks, the Universal Studios Tour and City Walk.



Surrounding the North Hollywood Station, the NoHo Arts Festival will celebrate the culture of the Los Angeles region as well as providing the inside scoop on TV production with spectacular interactive displays provided by the Academy of Television Arts and Sciences. PHOTOS BY GAYLE ANDERSON

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**Top Operator
Samuel Morales,
"Men In White"
Mechanics Team
Take Top Honors
at 25th Annual
MTA Bus Rodeo**



By JOSÉ UBALDO

(May 23) The MTA family enjoyed a relaxing and fun family day full of food, music and, of course, winners under a scorching sun last Saturday at the 25th Bus Rodeo.

**You
Were
There:**
[Click here
for virtual
tour.](#)

Division 1 bus operator Samuel Morales and the Division 9 mechanic team emerged victorious in the grueling competition.

In the Bus Operator category, Sammy Morales scored 620 out of 650 possible points. In second place was Frederick Owens from Division 9 with 614 points and Candelario Gómez from Division 10 took third place with 603 points. The top operators are going to the APTA International Finals in San Francisco along with the "Men In White" mechanic team from Division 9.

Every year for the past 25 years, MTA bus operators and mechanics show to the public why they are considered the best of the best in their profession.

The bus operator course had 11 obstacles: left turn, duel door clearance, right turn, offset street, serpentine, left hand reverse, first passenger stop, right hand reverse, second passenger stop, diminishing clearance and judgment stop.

In the mechanic category, the "Men in White" Division 9 team of Albert Semadeni, Berry Richter, Edward Rivera and (alternate) Pete Baeza won top honor as they solved the problems in engine inspection, break board and bus inspection events.

Julian Burke, MTA Chief Executive Officer and Tom Conner, Executive Officer Operations, were also present at the annual event held at the Santa Anita Race Track.

In the meantime, even with the sun shining at its best, the families were entertained by clowns and the music of Vicky Vann Band. Rodeo fans also enjoyed the delicious lunch of carne asada, hot dogs, potato salad, refried beans, chips, soft drinks and water, and lots of water under the sun.

The Los Angeles Sheriff's Department, Los Angeles Police Department and various MTA departments participated at the event, where a car show was held.

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BOARD ACTION UPDATE: MAY 25

Items to Watch

Board Adopts FY 2001 Budget, Approves Purchase of 370 New CNG Buses at May Meeting

(May 25) The MTA Board approved a \$2.552 billion Fiscal Year 2001 budget at its May meeting, today, and authorized purchase of 370 new CNG buses at a contract cost of \$115.4 million. Among other items approved were motions concerning the Universal Fare System, Metrolink security and funding for Smart Shuttles.

Items approved by the Board in May include:

Item 9 - Metrolink Right-of-Way Security APPROVED BY BOARD.

The action authorizes the CEO to execute a \$7 million MOU between MTA and SCRRA for safety and security services provided by the Sheriff's Department on MTA-owned segments of Metrolink right-of-way located within Los Angeles County for a period of five fiscal years.

Item 11 - Universal Fare System automatic fare collection equipment specifications APPROVED BY BOARD.

This action approved the Universal Fare System (UFS) Combined Technical Specifications for the automatic fare collection equipment and authorizes the CEO to release the Request for Proposal for the acquisition 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.

See
metro.net
May 25:
Board
Authorizes
Purchase
of 370
CNG Buses

Item 12 - Purchase of 370 new buses APPROVED BY

BOARD. The Board authorized the CEO to award a fixed-price contract for the purchase of 370 low-floor CNG transit buses. The \$115.4 million contract was awarded to North American Bus Industries (NABI). Deliveries are scheduled to begin by June 30, 2002.

Item 22 - Fiscal Year 2001 Budget APPROVED BY BOARD.

(See Budget story details to be posted later today on MTA Report page.)

Item 31 - MTA contribution to SCRRA budget APPROVED BY BOARD.

The action to approve the FY2001 Southern California Regional Rail Authority (SCRRA) proposed budget also approves the MTA's contribution of \$31.6 million. The action also reprograms \$600,000 from surplus MTA operating subsidy in the current fiscal year to fund the construction of a second platform and associated track work at the Covina Metrolink Station on the San Bernardino Line.

Item 36 - Subsidies for Smart Shuttle services APPROVED BY BOARD.

This action authorizes the staff to provide continued funding of up to \$2 million for ten of the 12 Smart Shuttle services operated by LADOT in Westlake/Mac Arthur Park, the northeast and west San Fernando Valley and South-Central Los Angeles. The reported high level of ridership on this overlay service, up from a daily average of about 3,000 riders a day to nearly 10,000 riders per day in March 2000, is partly attributable to

the use of MTA passes and transfers as full fare, a procedure that became operative this year.

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Includes Cost-of-Living Pay Hike

MTA Adopts FY 2001 Budget that Delivers Record Bus, Rail Service, plus Highway and Other Regional Programs

(May 25) In the fiscal year starting July 1, the MTA will deliver a record amount of bus and rail service, move forward with new bus and rail projects, fund highway and other regional transportation programs -- and still manage to balance the budget while spending about the same as the current year's adopted budget. That's the upshot of the \$2.552 billion FY 2001 budget adopted today by the MTA Board.

Included in the budget is funding for a 2.7 percent across-the-board, cost-of-living pay increase for employees.

MTA turning point

"This budget marks another turning point for the MTA," said CEO Julian Burke. "For the past three years we have focused on putting our house in order. Having substantially accomplished that, we can now concentrate on delivering and expanding programs and services that will improve mobility for our public transit customers and everyone in Los Angeles County who depends on MTA for regional mobility."

Buses will remain the highest budget priority in FY 2001. The MTA will spend 46 percent of its budget - \$1.161 billion - on MTA bus operating and capital and municipal bus operator subsidies compared to 44 percent - \$1.119 billion - in the current fiscal year.

[See metro.net May15: MTA TO SET RECORD FOR MOST BUS SERVICE IN FY 2001](#)

The MTA and its contract bus lines will offer a record amount of bus service in FY 2001, eclipsing the previous record set in the mid-1980's by the SCRTD. The budget calls for deploying at least 2,012 buses during weekday rush hours and 7,271,125 annual bus revenue service hours between the MTA and its contract carriers.

Highways and regional programs

The second largest portion of the budget - \$532 million or 21 percent of the budget - is for highway and other regional transportation programs. These improvements and services include new freeway carpool lane construction, sound walls, street and freeway gap closures, grade separations at railroad crossings, street widening, traffic light coordination and funding for the Metro Freeway Service Patrol to help stranded motorists.

These programs are critical for the region's mobility as underscored by the fact that about 97 percent of all trips made in Los Angeles County are made by private vehicles not public transit.

Next year's spending plan earmarks \$247 million for Metro Rail construction - \$45 million less than in FY 2000 because the rail construction program is nearing completion. Metro Rail operating costs will increase by \$11 million to \$132 million because Metro Rail service is being expanded. Metrolink will receive \$36 million, or 1.4 percent, of next year's total funding.

Metro Red Line vehicle service hours will increase 10 percent in Fiscal Year 2001 while Metro Blue and Green Line hours will expand by 20 percent.

Cost per mile down on light rail

The importance of this expansion of Metro Rail service stands out in

sharp relief considering that, for the first time, in FY 2001 the MTA's cost per passenger mile will be less on light rail than the bus: 32 cents versus 50 cents. It is projected to cost 79 cents per passenger mile on the subway, but that cost will decline as ridership builds.

Rounding out the MTA FY 2001 spending plan is debt service. MTA's debt service next year will be \$343 million compared to \$327 million this fiscal year. It is up slightly as additional bonding is required to complete Metro Rail construction activities.

Although the budget does not indicate a fare increase, Burke said that may still be necessary if MTA operating costs rise or if projected transit sales tax growth falls short.

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Average of Customer Complaints Continues Year-Long Decline



(May 26) The 12-month average of MTA customer complaints continued to decline in April - down 14.2 percent from April, 1999.

Passengers submitted 1,157 complaints during the month, but that was 229 fewer than were received in March. Only January, with 1,136, recorded fewer complaints.

"The long-term trend in complaints has been downward for a year and a half now - a great tribute to the efforts everyone in Transit Operations is making to improve service to our customers," said Warren Morse, deputy executive officer, Marketing and Customer Relations.

All four major types of complaints dipped in April. The "passed up" category dropped by 73 from 243 to 170; "operator discourtesy" was down by 47 to 106; "unsafe operation" dropped 39 to 149; and "schedule adherence" fell by 36 to 349.

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Division 1 Breezes Through Annual CHP Inspection

(May 26) Division 1 may have some of the highest-mileage buses in the MTA's fleet, but a squad of California Highway Patrol inspectors sidelined only one bus - for a minor taillight problem - during the division's annual inspection, Thursday.

On the transportation side, the inspectors' random review of operator training records, driving logs and pay journals found Division 1 to be in 100 percent compliance with CHP regulations.

"I shared a bottle of French champagne with my wife last night to celebrate," says Dieter Hemsing, Division 1 maintenance manager. Failure to pass the inspection would have required a re-inspection by eagle-eyed CHP officials.

Only 33 discrepancies

Division 1 passed its annual inspection with only 33 CHP "write-ups" for discrepancies, the fewest number of any MTA division this year, according to Hemsing, who notes that the division's 179 buses have an average of 525,000 miles each.

During an annual inspection, CHP officials randomly select 15 buses just returning from their morning runs. Another five buses are called in from their routes. Inspectors check brakes, steering, suspension, warming systems, lights and safety devices, as well as the buses' general operational condition.

The inspection was going so smoothly Thursday morning, Hemsing said, that the inspectors called a halt after checking only 16 of the 20 buses.

In a note to division managers, Deputy Executive Officer Dan Ibarra said, "Kudos to everyone at the Central City Division for such an outstanding showing! Great job!"

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RAPID ROUTES
click image to view



WILSHIRE/WHITTIER



VENTURA METRO



DEMONSTRATION
ROUTES



PROPOSED
PHASES

Debut Set June 24

All Elements Coming Together in Preparation for Metro Rapid Service

(May 30) With four weeks to go before its debut, June 24, elements of the MTA's Metro Rapid bus program are quickly coming together.

Computer control equipment will be installed in the MTA's Bus Operations Center this week, said BOC Manager Tom Jasmin. Fiber optics cables were installed last week to link the MTA's new Metro Rapid operations control center and the LADOT's Automated Traffic Surveillance and Control (ATSAC) facility at City Hall.

The ATSAC computer system will provide the MTA with a real-time display of Metro Rapid bus movements in the two transit corridors. Testing of buses and signal priority systems has been conducted since May 8 in the Wilshire/Whittier and Ventura Boulevard corridors.

See
metro.net
April 10
"Fiber
Optics Line
with
LADO." is
Key..."

TOS training can begin

With the Metro Rapid operations control center activated, the MTA can begin training transit operations supervisors to monitor and direct Metro Rapid service. To ensure on-time performance and keep buses properly sequenced throughout the day, the TOSs can maintain constant contact with Metro Rapid operators via a special radio

network.

"Driving a Metro Rapid bus will be a different mindset for operators, and that's what we've told them," said Jasmin. "They'll have to be aware at certain locations that you have to look for your leader."

A former bus operator, himself, Jasmin believes that, with experience, Metro Rapid operators soon will learn to maintain the proper sequence between buses without coaching from the operations control center.

A "pre-revenue" period is scheduled to begin at least two weeks prior to the start of service. Initially, the express bus service is expected to operate from 5 a.m. until about 11:30 p.m.

Peak travel time service

During the peak hour of peak travel times, some 55 buses will be in operation on the 26-mile Wilshire/Whittier route and as many as 20 will be running on the 16-mile Ventura Boulevard line, according to Rex Gephart, Metro Rapid project manager.

Over time, most of the 536 full- and part-time operators at Division 7 in Los Angeles and most of the 226 full- and part-time operators at Division 8 in Chatsworth are expected to drive the Metro Rapid bus lines.

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Metro Bus Operator Took These Vandals for a Ride



(May 30) Sunday School was over, May 28, but Metro Bus operator Edgardo Dimson helped teach a memorable lesson to four juveniles who allegedly were tagging his bus.

While the kids were busily etching windows, the Division 9 operator detoured off his Line 76 route in downtown Los Angeles and stopped in front of the LAPD's Transit Bus Division office near the Regional Rebuild Center.

Locking the kids in the bus, Dimson went inside and asked for help.

Jumped out and ran

The suspects, finally realizing they were in trouble, jumped out of the bus through the emergency window exit and ran. But, it was too late. MTA security and LAPD officers quickly collared the four.

Two boys, ages 16 and 15, were arrested and booked for vandalism. Two others were released for lack of evidence.

Transit Bus Division commanding officer Capt. Vance Proctor praised Dimson "for his quick thinking that resulted in the arrest of two graffiti vandals."

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Metro Green Line's Division 22 to be Fully Activated in July

By BILL HEARD, Editor

(May 31) Division 22 - the operations and maintenance yard for the Metro Green Line - will be fully activated by July 1 on a seven-day, 24-hour basis.

The current plan calls for some 28 light-rail cars, 41 operations staff members and a maintenance crew of 27 to be based at the division. Rail operators and division staff, along with a group of Siemens P-2000 rail cars, will begin moving into the fully activated division on Saturday, June 24.

[See metro.net May 3: Metro Green Line to get new P-200 Rail Cars in July](#)

Built to be ready for full occupancy when service on the Metro Green Line began in August, 1995, the division has largely been used as the delivery and make-ready site for the new P-2000 cars. Rail cars for the east-west line have been maintained and operators have been dispatched out of Division 11, the Metro Blue Line yard.

Decision saved millions

"Since we were operating only 15 cars on the Metro Green Line, we decided we could operate them out of Division 11," says Ralph de la Cruz, deputy executive officer, Rail Operations. "That decision has saved the MTA \$1.5 million a year in operating costs for the past five years."

The MTA's fleet management plan calls for operating 28 cars on the Metro Green Line in FY 2001, which begins July 1. Initially, the fleet will be a combination of Siemens P-2000 cars and Sumitomo P-2020 cars. Gradually, says de la Cruz, the P-2000 cars will replace all the P-2020 cars on the line.

Plans for staffing Division 22 indicate the facility will have an assistant transportation manager, 34 rail operators, five rail supervisors and a clerk. Division 11 transportation manager, Duane Martin, also will oversee Division 22 transportation operations.

The maintenance staff at Division 22 will include two maintenance supervisors, 16 rail maintenance specialists, eight service attendants and a maintenance instructor. A maintenance manager has not yet been selected.

Facility required upgrades

Bringing Division 22 - located in Hawthorne at 14724 Aviation Blvd. - to full activation has required some upgrades, says Don Ott, director, Facilities Maintenance.

His team of electricians, air conditioning technicians and plumbers has been working since early May to install cabling and electrical fittings for computers and other equipment, air and water lines, a rail car washer and steel drain covers in the yard.

Carpenters also constructed a special room to house the operator scheduling and payroll computer system. Information Technology Systems technicians will install communication lines and computers.

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Human Resources Work/Life Education Program Offers Sessions with Personal Trainer

- Lecture series on Wednesdays could be the start of something good for MTA employees on the move.
- [When, where and how.](#)

By GAYLE ANDERSON, Associate Editor

(May 31, 2001) Ok, you've secretly wanted a personal trainer but wouldn't dare because 1) it's just too personal 2) it's only for jocks and/or 3) it's only for rich jocks.

Take heart. The Human Resources Work/Life Education Program's new four-part lecture series that begins Wednesday, June 6, brings a personal trainer to you in the comfort of a classroom setting. It's free of charge (there goes THAT excuse), and no one is going to laugh you out of the gym.

"We were looking for a fitness expert who could incorporate the 'mind/body/spirit philosophy' into a self-improvement program beyond the limitations of just diet and exercise," explained program coordinator Kimberlee Vandenakker.

The personal trainer lectures will be followed with an implementation phase for employees who want to put their knowledge into a program of action and continue with support groups to keep the success stories on track.

The fitness expert is Thomas Jones, a personal trainer with a lifetime of experience who began as a "fat kid" with the nickname of "butterball." After the usual adolescent traumas, Jones found fitness in the form and discipline of martial arts. Today, the philosophy of personal knowledge inspires his unique approach to fitness.

"We must first learn how the body functions if we are to develop the best method to achieve individual goals," said Jones. Topics for the series include nutrition, the role of supplements, cardio workouts and the technique of weight resistance within a fitness routine.

Pat's Story



Programmer analyst Pat Soto traded in size 44 suit pants for a trim 32 power suit during transition to lifelong fitness program.

When it comes to weight loss, Pat Soto, a senior programmer analyst in the Information Services Department, has been there and done that.

"I've been up and down on the scale so often I felt like a yo-yo," said Soto of homespun routines that chomped off muscle along with the unwanted fat, left him tired and often hungry, and set him up for another frustrating round of weight gain.

Seemingly lost on a treadmill to nowhere, Soto's decision to try a personal trainer, based on advice from his physician, turned out to be a life-changing experience.

Today, fit at 189 lbs and bursting with energy, Soto has kept off the 100 pounds he'd lost for more than two years now, and is working on toning abs rather than fighting flab.

"I was either dieting too much, or exercising too much, or both or nothing and it wasn't working," said Soto. Determined to "keep-it-off" this time, he turned to personal trainer Thomas Jones.

Jones put a focus of personal knowledge on the information Soto had been accumulating over the years. Now on the right track, rather than the fast track, Soto keeps to a

“When we know nutrition, we can manipulate it to boost our energy. When we know exercise, we can manipulate our bodies to get the results we want,” he said. “When we know ourselves, we can manipulate our own success with rewards. It’s all about knowledge and the application of it.”

weekly program based on his personal well-being.

He eats six times a day, keeps it to 2000 calories and exercises four days a week. After two years, he’s within 10 pounds of his fighting weight and zeroing in on no body fat.

When, Where and How

Date: Wednesdays thru June 27,
Time: noon to 1 p.m.
Place: Windsor Conference Room,
15th floor
Reservations: call Kimberlee
Vandenakker, 922-4867.
Cost: Your old ideas.

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