

Metro Report Archives

August Articles

Art Magazine Picks Metro Rail Stations for Top Honors (August 3)

Art in America, a national monthly magazine that keeps tabs on the art world, has selected three Metro Rail stations to be among the top 24 public art projects of 1999.

MTA will Reduce Bus Fares, Expand Service on Harbor

Transitway Beginning October 1 (August 4) The MTA Board of Directors voted 7-0 July 27 to authorize reduced fares and increase Metro bus service on the Harbor Transitway for a period of three months beginning Oct. 1.

Metro Green Line Operator Catches Alleged Vandals in the Act

(Aug. 7) It was thanks to his rearview mirror that he saw them. Three young men allegedly etching windows on a Metro Green Line train. So, even as he continued an eastbound run, recently, Operator Ralph Lee called the cops.

SEE UPDATE, Aug. 9 Special Board Meeting to Consider Construction

Contract Changes (Aug. 7) The MTA Board has scheduled a special meeting for 1 p.m., Wednesday, Aug. 9, to consider five items representing almost \$6.7 million in contract changes for Metro Red Line North Hollywood extension contractors.

MTA Will Ratchet up Security during Democratic National

Convention (Aug. 8) The MTA plans to tighten security at its Headquarters building and throughout the Metro system, beginning Sunday, in preparation for the Democratic National Convention, Aug. 14-17.

Downtown Freeway Ramp Closures Scheduled Aug. 7 to Aug.

20 (Aug. 8) In order to effectively manage freeway traffic and help commuters in downtown Los Angeles reach their destinations during the Democratic National Convention, Caltrans and the California Highway Patrol are providing advance traveler information about freeway ramp closures.

Risk Management's 'Legal Eagle' Marks 40th Year 'Working for the Greater Glory of the MTA' (August 9) MTA Honors Louis Maspero with a Special 40-year Pin and Executive Tribute as Longevity King of non-union employees.

Intranet Adding RRC Pages to metro.net Information Resources

(Aug. 10) The MTA's Intranet will experience another growth spurt at noon, Friday, with the introduction of the Regional Rebuild Center's informative new web pages. The RRC pages will be metro.net's 13th department web site.

MTA, ACLU Reach Agreement in Suit by Mobility-Impaired

Patrons (August 11) The MTA Board of Directors has approved a proposed settlement of a lawsuit brought against the agency by the ACLU on behalf of a class of mobility-impaired passengers.

ENCOURAGING BIKE COMMUTERS MTA Funding 8.9-Mile Bike Path, Racks and Lockers for Rail Stations (Aug. 11) Led by Mayor Richard Riordan, a

troupe of bicyclists took an inaugural ride, Wednesday, on a newly opened 1.3-mile segment of the Los Angeles River Trail – a bikeway and pedestrian path largely funded by the MTA.

Democratic Convention's Impact Being Felt on Metro Rail

System (Aug. 14) The Metro Rail system was feeling the impact of the Democratic National Convention, Monday, as delegates and protesters, alike, boarded trains to downtown destinations.

Metro System Responded 'Exceedingly Well' During

Democratic Convention Opener (Aug. 15) The Metro System responded "exceedingly well" to the opening night of the Democratic National Convention, according to MTA officials who observed operations.



CEO Burke Discusses Labor Issues at Staff Meeting; Read Highlights in *The Communicator*

(Aug. 16) CEO Julian Burke conducted his third all-staff meeting of the year, Wednesday morning, focusing on labor issues and the negotiations taking place during the current 60-day "cooling off" period. Highlights of the CEO's talk will be included in the next issue of *The Communicator*. The all-staff meeting was broadcast live via intercom to the operating divisions. A

videotape with highlights of the meeting will be distributed to the divisions for viewing by employees later this week or early next week.

Bus Transportation for Convention Delegates is Trouble-Free

(Aug. 16) The only problem thus far experienced by Metro Bus operators assigned to drive Democratic National Convention buses is not having enough Metro pins to trade with delegates. That's according to Dave Castillo, a transit operations supervisor who's assigned to coordinate delegate transportation.

Leading Design Magazine Honors Vermont/Santa Monica Art

Work (Aug. 17) An art project at the Metro Red Line's Vermont/Santa Monica station earned an Honorable Mention from International Design in the magazine's annual awards issue.

Metro Red Line Cash, Token Revenues Shot Up 63% in July

(Aug. 18) Revenue from cash and tokens shot up 63 percent on the Metro Red Line in July, following the June 24 opening of the North Hollywood segment. Total Metro Rail revenues jumped 20 percent.

MTA to Build Sound Wall Along Metro Green Line Tracks in

Hawthorne (Aug. 18) Construction is scheduled to begin in mid-September on a 2,200-foot sound barrier intended to reduce the noise of Metro Green Line trains passing near the Holly Glen neighborhood in Hawthorne. The barrier is expected to cut noise by at least 10 decibels.

Senior Staff Completes Work on Morale Report

Recommendations (Aug. 21) After more than a year's effort, the MTA's senior staff has completed its work on the 90 recommendations presented in August, 1999, by the Employee Morale Task Force. Copies of the 44-page document will be available in the MTA Library by noon, Tuesday, Aug. 22.

Final Bus in MTA's High-Floor Order Goes to Arthur Winston

Division (Aug. 21) Is Metro Bus Number 5219 the last of a breed? The New Flyer coach, delivered earlier this month to the Arthur Winston Division, is the final high-floor bus the MTA had ordered before turning to low-floor buses.

Metro Red Line Sees [Upsurge in Cash](#), Token Revenues During DNC (Aug. 23) The amount of revenue collected from Metro Red Line ticket vending machines increased appreciably during the Democratic National Convention last week, a strong indication that many out-of-town visitors, including delegates and protesters, rode the system to reach Staples Center and other venues.

Metro Bus Ridership Hits [Six-Year Peak](#); Metro Rail Ridership at All-Time High (Aug. 23) With the completion of the Metro Red Line to North Hollywood and the implementation of two new Metro Rapid bus lines, ridership on Metro system totaled more than 1.4 million boarding passengers on an average weekday in July.

The August issue of [Metro Business Outlook](#), an MTA publication directed toward vendors and contractors, is being distributed this week. (August 23)

MTA Plans to Boost NoHo, Universal City [Parking by 333 Spaces](#) (Aug. 24) With commuters facing packed parking lots at the Metro Red Line's North Hollywood and Universal City stations, Transit Operations Chief Tom Conner presented a plan to the Board, Thursday, that would add a total of 333 parking spaces at the two stations.

Advance Planning Ensured [LA's Metro System](#) Ran Smoothly during Convention (Aug. 24) Not only did the Metro system operate safely and efficiently throughout the four days of the Democratic National Convention, but the Metro Red Line became one of the few places in Los Angeles where delegates and demonstrators were able to talk without a fence between them.

UPDATED AUG. 24 [Board Items to Watch](#): Board Gives Go-Ahead to Public Toilet Plan; Assures Cities Concerned about Ad Structures (Aug. 24) After lengthy discussion and public comment, the MTA Board gave the go-ahead, Thursday, to a plan to place up to 10 Automated Public Toilets at Metro System locations. The toilets will be provided by a firm that also will place as many as 54 advertising structures on MTA properties.

With ['Cooling Off' Period](#) Nearing End, MTA Prepares for Possible Strike (Aug. 29) With the "cooling off" period in the contract bargaining talks between the MTA and its three major unions set to end at 12:01 a.m., Sept. 5, the agency is gearing up for strike conditions.

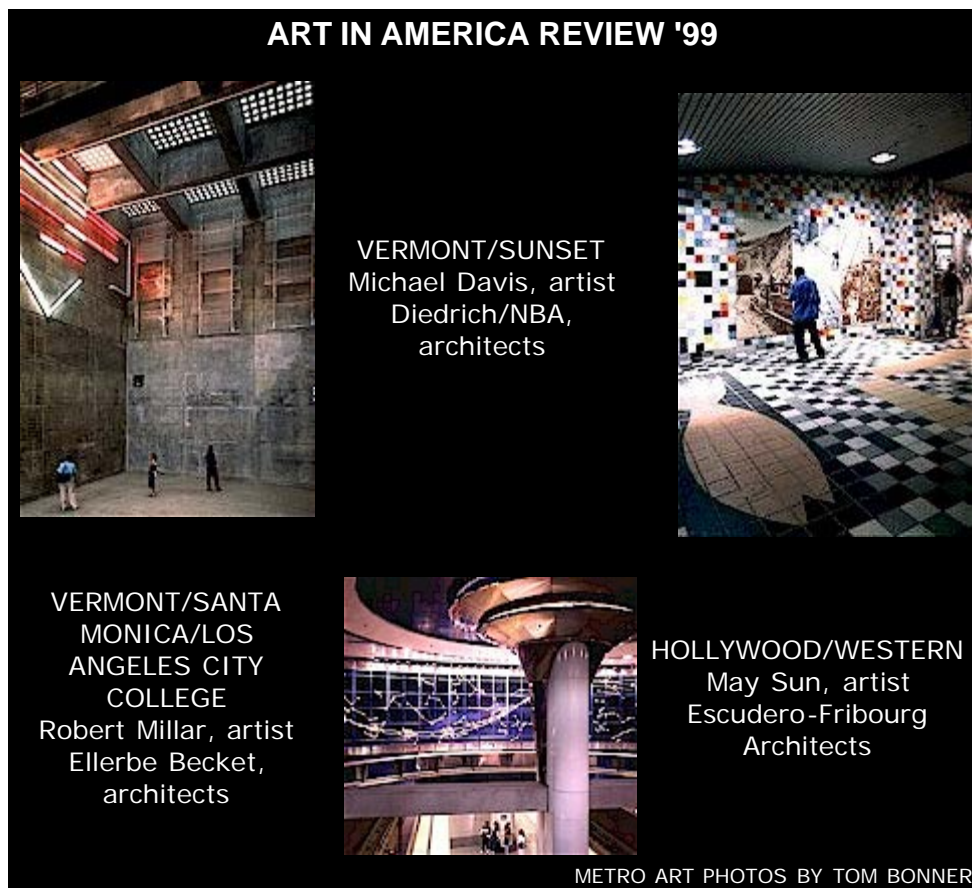
MTA to Hold [Public Hearing](#) on Proposed Bus Service Changes (Aug. 29) The MTA Board will hold a public hearing, Saturday, Oct. 7, to receive public comment on proposed Metro Bus route and schedule modifications for the Harbor Transitway.

[MTA Urges Patrons](#) to Explore Travel Options (Aug. 30) The MTA is advising patrons of its Metro Bus and Metro Rail systems to make plans for other travel alternatives in the event of a strike, which could take place as early as 12:01 a.m., Tuesday, September 5.

[Digital Copiers](#) to Replace Photocopiers at Headquarters, Operating Divisions (Aug. 30) The Canons are rolling! General Services will pull a grand switcheroo on Thursday and Friday – bringing in 164 high-speed Canon copiers to replace the Monroe and Mita copiers in use at the operating divisions and at Headquarters for the past five years.

Story Updated Aug. 30 Inspection Company Manager Pleads Guilty to Fraud Involving Faulty Subway Station Welds;

Subway is Safe (Aug. 30) The manager of a company that provided welding inspection services during construction of Metro Red Line Segment 2 pleaded guilty in U.S. District Court, Tuesday, to three charges of fraud involving faulty welds at the Vermont/Santa Monica and Vermont/Beverly stations.



Art Magazine Picks Metro Rail Stations for Top Honors

by GAYLE ANDERSON, Associate Editor

Art in America, a national monthly magazine that keeps tabs on the art world, has selected three Metro Rail stations to be among the top 24 public art projects of 1999.

The projects selected for the magazine's 1999 Public Art Year in Review honors are the Vermont/Sunset, Hollywood/Western and Vermont/Santa Monica Metro Rail stations.

The three stations share the spotlight with 21 other public art projects from across the nation in the August issue that also features the annual publication of the Guide and Sourcebook to the U.S. Art World.

"It's an honor to be selected for this annual review, which is a national recognition of professional achievement," said Maya Emsden, director of Metro Art programs.

Metro Art programs and projects have received more than 18 significant art and design awards and extensive positive international media coverage. The *New York Times* called MTA Metro Art "one of the most imaginative public art programs in the country."

[CLICK HERE FOR
METRO ART
AWARDS](#)

In June, the US Department of Transportation bestowed the Design Excellence Award 2000, a highly competitive national honor awarded every five years to activities which "develop, foster, or sustain design excellence...and have made an outstanding contribution to the nation's transportation systems and the people they serve."

Awards garnered by Metro Art range demonstrate a range of appreciation from general aesthetics to the most specific details. For example, the Portland Cement Association gave its "Concrete in Transit Award" to the Vermont/Santa Monica Station and the International Union of Bricklayers bestowed its "Best Tile and Mosaic Project" upon the Hollywood/Vine station.

With more than \$2.5 million of artists' commissions remaining on the books for several new initiatives in the Metro Rail system, Metro Art cannot yet rest on its laurels.

Up next are proposals for a performance art program, temporary works throughout the system including photo and poetry-based projects, and a permanent project in one of the tunnels, said Emsden.

MTA METRO ART AWARDS	
2000	
Art In America Magazine Public Art:1999 IN REVIEW	Vermont/Sunset, Hollywood/Western and Vermont/Santa Monica Metro Rail Stations
Progressive Architecture Award (Citation)	101 Pedestrian Bridge Morphosis, architects Jenny Holzer, artist
U.S. Dept. of Transportation Merit Award for Design Excellence	10 Years of Metro Art Programs Permanent Art Program, Temporary Art Program, Conservation Program, and Docent Tour Program
U.S. Dept. of Transportation Merit Award for Design Excellence	Vermont/Santa Monica Metro Rail Station Robert Millar, artist Ellerbe Becket, architects
Los Angeles Business Council Urban Beautification Award	Vermont/Santa Monica Metro Rail Station Robert Millar, artist Ellerbe Becket, architects
Portland Cement Association Concrete in Transit Award	Vermont/Santa Monica Metro Rail Station Robert Millar, artist Ellerbe Becket, architects
Chicago Athenaeum American Architecture Award	Vermont/Santa Monica Metro Rail Station Robert Millar, artist Ellerbe Becket, architects
1999	
International Union of Bricklayers Best Tile & Mosaic Project	Hollywood/Vine Metro Rail Station (nominated by Local 18) Gilbert "Magu" Lujan, artist Adolfo Miralles, architect
Hollywood Arts Council Charlie Award	Hollywood/Vine Metro Rail Station (nominated by Local 18) Gilbert "Magu" Lujan, artist Adolfo Miralles, architect
1998	
Rose Award Best Public Art Downtown Breakfast Club	Photo Essay Bus Card Project Willie Garcia, photographer Marisela Norte, writer

1997	
Caltrans Design Excellence Award	Douglas/Rosecrans Metro Rail Station Renee Petropolous, artist EFA, architects
Metropolitan Home Magazine "World's Top 100 Design Ideas"	Metro Art included in this magazine's feature issue of the world's best 100 design ideas (selected by design critic Aaron Betsky)
1996	
Los Angeles Business Council Urban Beautification Award	Marine Metro Rail Station Carl Cheng, artist EFA, architects
1995	
Los Angeles Business Council Urban Beautification Award	Baldwin Park Metrolink Station Judy Baca, artist Siegel Diamond Architects
National Endowment for the Arts/ U.S. Department of Transportation Merit Award for Design Excellence	Vernon Metro Rail Station Horace Washington, artist
AIA Award San Fernando Valley Chapter	Universal City Metro Rail Station Margaret Garcia, artist Seigel Diamond Architects
1994	
Caltrans Design Excellence Award	Five Downtown Metro Rail stations
1992	
Progressive Architecture Award (Citation)	Vermont/Santa Monica Metro Rail Station Robert Millar, artist Ellerbe Becket, architects
1991	
Rose Award Best Public Art Downtown Breakfast Club	Metro Center Metro Rail Station Terry Schoonhoven, artist (Project funded by Home Savings)

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MTA WILL REDUCE BUS FARES, EXPAND SERVICE ON HARBOR TRANSITWAY BEGINNING OCTOBER 1

by JOSE UBALDO

(August 4) The MTA Board of Directors voted 7-0 July 27 to authorize reduced fares and increase Metro bus service on the Harbor Transitway for a period of three months beginning Oct. 1.

The upgraded service is expected to begin at the same time two of the southernmost Metro Bus stations will open at Carson Street and at Pacific Coast Highway.

The Harbor Transitway, completed in August 1996, operates along the median of the Harbor Freeway between Artesia Boulevard in the City of Gardena and Adams Boulevard just south of downtown Los Angeles. So far there are six Metro Bus stations along the transitway.

Beginning Oct. 1, fares for passengers traveling between downtown Los Angeles and San Pedro will be reduced to \$1.35. Fare reductions will apply to Metro Bus lines 442, 444, 445, 446, 447 and 550 from October through December. The MTA serves about 2,500 daily transitway riders.

The service will be increased from rush-hour only to all-day service. Line 445 will operate every 30 minutes from 5 a.m. to 10 p.m., seven days a week, during peak hours and every 60 minutes during mid-day and weekends from San Pedro station to downtown Los Angeles.

However, a total of six Metro buses serve the Harbor Transitway, with five going to downtown Los Angeles and Line 550 to West Hollywood.

There will be an increase in total bus service along the transitway to run every 8 minutes during peak hours and every 15 minutes during rush hours.

Presently, MTA Line 445 and Los Angeles Department of Transportation (LADOT) Line 448 are the only express routes operating on the Harbor Freeway south of Artesia Boulevard. However, both routes operate only during peak hours in the peak directions, with no mid-day or weekend service.

If, after the end of the three month evaluation period, service productivity on Line 445 does not generate at least 50 percent of the minimum standard for passenger boardings, service will be



subject to modification based on performance.

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Rearview Mirror: **Metro Green Line Operator** **Catches Alleged Vandals in the Act**

(Aug. 7) It was thanks to his rearview mirror that he saw them. Three young men allegedly etching windows on a Metro Green Line train. So, even as he continued an eastbound run, recently, Operator Ralph Lee called the cops.

When the train pulled into the Hawthorne station, the three suspects exited. Almost immediately, they were spotted by a rail operations supervisor, who watched as they attempted to board a bus.

But, time wasn't on their side. Before the young men could leave the area, they were stopped by Sheriff's Deputies Fernando Anaya and Aldrin Mora.

A third deputy, Miles Lewis, arrested Valentine Gonzales, 18, of Lynwood on a vandalism charge, and detained two juveniles. Deputies also recovered vandalism tools from the three. The 17-year-olds later were cited and released to their parents, who also were cited.

Damage to the train included etchings on six windows, estimated at a replacement cost of \$1,186.

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Chief Operating Officer Allan Lipsky switches hats to honor MTA veteran Louis Maspero with a Special 40-year Pin and Executive Tribute to the 'Longevity King' of non-union employees.

PHOTO BY
BILL HEARD



Risk Management's 'Legal Eagle' Marks 40th Year 'Working for the Greater Glory of the MTA'



Louis Maspero

By GAYLE ANDERSON, Associate Editor

(August 9, 2000) You can learn the history of his beloved hometown of New Orleans just by looking at the pictorial ties Louis Maspero wears to work every day. From his perfectly cocked straw hat to his spit-shined spats, Louis Maspero, a public liability and property damage Claims Analyst in Risk Management, is MTA's ace-up-the-sleeve in small claims court, a "gentleman caller" whose visits to court on behalf of MTA saves both face and public money.

Now celebrating his 40th year with the MTA, Maspero currently holds the longevity title for non-union employees in the

**GO TO:
THEN & NOW**

transportation agency.

A one-man support system

In his current position as Claims Analyst, Maspero represents the MTA in small claims court and is a one-man support system who provides legal research and expert testimony for some 70 law firms retained as counsel, and 105 different law enforcement agencies, including District Attorneys, Public Defenders, and the State Attorney's Office.

Maspero takes his research and expertise to court at least five times a month, sometimes more, to do battle on legal grounds. Even his phone message is a call to arms: "I'm working for the greater glory of the MTA," it chimes.

A good measure of an increasingly litigious culture, Maspero has watched claims climb from three a month to currently close to 40 a day with price tags averaging \$7,500 a pop compared to payments of \$15, \$25 and \$50 when the job was new.

"I fight to win," he says, "We're obligated to protect public money, and that's exactly the target of false claims."

40 Years of Experience

Maspero backs up his expertise with 40 years of practical transportation experience. Today, his years in the ranks stack up as the kind of expertise only experience can muster. "He's familiar with the entire system, the process and the history," said Lucille van der Heyden, claims manager.

"He's our greatest resource," said Ralph Korn, interim managing director of Risk Management, "He knows the answers. That's why we call him 1-800-Louie"

Career Tracks

Rising through the ranks from an entry-level street car operator in 1960, Maspero graduated to Division 5 bus operator in 1962, then worked as a extra division clerk, today's equivalent of a Transit Operations Supervisor, before moving to a 20-year stint in Scheduling. He joined the brand new department of Risk Management in 1986.

Is retirement in the picture? "I think about it every now and then," said Maspero, "but not lately. I just bought a new car."

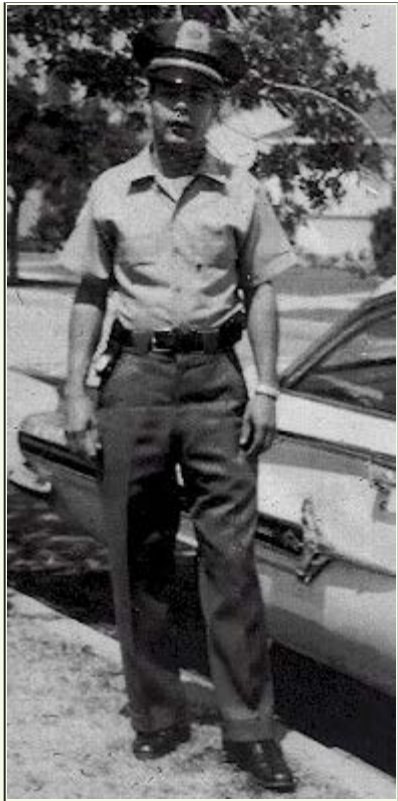
Maspero lives in Monterey Park with his wife, Margarita, and three prized Pekingnese dogs, tending to a huge garden that yields bumper crops of garlic and vegetables, and some 39 rose bushes. A favorite visitor is his five-year-old grandson, Timothy, who must earn the right to play with new toys by doing his homework and eating his vegetables.

New Orleans Reigns Supreme

Although Maspero attended college in New York, served in the Marine Corps in San Diego, Twentynine Palms and Barstow and eventually landed in Los Angeles, he has never really left New Orleans. Mardi Gras would surely be canceled if he didn't make his annual appearance to toss beads in the famous parade from an extravagant float.

Images of the city adorn not only his ties, but his office walls. Visits to his mother Edna Maspero, now 84, mean yet another pilgrimage to one of his favorite spots on earth, where, incidentally, the MTA's longevity title holder stocks up on ties, chicory and coffee, special seasonings for his culinary skills, and, of course, a new pair of spats now and then.

THEN & NOW	



Louis Maspero sports new bus operator's uniform in 1963 photo



Claims Analyst celebrates 40 years of service on August 15.

Those were the Days...

The Democratic Convention was in town when Louis Maspero came to work for the MTA in 1960. The Dodgers played in the Coliseum; Wrigley Field in Avalon was the home turf for the Angels.

The MTA was a new agency born from the merger of Los Angeles Transit Lines and Metropolitan Coach Lines. If you wanted to be an MTA Bus Operator, you had better be at least 25 years old and married. The 23-year-old Louis Maspero wasn't yet married, but he could qualify for a job as a street car operator, an apparently more carefree occupation.

He was happy to get a job as a street car operator out of Division 20, which meant turning down a callback from his second choice, the Sheriff's Department. When he became a bus operator in 1962, he worked alongside a man he recalls as Mr. Gilmore, the first African-American to be hired in Los Angeles as an operator.

The earnest young fellow, fresh out of the Marine Corps in 1960, stretched his hourly wage of \$2.34, which racked up around \$350 a month, to cover expenses at a time when gas was 19 cents a gallon, bus fare was 17 cents and an entire six-pack of beer, Mr. Maspero recalls, was only 99 cents.

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Regional Rebuild Center [Home Page](#) goes online.

Lucky 13

Intranet Adds RRC Pages to metro.net Information Resources

(Aug. 10) The MTA's Intranet experiences another growth spurt Friday with the introduction of the Regional Rebuild Center's informative new web pages. The RRC pages will be metro.net's 13th department web site.

Accessed through the [Department Home Pages](#) button on the metro.net home page, the new pages will provide an overview of the RRC, along with detailed information on departmental organization and contact phone numbers, coach repair status, location of the various shops, and other features.

"This web site...is the result of the RRC's concentrated efforts to improve the flow of information to our organization," said Cary Stevens, the RRC equipment maintenance manager who developed the web pages, "and, just as importantly, to provide useful information to our customers, the operating divisions."

Org chart and phone numbers

Intranet users will find on the new RRC pages an organization chart with hyperlinks to each department, daily reports on coach repair status and the current state of repairs to coaches lent to the RRC for repairs. The site also lists the number of personnel assigned to each RRC department, the supervisor's and leadperson's phone numbers and a brief description of each shop's work.

One important feature is an online Quality Feedback Form which allows operating division personnel to provide feedback on the quality and reliability of components rebuilt or manufactured at the RRC.

The web pages were developed as part of the RRC's response to an employee survey, conducted in February, as part of the RCC-2000 Quality Improvement Program. The 300 RCC employees were asked to identify areas that affect their ability to do a good job.

Survey results indicated that many fundamental improvements were needed to raise employee morale and to increase quality and productivity. Safety, the supply of quality parts and improved communications were ranked highest in importance by front-line employees and managers. In addition to the web pages, the RRC also is publishing *RRC INSIGHT*, a monthly employee newsletter.

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**MTA, ACLU
Reach
Agreement in
Suit
by Mobility-
Impaired
Patrons**



By BILL HEARD, Editor
(August 11) The MTA Board of Directors has approved a proposed settlement of a lawsuit brought against the agency by the ACLU on behalf of a class of mobility-impaired passengers.

The 33-month agreement includes specific provisions that were carefully crafted during months of negotiations. It is designed to improve service to mobility-impaired patrons, according to Alan Terakawa, Principal Deputy County Counsel.

The settlement, which still must be approved by a U.S. District Court judge, sets explicit performance standards. The standards will be enforced by fines the MTA must pay into a special fund to improve service to the mobility-impaired community.

Performance percentages set

The standards include minimum percentages the MTA must meet to ensure that buses go into revenue service with working lifts and lift-doors, ramps and securement devices. Similar standards and percentage minimums are included to ensure that operators board wheelchair passengers at each scheduled stop or explain why they cannot be boarded.

The proposed settlement will be presented to Judge Consuelo B. Marshall at a status conference set for Sept. 12. A "fairness hearing, " at which testimony from class members will be taken, is to be conducted before the settlement is approved by the judge.

The ACLU filed the suit in January, 1998, on behalf of Larry Beauchamp, a wheelchair patron, and 11 others. The suit alleged that the MTA and its contractor, ATE/Ryder, were violating the civil rights of mobility-impaired patrons by failing to comply with requirements in the Americans with Disabilities Act (ADA) and similar state laws to provide equal access to public transportation.

The suit alleged that many of the transit agencies' buses did not have working wheelchair lifts and other devices. It also claimed that disabled patrons too frequently were passed up

or were told by bus operators that their lifts were inoperative.

MTA denies allegations

The MTA maintained throughout negotiations that it has always been in full compliance with state and federal ADA laws. The agency continues to deny the lawsuit's allegations and has not admitted any wrongdoing or liability to the plaintiffs.

Based on the allegations, however, Judge Marshall issued a preliminary injunction in September, 1998, that imposed requirements more demanding than those in the ADA. When the MTA appealed to the 9th Circuit Court, the requirements were modified to be consistent with ADA regulations.

Since shortly after the lawsuit was filed, the MTA and ACLU had been attempting to forge an agreement which would be reasonable and would satisfy the plaintiffs that their needs would be met. Earlier this week, the 33-page settlement was presented at the Aug. 9 special MTA Board meeting, where it was approved by a 9 to 1 vote.

Fines could be levied

Under terms of the agreement, 96 percent of MTA and contract agency buses must roll out with working wheelchair lifts and other such equipment. If the transit agency fails to meet the performance standard, which is calculated on a quarterly basis, it must pay a fine of \$20,000. If performance drops below 89 percent, the fine triples to \$60,000.

Should operators fail to stop for wheelchair patrons waiting at scheduled stops 91.25 percent of the time in a three-month period, the MTA will be obligated to pay a \$10,000 fine. If operators fail to stop 86.25 percent of the time, the fine triples to \$30,000.

Lifts must work 92.5 percent of the time after a bus rolls out or a \$10,000 fine will be imposed. If lift performance falls below 87.5 percent, a \$30,000 fine will be levied. The same standards and fines apply to securement devices.

To ensure that the MTA meets the settlement terms for operator performance, the agreement calls for the agency to retain an independent monitoring contractor to conduct "a covert surveillance by means of wheelchair boardings to monitor the compliance of its operators with the terms of this order...."

Special fund for fines

Money collected from any fines will be paid into a special fund that will be used by the MTA solely for improving compliance with the agreement. Other provisions cover dispute resolution, a complaint procedure and additional ADA-related training for MTA and contractor bus operators and supervisors.

The MTA also is required to appoint an ADA compliance officer who is among the "circle of top administrators within the MTA making core decisions" about public transportation.

Although the settlement reached this week does not include any payments to the plaintiffs, three plaintiffs have reached separate agreements with the MTA. One was for less than \$100,000 and two were for less than \$50,000, according to the County Counsel's office.

The agreement includes a provision for the MTA to pay plaintiffs' attorney fees of \$562,843.44 for the period from the filing of the lawsuit to the date the settlement agreement is approved by the judge.

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Encouraging Bike Commuters... MTA Funding 8.9-Mile Bike Path, Racks and Lockers for Rail Stations



(Aug. 11) Led by Mayor Richard Riordan, a troupe of bicyclists took an inaugural ride, Wednesday, on a newly opened 1.3-mile segment of the Los Angeles River Trail – a bikeway and pedestrian path largely funded by the MTA.

To date, the MTA has provided \$9.2 million for five LA River bikeway projects stretching from Riverside Drive near Griffith Park to downtown LA. The projects include 8.9 miles of bike and pedestrian path and three bridges.

Another 1.8-mile segment from Barclay Street near Elysian Park to downtown LA, requires additional construction funding. The money for the projects is programmed by the MTA from federal transportation enhancement funds.

Funds for bike racks, lockers

The LA River Trail may be the most visible element of the MTA's support of bike commuters and enthusiasts, but the agency also has funded bike racks for Metro Buses and is adding more bike racks and bike lockers at Metro Rail stations.

The MTA recently spent \$27,000 for 16 bike lockers with capacity for 29 bicycles. The lockers will be placed at six Metro Red Line stations along Vermont Avenue, Hollywood Boulevard and at the North Hollywood Station. Two eight-space bike racks for the Universal City Station and four eight-space racks for North Hollywood also are on order.

Once the new racks and lockers are in place, the Metro Rail system will have secure accommodations for more than 650 bicycles. The racks and lockers will be especially appreciated by bike commuters who use the North Hollywood station. At least 30 bikes have been secured to fences, trees and post by commuters using the station each day.

"The MTA is doing this to encourage people to commute by bike," said Lynn Goldsmith, the public affairs officer responsible for coordinating MTA bicycle projects. "If people can lock up their bikes, we think there's a growth potential in getting people to ride their bikes from home to a transit center where they can board a bus or a train."

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MTA's Emergency Operations Center team prepares for the unexpected.

Democratic Convention's Impact Being Felt on Metro Rail System

(Aug. 14) The Metro Rail system was feeling the impact of the Democratic National Convention, Monday, as delegates and protesters, alike, boarded trains to downtown destinations. At mid-morning, the system was reported to be running smoothly and no on-board incidents had been reported.

The MTA and its security force, however, were prepared for a busy day. At least three protest marches - most beginning at Pershing Square and ending near the Staples Center - were planned. A concert by the antiestablishment band, "Rage Against the Machine," was scheduled Monday evening in the protest area near the convention site.

Morning rush period ridership appeared to be somewhat lighter than usual, even though there were standing loads on most Metro Red Line and Metro Blue Line trains, said Ralph de la Cruz, deputy executive officer, Rail Operations.

Ambassadors to help passengers

Thirty-two specially trained MTA ambassadors will be stationed at a number of Metro Rail stations this week to help passengers unfamiliar with the system. The ambassadors - uniformed bus operators assigned to the transitional duty program - will work at the Vermont, Universal City, Westlake, Pershing Square, Union Station, Pico, Grand and 7th and Metro stations.

Bus Operations, meanwhile, has scheduled four additional transit operations supervisors to its usual two-member team to monitor Metro Bus service in the Central Business District. The team also will assist with the detours in place around the Staples Center. At 11 a.m., the Bus Operations Center reported things were going smoothly.

"People have been very orderly," said Transit Operations Chief Tom Conner. "We think this is going to be a great week and people will get to try out our transit service going to and from the convention."

Two 'suspicious packages'

At its morning meeting, the MTA's Emergency Operations Center team noted several incidents that occurred on Sunday. Two "suspicious package" incidents were cleared by police.

In the most serious non-convention-related incident, Sunday, a passenger died from stab wounds following a robbery attempt on the Metro Green Line platform at the Rosa Parks/Imperial station. A male teenage suspect was shot and another fled. It was the first homicide in 10 years of Metro Rail operation.

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(Aug. 14) The Metro Rail system was feeling the impact of the Democratic National Convention, Monday, as delegates and protesters, alike, boarded trains to downtown destinations. At mid-morning, the system was reported to be running smoothly and no on-board incidents had been reported.

The MTA and its security force, however, were prepared for a busy day. At least three protest marches - most beginning at Pershing Square and ending near the Staples Center - were planned. A concert by the antiestablishment band, "Rage Against the Machine," was scheduled Monday evening in the protest area near the convention site.

Morning rush period ridership appeared to be somewhat lighter than usual, even though there were standing loads on most Metro Red Line and Metro Blue Line trains, said Ralph de la Cruz, deputy executive officer, Rail Operations.

Ambassadors to help passengers

Thirty-two specially trained MTA ambassadors will be stationed at a number of Metro Rail stations this week to help passengers unfamiliar with the system. The ambassadors - uniformed bus operators assigned to the transitional duty program - will work at the Vermont, Universal City, Westlake, Pershing Square, Union Station, Pico, Grand and 7th and Metro stations.

Bus Operations, meanwhile, has scheduled four additional transit operations supervisors to its usual two-member team to monitor Metro Bus service in the Central Business District. The team also will assist with the detours in place around the Staples Center. At 11 a.m., the Bus Operations Center reported things were going smoothly.

"People have been very orderly," said Transit Operations Chief Tom Conner. "We think this is going to be a great week and people will get to try out our transit service going to and from the convention."

Two 'suspicious packages'

At its morning meeting, the MTA's Emergency Operations Center team noted several incidents that occurred on Sunday. Two "suspicious package" incidents were cleared by police.

In the most serious non-convention-related incident, Sunday, a passenger died from stab wounds following a robbery attempt on the Metro Green Line platform at the Rosa Parks/Imperial station. A male teenage suspect was shot and another fled. It was the first homicide in 10 years of Metro Rail operation.

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Metro System Responded 'Exceedingly Well' During Democratic Convention Opening Night

(Aug. 15) The Metro System responded "exceedingly well" to the opening night of the Democratic National Convention, according to MTA officials who observed operations.

To meet heavier-than-normal passenger loads, that included convention delegates and demonstrators, Metro Rail officials dispatched four additional Metro Red Line trains and four extra Metro Blue Line trains. The trains were scheduled to ensure good connections between the two rail lines.

Other than some littering aboard the cars and intermittent delays at ticket vending machines at a couple of rail stations, the system experienced no problems following the convention session.

Morning rush period service aboard the trains was normal, according to Ralph de la Cruz, deputy executive officer, Rail Operations.

The Metro Bus system also operated smoothly on Monday, according to the Bus Operations Control Center. Passenger loads in the downtown area appeared to be somewhat lighter than normal, perhaps because some businesses near the convention site closed. Detours around the area added five minutes or more to bus headways.

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THE OTHER DNC DREAM TEAM-- From left, Division 10 Operator Hugh Cooper, Division 15 Operator Ada Hernandez, Bus Operations Control TOS Fausto Brito, Division 8 Operator Fidel Mendoza and Division 10 Operator Gail Walker are among MTA transportation personnel assigned to operate 100 Metro buses allocated to DNC delegate transportation. See more photos below.
PHOTOS BY JODY FEERST-LITVAK

Bus Transportation for Convention Delegates is Trouble-Free

By BILL HEARD, Editor

(Aug. 16) The only problem thus far experienced by Metro Bus operators assigned to drive Democratic National Convention buses is not having enough Metro pins to trade with delegates. That's according to Dave Castillo, a transit operations supervisor who's assigned to coordinate delegate transportation.

"The operators say the delegates are really treating them well," said Castillo. "Many operators are coming back from their runs wearing the pins they've traded with the delegates."

In the midst of the convention's third day in Los Angeles, the 250 buses assigned to transport delegates - including 100 Metro Buses - have experienced no problems on the road, even during the many demonstrations taking place near the convention site.

[CLICK HERE
FOR
DREAM
TEAM
PHOTO
GALLERY](#)

Maintenance team praised

That performance can be attributed in large part to the work of the MTA's maintenance team – a team that drew high praise from the Secret Service agent in charge of "sweeping" the buses for security. Team members include John Mirabal, Kevin Cameron, Kirk Lobban, Lech Gazinski, Mike Bujosa, Sean Dunning, Tommie Davis, George Karbowski, Emmitt McGee, Carlos Curiel, Jr., and Manny Zaragosa.

The buses are allocated to three convention routes - red, yellow and green. A deputy sheriff is assigned to each one as it leaves the yard.

Operators driving convention transportation routes start arriving at the temporary bus yard, located near the Sports Arena, about 10 a.m. Buses are dispatched by 1 p.m. and remain in operation until about 11 p.m. Working with Castillo in the transportation center are TOS Dan Dryden and Russ Wilson, an MTA retiree and transportation consultant.

Meanwhile, just a short distance away, several MTA employees are assigned to the LADOT convention transportation command post.

Bus Operations Control Center Supervisor Tom Jasmin, Rail Senior TOS Henry Castaneda, Asst. Vehicle Operations Manager George Trudeau and TOS Lois Nesby monitor the LADOT traffic control system in order to coordinate the MTA's regular bus and rail services. In the event of a street blockage, the crew can quickly order a detour.

"Working the convention has been a good experience for our operators," said Castillo. "And I think the MTA will come out shining."

'DREAM TEAM' PHOTO GALLERY

Click on image to view in larger format.



MTA Government Affairs staffs transit information booth: from left, Wilbur Babb, Claudette Moody, Jody Feerst-Litvak, and Michael Turner.



From left, Division 5 operators Gregory Smith, China Greenlee, and Melvin Derden; Division 7 operators Marceia Allen and Leonard Santos; Division 18 Operator Harvey Townes, and Division 9 Operator Mark Allman.



Long Beach Transit Operator William Black, joins with Division 9 Operator Ernest Scott, Division 18 Operator Lujen Bausley, and Division 9 operators Jerry Boykin and Calvin Lawton.



Standing, from left, Division 3 Operator Garo Shamirian, Division 9 operators Nellie Gomez and Luis Rodriguez, Division 3 Operator Gail Alcantar, Division 10 operators Tommy Armstrong and Phillip Cegielski; foreground, Division 3 operators Arturo Ramos and Guillermo Maynetto.



Division 3 Operator Margaret Tucker is ready for her close-up.





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Leading Design Magazine Honors Vermont/Santa Monica Art Work

(Aug. 17) An art project at the Vermont/Santa Monica Metro Rail station earned an Honorable Mention from *International Design* in the magazine's annual awards issue.

Artist Robert Millar's piece, entitled *Unfinished (An Homage)*, was one of only 26 projects that received awards in the "Environments" category of the worldwide contest. The work has won four other awards this year from prestigious organizations, including the U.S. Department of Transportation and the Chicago Athenaeum.



ENTRANCE TO VERMONT/SANTA MONICA METRO RAIL STATION PHOTO BY TOM BONNER

To create his art work, Millar stenciled the concrete entranceway walls of the station - an area totaling some 12,000 square feet - with 10,000 questions relating to the work itself. The questions included, "Is art used to divide?" and, "Why do architects order?"

The awards jury honored the piece "for a maximal effect achieved with minimal means." *International Design* is one of the world's leading design magazines.

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Metro Red Line Cash, Token Revenues Shot Up 63% in July

(Aug. 18) Revenue from cash and tokens shot up 63 percent on the Metro Red Line in July, following the June 24 opening of the North Hollywood segment. Total Metro Rail revenues jumped 20 percent.

Collections of cash and tokens reached \$629,931 for the month, compared with the \$387,042 collected in June, according to Agapito Diaz, MTA director of Revenue.

Of that amount, an incredible 38 percent was paid by subway riders using the three new stations - North Hollywood, Universal City and Hollywood/Highland. The 13 stations in Segment 1 and 2 produced 62 percent of the month's total revenue.

The revenue increases occurred even though some 50,000 "test ride" complimentary passes valid July 1 through July 21 were mailed to sections of the San Fernando Valley promoting new ridership on Metro Rapid and Metro Rail.

20 percent increase

July also saw a 20 percent increase in total Metro Rail revenues from the \$1.194 million collected in cash and tokens during June to \$1.433 million in July.

With the Democratic National Convention in town, Diaz also compared Metro Red Line cash and token revenues on a typical Tuesday to those collected on Tuesday, Aug. 15 - the second day of the convention.

On an average Tuesday, the system takes in \$61,067...but on Aug. 15, collections jumped 33 percent to \$81,151.

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MTA to Build Sound Wall Along Metro Green Line Tracks in Hawthorne



Acoustical sound walls will be build along both sides of the elevated Metro Green Line tracks beginning at this site, just south of the Douglas/Rosecrans station.

(Aug. 18) Construction is scheduled to begin in mid-September on a 2,200-foot sound barrier intended to reduce the noise of Metro Green Line trains passing near the Holly Glen neighborhood in Hawthorne. The barrier is expected to cut noise by at least 10 decibels.

The six-foot-tall acoustical barrier will be installed on both sides of the elevated rail structure beginning at the south end of the Douglas/Rosecrans station and ending about 600 feet south of the intersection of Rosecrans Avenue and Aviation Boulevard. The \$975,000 project should be completed in February, 2001.

Since the Metro Green Line opened in 1995, the MTA has held a number of public meetings in the Holly Glen community, located at the northeast corner of Rosecrans and Aviation, to listen to neighbors' complaints about train noise, according to Project Engineer Albert Nijland of the Engineering and Construction Division.

Noise abatement measures

The agency conducted extensive noise studies which indicated that passing trains produced between 55 and 72 decibels, depending upon time of day. The MTA also attempted such noise abatement measures as grinding train wheels to reduce friction against the tracks and running trains at slower speeds. When those efforts were not as successful as hoped, the agency decided to construct a sound wall.

Construction workers will erect some 275 steel columns at 16-foot intervals along the outside edge of the aerial structure. Then, the 16-foot-long, two-foot-wide panels will be slipped into place between the columns, three high to make a six-foot wall. The panels are made of fiberglass sandwiched between sheet metal.

To minimize construction noise, the contractor, Metro Builders of Laguna Niguel, will schedule most work between 9 a.m. and 2:45 p.m. Trains will be single-tracked through the construction area.

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Last of a Breed?

Final Bus in MTA's High-Floor Order Goes to Arthur Winston Division

(Aug. 21) Is Metro Bus Number 5219 the last of a breed? The New Flyer coach, delivered earlier this month to the Arthur Winston Division, is the final high-floor bus the MTA had ordered before turning to low-floor buses.

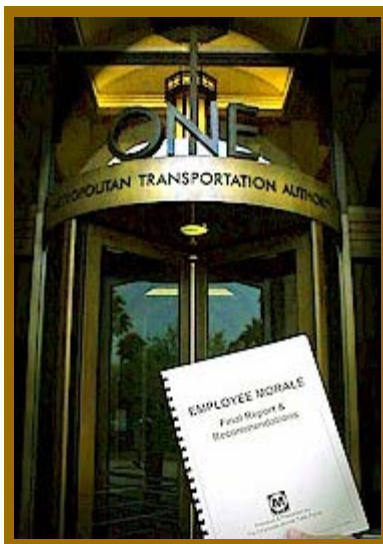
With all high-floor orders complete, New Flyer now is in the process of manufacturing 446 low-floor coaches for the MTA.

"Many of our passengers prefer the low-floor coaches, while others favor the high-floor buses," says Dana Coffey, Arthur Winston Division transportation manager. "But, most are just glad to see an air-conditioned, clean bus that can take them to their destination."

Counting Number 5219, the Arthur Winston Division now operates 130 high-floor CNG buses, says Alex DiNuzzo, division maintenance manager. Along with 20 low-floor buses and 50 high-floors that will start coming in this week from Division 3, Arthur Winston soon will have 200 buses with an average age of less than a year.

"In about a year's time, we've gone from mostly old buses to all-new buses here at the Arthur Winston Division," says DiNuzzo. "Things are getting better."

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Copies Available Tuesday Senior Staff Completes Work on Morale Report Recommendations

By BILL HEARD, Editor

(Aug. 21) After more than a year's effort, the MTA's senior staff has completed its work on the 90 recommendations presented in August, 1999, by the Employee Morale Task Force. Copies of the 44-page document will be available in the MTA Library by noon, Tuesday, Aug. 22.

"Many actions have been completed and are now incorporated into policies and procedures of the MTA and others are now

underway with targeted completion dates," CEO Julian Burke wrote in a memo to employees. The CEO appointed the Morale Task Force in early 1999 and received its report May 28 of that year.

Noting that a few recommendations require further study, Burke said, "Most of these have budget implications, administrative, or Board policy issues that will take some additional time to address. We will continue to do so."

Morale Report results

Among examples of Morale Report results cited in the CEO's memo are re-opening of the Employee Activities Center, a revised grievance policy and disciplinary policies and procedures, new training programs for supervisors and employees, and improved internal communications.

The Morale Report's recommendations were divided into six sections: leadership, communication, job insecurity, wages and benefits, job dissatisfaction, and safety and security.

The Morale Task Force was appointed during a time when employees doubted their job security. In September, 1999, Human Resources revised the recruitment and selection policy and published it, along with many other policies, on its Intranet web pages. A new compensation policy is now in final draft form and should be implemented in September, 2000.

Salary survey conducted

Reacting to concerns about wages and benefits, the agency provided full-time non-contract employees a 4 percent salary increase last summer. A salary survey was completed recently and is expected to be released following discussions with the Office of the CEO. A merit pay system also is under consideration.

The senior staff reported progress in approving salary equity review procedures and gaining credit for reciprocity for employees who are members of the PERS system.

Responding to leadership concerns, the CEO created an Executive Leadership Team this past spring composed of the agency's executive officers "to share high-level responsibility" and ensure "continuity of management." Executive reporting relationships were realigned to promote departmental leadership. The MTA also developed a vision, mission and goals.

Improvements in communications

The senior staff has placed new emphasis on communication following presentation of the Morale Report. These efforts include continual improvements to the Intranet, "brown bag" lunches conducted by the chief operating officer, CEO all-staff meetings, regular operating division staff meetings and quarterly review meetings.

To address job dissatisfaction, Human Resources has established a 40-member Training Council that currently is developing a strategic plan. Pilot groups should be announced in September, 2000. HR also is grooming employees for leadership positions through the Transportation Leadership Academy.

The agency re-established the Employee Advisory Group as a means of improving communications between Headquarters and the operating divisions. The EAG, whose members include union employees from the operating divisions, meets monthly at Headquarters.

Improvements in safety

In the area of safety and security, the MTA has taken steps to improve visibility of law enforcement on the Metro system. An employee survey is being developed to determine the level of visibility on an on-going basis. A series of car cards, now being installed, will announce the "Undercover police may be riding this vehicle."

The agency is surveying lighting, physical security and ground conditions to determine what hazards may exist at operations terminals and layover zones. Efforts also are under way to improve the bus radio system. A contract for new radios is scheduled to go to the Board for approval in January, 2001.

In his memo to employees, Burke extended his "sincere appreciation" to members of the Morale Task Force for the "many hours they devoted to this assignment.

Chaired by Ray Inge, Human Resources executive officer, Task Force members were Elenita Asis, Dave Barker, Callier Beard, Richard Brouwer, Ralph Carapia, Ed Clifford, Marion Colston-Fayyaz, Larry Cosner, Diane Delaney-Talton, Deborah Guy, Bill Heard, Marc Littman, Marilyn Morton, Mario Perez-Ceballos, Marva Phillips, Helen Miller-Ray, Brian Soto, Gary Spivack, Georgia Miller, and Naomi Nightingale.

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MTA Distributes Metro Business Outlook's August Issue

(Aug. 23) The August issue of Metro Business Outlook, an MTA publication directed toward vendors and contractors, is being distributed this week.

Articles in this issue discuss the MTA's \$250 million Call for Projects, updated vendor information available on the agency's Internet web site and results of the most recent report to the Federal Transit Administration on the MTA's Disadvantaged Business Enterprise (DBE) awards.

Metro Business Outlook is a monthly publication of the MTA's Vendor Services Department.

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Metro Business Outlook

METROPOLITAN TRANSPORTATION AUTHORITY

AUGUST 2000

MTA APPROVES \$250 MILLION FOR CALL FOR PROJECTS

The MTA Board of Directors recently approved the allocation of \$250.7 million in special Call for Projects funding for a variety of local transportation improvement projects. Projects such as bikeways, transit centers, pedestrian improvements, freeway gap closures and carpool lanes, arterial widenings, signal synchronization and new bus and shuttle purchases are scheduled to receive federal funding.

An unanticipated \$179.7 million in gas tax funding for this special Call for Projects became available for Los Angeles County when Governor Davis announced his Transportation 2000 Initiative last February and Assembly Bill 1012 was passed.

Continued next column ➤

The Metro Business Outlook (MBO) is a monthly newsletter published by the Vendor Services department to promote awareness of MTA contracting opportunities. Vendors can also receive current contract opportunity information 24 hours-a-day via the Internet by accessing the MTA Home Page at www.mta.net. If your company would like to be on MTA's vendor database fax your request to 213-922-1007, or fill the VIP form out electronically on the MTA Home Page.

Assembly Bill 1012 allowed MTA to advance \$71 million from future Call for Projects.

Over 243 project applications totaling \$1.9 billion were submitted by the 88 cities which comprise Los Angeles County, the County itself, Caltrans and MTA. The \$250.7 million will fund 82 regionally significant transportation improvement projects, which will be transmitted by the Southern California Association of Governments this month to the California Transportation Commission for review and adoption in September and to the U.S. Department of Transportation in mid-2001.

The last regular Call for Projects, held in the spring of 1999, approved 196 projects at a cost of approximately \$500 million. Some of the projects included:

- Installation of safety quad gates at grade crossings along the Metro Blue Line
- Improvements to the congested 405-101 freeway interchange in the San Fernando Valley, including adding an auxiliary lane and widening a connecting lane
- New westbound 134 freeway on-ramp - Hollywood Way in Burbank
- Improve traffic signals at 59 intersections in Eagle Rock.

◆ *Continued on the back page (Call for Projects)*

www.mta.net PROVIDES UP-TO-DATE VENDOR INFORMATION

The MTA web site offers vendors the best opportunity to stay abreast of contract opportunities. Many new features have been added to MTA's web page in the past year. There are several areas you may find useful.

The *Metro Business Outlook* (MBO) is mailed to all vendors on MTA's bid list and includes current and upcoming solicitation information. However, due to delays such as printing, labeling and mailing the newsletter, delivery of the MBO can take as many as 10 days from the time it is finalized. The solicitation information posted on MTA's web site is updated 2 - 3 times per week.

There are also menus on MTA's web site that allow vendors to view Board meeting agenda's and schedules, bid results, notice of intent to award contracts and a recap of Board actions, including contract awards and change orders. Vendors can also download many bid and proposal documents.

To access the information, go to www.mta.net and select 'Contracting Opportunities' from the 'MTA Corporate Information' menu. You will be offered options such as Open Bids & Solicitations, Bid

◆ *Continued on the back page (www.mta.net)*

OPEN SOLICITATION SUMMARY REPORT - AUGUST 2000

ALL INFORMATION BELOW IS SUBJECT TO CHANGE. If you are interested in any of the projects listed below, please call the phone/fax number associated with the procurement. Area code is 213. Bids/Proposals must be received by MTA on or before due date/time. Explanation of codes:

CA= Contract Administrator

ISS= Issue date

NUM= Solicitation Number

PRE= Pre-Bid/Proposal Conference date, if any

TBD= To Be Determined

DUE= Latest date bid can be accepted

REGIONAL REBUILD CENTER HEAVY MAINT.

BUS PARTS CLEANING WASHER UNITS

DUE: 08/17/00 ISS: 07/11/00

NUM: OP34105329

CA: MICHAEL LOLLER/BID DOCS-FAX 922-1004

SALE OF USED BUS OPERATOR SEATS

DUE: 08/18/00 ISS: 07/20/00

NUM: 08-0018-S

CA: TEJ KHARBANDA/BID DOCS-FAX 922-1005

DIV. 4 PAVEMENT REPLACEMENT

DUE: 08/25/00 ISS: 07/20/00

NUM: C0648

CA: MIKE HOLGUIN/BID DOCS-FAX 922-1004

CNG FUEL CYLINDERS & MOUNTING BRACKETS

DUE: 08/29/00 ISS: 04/03/00

NUM: 040026

CA: JAN MILLER/BID DOCS-FAX 922-7392

SALE OF USED VOITH TRANSMISSIONS, ENGINES, ENGINE BLOCKS

DUE: 08/30/00 ISS: 07/27/00

NUM: 08-0030-S

CA: TEJ KHARBANDA/BID DOCS-FAX 922-1005

SPHERICAL BEARINGS

DUE: 8/30/00 ISS: 06/09/00

NUM: 07-0019

CA: SHERRI JACKSON/BID DOCS-FAX 922-1006

VOITH TRANSMISSION PARTS

DUE: 08/31/00 ISS: 07/25/00 PRE: 8/15/00

NUM: 08-0031

CA: FRANK CLARKE/BID DOCS-FAX 922-1005

PROVIDE TRACTION MOTORS FOR BLUE LINE RAIL VEHICLES

DUE: 9/05/00 ISS: 06/09/00

NUM: 09-0005

CA: SHERRI JACKSON/BID DOCS-FAX 922-1006

LOSS PORTFOLIO TRANSFER

DUE: 09/06/00 ISS: 08/15/00

NUM: PS53100957

CA: GARY BRESLAU/BID DOCS-FAX 922-1005

DESIGN, PRODUCE, ASSIST IN INSTALL OF GRAPHIC OVERLAYS FOR TICKET VENDING MACHINES

DUE: 09/07/00 ISS: 08/10/00

NUM: PS54300959

CA: FRANK FOSTER/BID DOCS-FAX 922-7370

CONSTRUCT CANOPY, DISPOSE OF WASTE, PROVIDE BARICADES, WARNING SIGNS, ETC.

DUE: 09/07/00 ISS: 08/07/00

NUM: C0647

CA: FRANK FOSTER/BID DOCS-FAX 922-7370

UNIVERSAL FARE SYSTEM

DUE: TBD ISS: 05/31/00

NUM: OP-002

CA: DON DWYER/BID DOCS-FAX 922-7536

TRACTION MOTOR REBUILD / OVERHAUL

DUE: TBD ISS: 06/29/00

NUM: OP39402521

CA: JIM NOLAN/BID DOCS-FAX 922-1006

HIGHWAY CALL BOX SERVICE ANALYSIS

DUE: ON HOLD ISS: 02/09/00

NUM: 0-0035-1035

CA: ED KICHI/BID DOCS-FAX 922-1005

GES BENCH PER SPECS ON FILE AT THE MTA

DUE: TBD ISS: TBD/00

NUM: E0111

CA: DON SEAWELL/BID DOCS-FAX 922-1004

MTA CONTRACTS AWARDED AT JUNE 2000 BOARD MEETING

Each month details of contracts awarded at MTA Board meetings, including type of contract, name and number of contract, winning company and dollar amount, are published in the space below. All projects approved by the board are in excess of \$25,000. Change Orders and contract extensions are not included in the list below - to review those actions visit MTA's web page at www.mta.net and click on 'Recap of Actions' under the **MTA Board Information** heading.

CONTRACTTYPE	DESCRIPTION OF CONTRACT	COMPANY AWARDED	\$ AMOUNT
27-month contract	Provide Diesel Fuel for a 27-month period	Petro Diamond, Inc.	\$31.3 Million inclusive of sales tax (Subject to resolution of protest)
Sole Source contract	Light Rail Vehicle Tire Kits	Penn Machine Co.	\$1,211,805 incl. tax
Firm Fixed Price contract	Purchase of thirteen gasoline powered forklifts	Johnson Lift/Hyster, City of Industry	\$292,849, incl. tax
Firm Fixed Price contract	Procurement of power wash detergent, including storage tanks	Jayne Products, Inc.	\$581,952, incl. tax
Three Multiple award agreements	Temporary Contract Administration Services	LS Gallegos & Associates, Inc., Procurement Services Assoc., Thompson, Cobb, Bazilio & Assoc.	NTE \$750,000
Contract	Provide Engineering Services on the Metro Green Line for a period of 18 months	URS Corporation	NTE \$354,062
3-Year Contracts	13 3-Year contracts to Provide Metro Freeway Service Patrol Service	Al's Towing (Beat 3, 4, 8) Bob & Dave's (Beat 12, 16, 38) Kenny's Auto (Beat 14, 15, 26) Dale's Toe (Beat 19, 20) J&M Towing (Beat 18) Navaro's Towing (Beat 23)	NTE \$13,259,439, subject to resolution of appeal

METROLINK LOOK-AHEAD - AUGUST 2000

Metrolink bid and proposal information is not listed in the Metro Business Outlook. You can find these contract/bid opportunities listed on SCRRA's Internet home page at: www.metrolinktrains.com

BID/PROPOSAL LOOK-AHEAD - AUGUST 2000

THE FOLLOWING PROPOSALS & BIDS ARE SCHEDULED TO BE RELEASED (OR HAVE RECENTLY BEEN RELEASED) IN AUGUST 2000. Some of the release dates are TBD (To Be Determined).

CA/BUYER	PROJECTS
GARY BRESLAU	WAN Support, ADA Graphics
FRANK CLARKE	Voith Transmission Parts
VALERIE DEAN	Re-Roofing Division 3
DON DWYER	Universal Fare System
FRANK FOSTER	Div. 10 East LA Repair Center, Shower & Locker Room Modification Div. 11
VERONICA HARGROVE	HR - Pre-Supervisory Training, Management Development
MIKE HOLGUIN	Pavement Replacement at Division 4
SHERRI JACKSON	Engine Oil, Blue Line Traction Motors
TEJ KHARBANDA	Sale of 54 Surplus Buses, Recaro/Bostrm Bus Operator Seats, Bus Engines, Engines, Transmissions, Engine Blocks, Double Decker Bus Parts, Furniture, Hi SEFAC-Bus Lifts
JERRY KIPER	Construction Management Services
MIKE LOLLER	MBL Fire Alarm System Upgrades at Div. 11, RRC Heavy Maint. Bus Parts Cleaning Washer Units, Hazardous & Non-Hazardous Waste Matrls Disposal
JERRI MCGLOTHERN	Spark Plug Kits for Cummins CNG Engines
TOM MENG	Preventative Maint. Monitoring Program for MTA Transit System Elevtrs/Escltrs
JAN MILLER	CNG Fuel Cylinders and Mounting Bracket Kits
LEYTON MORGAN	Benefits Assessment Database
MARJORIE M.-THREATS	Maintenance & Material Management System (MMMS), On-site Audiometric Testing Services at Various Locations
JIM NOLAN	Blue/Green Line Wheel, Gear Box, Brake Disc & Wheel Bearing Pressing Work
WAYNE OKUBO	Robotic Paint Booth Conversion to Dry Filter System at RRC
IVAN PAGE	Engineering Services: San Fernando Valley Bus Rapid Transit Project & Wilshire Corridor Bus Rapid Transit Project
DON SEAWELL	GES Bench per specs on file at the MTA, Engineering Services Eastside Light Rail Transit Project
KENTAKAHASHI	Document Processing Management System

BIDS/PROPOSAL LOOK-AHEAD (CONTINUED)

PHYLLIS WALKER Business Systems Analyst for Integrated HR & Payroll Systems

KEITH WEBSTER Environmental Compliance

THE FOLLOWING WILL BE RELEASED IN THE NEXT FEW MONTHS. NO DATES HAVE BEEN SET.

CA /BUYER

PROJECTS

TANYA ALLEN Heavy Duty Transport Trailer & Tractor

BEVERLY BEAVER Ring Friction Brake Disc, Rail Passenger Seats

JEAN BELVIN Barco LCD Projectors

SUZANNE BERGER Air Conditioning Bus Parts

RICHARD BONINO Cummins L10G-280 Phase III CNG Engines

GARY BRESLAU Financial Data Imaging & Archiving

FRANK CLARKE Paint

DRENA GRAHAM Decals

VERONICA HARGROVE HR - Executive Search Pool, EAP; CPA Audit Pool; HR - Commercial Revenue, (Vending Machines, Coin Changing Machines, Travel)

SHERRI JACKSON Electrical Cable for Blue Line Facilities, Motor Alternator/Static Converters

TEJ KHARBANDA Sale of: Surplus Buses/Obsolete Bus Parts, Buses, Grocery Store Equipment, Used Personal Computers, Furniture

MARIA LECHUGA Repair Ceiling Tiles at 7th Street/Metro Center Station, Develop Technical Specifications for SCADA System

TOM MENG Nine (9) Vehicles, High Resolution Cameras

MARJORIE M.-THREATS Central Cash Counting Facility Design Study

JIM NOLAN Floor Covering Replacement at Divisions 5 and 10, Installation of Six (6) Automatic Lubrication Systems for Div. 11 Car Hoists Metro Blue Line/Green Line LRV Traction Motor Rebuilds (TENTATIVE)

WAYNE OKUBO HVAC Duct Cleaning at MTA Bus Facilities, Fire Suppressn System Testing & Maint., Advanced Transportation Managmnt System(ATMS) System Integrator

RICK OWENS Fog Warning System, Red Line Traction Motor Overhaul, Computer Software Services, RLM - Traction Motor Repairs, GLM -Brake Modifications

JIM WHITTAKER Engine Transmission Parts

TBD Laundry Services/Uniform Rental, Floor Anchors at RRC, Div. 12 Remodelng, ADA Modifications, IBM Advanced Function Printer, Materiel Maintenance Managmnt Systm, Universal Fare System, Central Cleaning Vacuum System

Call for Projects

(Continued from first page)

- Pedestrian improvements at the under-construction Pasadena Light Rail Line stations
- Purchase of shuttles for the City of Norwalk
- Additional parking at the Newhall Metrolink Station for the city of Santa Clarita
- Construction of the Palmdale Transportation Center

- Purchase of low-floor buses for the city of Long Beach
- Installation of bus benches & shelters in Athens/Lennox, East Los Angeles and North County

Guidelines for the year 2001 Call for Projects will be developed later this summer. Criteria used in evaluating applications include determining regional significance and project benefit, cost effectiveness, land use and environmental compatibility, project need, project readiness and benefit to the overall transportation system. ■

www.mta.net

(Continued from first page)

Results, Notice of Intent to Award, Awards, and information about MTA's Pre-Qualification, Lobbyist Registration, and Small Business Enterprise/Certification Programs.

For information about Board meetings, agendas and minutes, select from the 'Board Information' menu.

Although MTA uses a newsletter and postcards for bid and RFP notification, the best way to keep current on contracting activities is to regularly visit www.mta.net ■

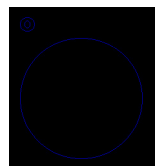
AUGUST / SEPTEMBER 2000 MEETING DATES (Subject to change)

MEETING	DATE	TIME	LOCATION
CONSTRUCTION COMMITTEE .	8/16, 9/20/00	3:00 pm	Gateway Board Room
OPERATIONS COMMITTEE	8/16, 9/20/00	1:00 pm	Gateway Board Room
MTA BOARD	8/24, 9/28/00	9:30 am	Gateway Board Room

THIS MONTHLY NEWSLETTER
IS PUBLISHED BY THE VENDOR
RELATIONS DEPT.
EDITOR: DAVID HERSHENSON
PRINTING: MTA PRINT SHOP

BULK RATE
U.S. POSTAGE
PAID
Permit #777
Los Angeles, CA

Metro Business Outlook
1 Gateway Plaza
Los Angeles, CA 90012-2952



MTA BUSINESS NETWORK

Published for Disadvantaged, Minority/Women-Owned and Small Business Enterprises

VOL. 8 No. 6, AUGUST 2000

MTA CERTIFIED AND RECERTIFIED FIRMS

The businesses listed have been certified or re-certified by MTA between the months of June and July 2000. DBE firms are certified in accordance with 49 CFR Part 26.

(C) = New Certified firms
(R) = Re-certified firms
D=Disadvantaged, M=Minority-owned,
W=Women-owned, S=Small Business Enterprises

June 2000

Davis Freight Mngment (R) D/W/SBE

E. Sanqui & Assoc. (R) D/MBE

G.W. Peoples Contrctng(C) D/MBE

Harmon & Son Tire Cntr(R) D/MBE

Hughes Rehabilitation(R) D/WBE

J. Morey Company (C) D/MBE

MC Global Services(C) D/MBE

Mercator Photogrammetric Systems (R) D/MBE

Nelson/Nygaard (R) D/WBE

Pacifica Insulation Co.(R) D/MBE

R. E. Equipment Rental(C) D/WBE

Roger Proulx & Co. (R) D/WBE

Sea/Land Construction & Environmental(R) D/MBE

T. R. Engineering(R) D/MBE

TEC Mngmnt Constntns(R) D/MBE

The WW Designery(C) D/WBE

Top Tempo(C) D/WBE

Western Colima Corp(R) D/MBE

July 2000

Ace Fence Co.(R) DMSW

Compuhope, Inc.(R) MW

Consilium Assoc. (C) S

Dugan&AssocConstrctn(R) DWS

H.C. Assoc.(R) DM

Harmon, Wong & Assoc./
Harmon, Wong & Im,
CPAs(C) DM

Human Perf. Systems(R) W

Integrated Engineering
Mgmt.(C) DWS

Kattlove & Associates(R) W

Kosmont & Assoc.(R) M

Ladowicz & Associates(R) DW

Law Offices of Kristi Weiler
Dean(R) DW

Manutec, Inc.(R) M

McClendon Plumbing &
Heating(C) DM

Metropolitan Express(R) DMS

Nu-Way Security(C) DM

Oasis Office Products(R) DM

Sosa, & Associates(R) DM

The Neiman Group(R) DW

U-Frame-It(R) DMW

Universal Computer
Technologies(R) DM

Valverde Construction(R) M
Veterans Communication

Services, Inc. (C) D

Williams & Tucker
Accountancy Corp(R) DMW

Wilshire Orthopaedic(C) DM ■

SBA OFFERS ONLINE TRAINING

Through a co-sponsoring agreement with Cisco Systems, Inc., the SBA will offer six new online training courses to help small businesses that want to enter or expand into the e-commerce market. The six-course program, *Internet Essentials for Growing Businesses*, is broken down into segments that can be viewed in any order, depending on the need of the customer or particular interest.

According to a study the SBA conducted last year, small businesses that use the Internet generate nearly 30% more revenue than those that do not. The SBA's e-commerce initiatives are aimed at educating and targeting financial and technical assistance to small businesses seeking e-commerce opportunities.

The following courses will be offered online:

- The Internet Economy
- Basics of the Internet
- Basics of E-Commerce
- Growing Your Business on the Web
- Integrating Your Business and Technical Plans
- Building Your Business with Web Marketing

The first three courses listed above can be accessed immediately. The SBA will make the other courses available over the next several months.

The courses can be viewed via the latest technology or in text-only version at the SBA's online classroom www.sba.gov/classroom. ■

MTA 3rd QTR REPORT TO FTA FOR FFY 2000

MTA reported 8.9% Disadvantaged Business Enterprise (DBE) Awards and Commitments on its federally-assisted contracts for the third quarter of Federal Fiscal Year (FFY) 2000. The Awards and Commitments quarterly report details contract awards and payments made to DBE primes during the quarter.

The report, submitted in fulfillment of Title 49 CFR Part 26, presented cumulative attainment to date towards MTA's DBE annual goal of 23% and summarized DBE participation for the period April 1 - June 30, 2000.

Total dollars awarded or committed to DBE firms are listed below:

Fed. Assisted Procurement \$\$ per Qtr

Q1 - \$47,011,598
Q2 - \$113,814,388
Q3 - \$206,032,209
Total - \$366,858,195

DBE \$\$ per Quarter

Q1 - \$3,143,837
Q2 - \$11,916,262
Q3 - \$18,281,729
Total - \$33,341,828

Cumulative DBE Participation to date

Q1 - 6.7%
Q2 - 10.5%
Q3 - 8.9%
Total - 9.1% ■

SMALL BUSINESSES AND THE ADA

The Americans with Disabilities Act of 1990 prohibits discrimination and ensures equal opportunity for these individuals in employment, state and local government services, public accommodations, commercial facilities and transportation.

Continued next column ➤

Here are some important facts you should know about the ADA:

Does the ADA apply to small businesses?

Title I of the ADA, which prohibits employment discrimination against qualified individuals with disabilities, applies to employers with 15 or more employees. Title III, which covers public accommodations, applies to all businesses that provide goods and services to the public.

How can I find out what I need to do to comply?

The U.S. Department of Justice operates a toll-free ADA information line 1-800-514-0301 to provide technical assistance to businesses. Also, "The ADA Guide for Small Business," available in English and Spanish, is a free, 15-page illustrated guide that presents an overview of ADA's Title III public accommodation requirements. For a copy of the guide, which includes an overview of the law in a question-and-answer format, call the information line or check the ADA's home page www.usdoj.gov/crt/ada

Can I get financial assistance to help me comply with the ADA?

A special tax credit is available to help smaller employers - \$1 million or less in annual revenues - make accommodations required by the ADA. An eligible small business may take a credit, up to \$5,000 a year, for one-half the cost of "eligible access expenditures" made to comply with the ADA that are more than \$250 but less than \$10,250. Some examples of covered expenses are the costs of removing barriers created by steps, narrow doors, inaccessible parking spaces, restroom facilities and business transportation vehicles.



CALENDAR OF EVENTS

AUGUST 23rd

SBA Pre-Qualification Loan Program, 2pm-5pm, to be held at the SBA Business Information Center, 3600 Wilshire Blvd., #L-100, Los Angeles. **Free** parking available. For more information call Ann Davis at 213-251-7253.

AUGUST 24th

Latin Business Association - Seminar: *Communications Tools for Entrepreneurial Success*. For more info call 323-721-4000.

SEPTEMBER 11th

Second Annual ITS America *Show Me the Market* Symposium, Huntington, CA. For more information call Katrina Mayo, 202-484-4549 (www.itsa.org).

SEPTEMBER 11th - 12th

Latin Business Association - *Latin Business Expo*, LA Convention Center. For more information call 323-721-4000.

SEPTEMBER 15th - 17th

Los Angeles *Black Business Expo & Trade Show* - Noon - 8:00pm, Los Angeles Convention Center (Tom Bradley Hall-South Hall), 1201 S. Figueroa St., Los Angeles. For more information call 323-290-4743.

MTA BUSINESS
NETWORK

CONTRIBUTOR: Tashai Smith

Metro Red Line Sees Upsurge in Cash, Token Revenues During DNC

By GARY WOSK

(August 23) The amount of revenue collected from Metro Red Line ticket vending machines increased appreciably during the Democratic National Convention last week, a strong indication that many out-of-town visitors, including delegates and protesters, rode the system to reach Staples Center and other venues.



According to MTA Revenue Director Agapito Diaz, total cash and token revenues recovered during the period of Aug. 14-17 was 21.3 percent higher than the Monday through Thursday period of the previous week.

The best single day was Monday, Aug. 14, when Revenue employees counted \$27,480 in receipts, compared to \$18,148 for Monday, Aug. 7, a 51.42 percent increase.

Overall, passengers paid \$89,523 to ride the Metro Red Line for Aug. 14-17 versus \$73,795 for Aug. 7-Aug. 10.

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Metro Bus Ridership Hits Six-Year Peak; Metro Rail Ridership at All-Time High

By RICK JAGER

(August 23) With the completion of the Metro Red Line to North Hollywood and the implementation of two new Metro Rapid bus lines, ridership on Metro system totaled more than 1.4 million boarding passengers on an average weekday in July.



Metro Bus ridership reached its highest point in more than six years, averaging 1,253,931 boarding patrons during the month of July, compared to 1,041,045 carried in July, 1999.

The recent bus ridership numbers represent the highest ridership on the Metro Bus system since May, 1994.

Most heavily patronized line

The increase is due partly to the start-up of two new Metro Rapid bus lines serving the Wilshire/Whittier and Ventura Boulevard corridors. Ridership on the Wilshire/Whittier Metro Rapid line exceeds 50,000 average weekday boardings and is now the most heavily patronized MTA bus line in the region.

Equally impressive is the fact that approximately 10,000 boarding passengers are now using the new Metro Rapid Bus Line serving Ventura Boulevard from the Metro Red Line Universal City station to Warner Center.

Overall, Metro Rail ridership also showed strong gains during the month of July, totaling 208,425 average weekday boardings on the entire 59.4-mile system. The Metro Blue Line carried an average of 62,550 patrons, the Metro Green Line recorded 26,725 and the Metro Red Line averaged 119,150 weekday boardings.

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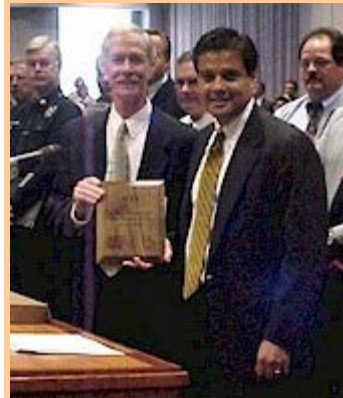
During Thursday's Board meeting, Transit Chief Tom Conner (center right) presented representatives of MTA departments and other agencies involved in the DNC event. They are LAPD captains Vance Proctor and Sandy Wasson, Sheriff's Lt. Dave Tellez; LAFD Battalion Chief Mike Littleton, Sgt. Herbert Vaughan of MTA Security, Don Baumgartner of Bus Operations, Jesse Diaz of Rail Operations, George Karbowski of Equipment Engineering, Henry Casteneda of Transportation Field Command Post, Emergency Services Coordinator Kathy Murrell, Jody Feerst Litvak of Government Relations, Marc Littman of Media Relations, Revenue Director Agapito Diaz, David Sutton and Tom Longsdon of Marketing and Customer Relations, Rita Malone and Duane Martin of Rail Operations, and Martha Butler of Operations Planning and Scheduling. PHOTO BY BILL HEARD

Advance Planning Ensured LA's Metro System Ran Smoothly during Convention

By BILL HEARD, Editor

(Aug. 24) Not only did the Metro system operate safely and efficiently throughout the four days of the Democratic National Convention, but the Metro Red Line became one of the few places in Los Angeles where delegates and demonstrators were able to talk without a fence between them.

"Delegates and demonstrators riding the subway to Universal City for entertainment at night would discuss the issues," said Transit Operations Chief Tom Conner. "It may have been the only time they sat face to face."



Michael Jimenez of the Los Angeles Convention and Visitors Bureau presents a certificate to Transit Chief Tom Conner for the MTA's work during the DNC. PHOTO BY RICK JAGER

The MTA assigned 100 buses, 138 operators and mechanics to provide delegate transportation during the convention. And with only minor glitches, such as Secret Service credentials that were misplaced for a spell, the operation came off without a hitch, according to Dan Ibarra, deputy executive officer, Bus Operations.

Walking with the demonstrators

"Our people rose to the occasion and did an outstanding job," said Ibarra. Meanwhile, regular Metro Bus service experienced no disruptions or cancellations, despite major downtown street closures. As a precaution, for example, uniformed MTA road supervisors sometimes walked along with demonstrators and reported street blockages to Bus Operations Control.

"We had very few problems," said Richard Hunt, deputy executive officer, Bus Maintenance. "Everyone pulled together and showed what professionals they are."

The lack of major operational problems on Metro Rail and Metro Bus lines during the Democratic National Convention was due in great part to advance contingency planning by many departments within the MTA and to the agency's liaison efforts with the LAPD, Sheriff's Department, the city and county fire departments and others involved with the transit system.

Conner noted that as a result of planning for two major events over the past 12 months - Y2K and the DNC - the MTA now has an emergency management team that is experienced in the organization and communications structure needed to respond to emergencies.

In remarks at Thursday's Board meeting, Conner also praised members of the UTU, ATU, TCU and AFSCME for the "strong support and cooperation of our key labor union partners...."

Better impression of the system

"We learned that, while it's important to plan for what could go wrong, the real challenge is to keep our systems running smoothly and safely," said Conner. "A lot of delegates went away from Los Angeles with a better impression of the system and of what we're capable of in providing transportation."

MTA Security Chief Paul Lennon cited joint event planning by the MTA and its law enforcement contingents and the smooth implementation of the plan during the convention as a major reason for the multi-agency accomplishment.

Despite early concerns that demonstrators might target the Metro Blue Line, whose Pico station stands within sight of the Staples Center, the MTA insisted on keeping the line open both for the convenience of delegates and for the sake of its daily commuters.

"Pico station was ground zero," said Lennon. Because of detours and the possibility of street demonstrations, shuttling Metro Blue Line passengers onto buses at Pico was not a viable alternative. He said neither the MTA nor the police could have guaranteed that bus shuttle passengers would reach their destinations in a timely fashion.

Point of focus

"When our law enforcement agencies saw that we were committed to keeping Pico station open, they became committed," said Lennon. "This provided them a point of focus and led to real cohesion among the MTA, the LAPD, the LASD and the city and county fire departments."

Law enforcement and municipal managers from Washington, D.C., Boston, New York City and Philadelphia have contacted Lennon to ask for information about the planning, logistics, deployment of police and tactics involved in protecting the transit system and the City of Los Angeles.

They also complimented the police, fire and transit operations on their success. And the officials weren't the only ones praising the operation of the transit system during the convention.

"Some of the most experienced transit riders - delegates from New York City - had positive comments about our rail system: how clean it looked and how well it ran," said Conner. "That's a great compliment from the most informed potential critics of the system."

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Updated Aug. 24 Board Items to Watch: Board Gives Go-Ahead to Public Toilet Plan; Assures Cities Concerned about Ad Structures

(Aug. 24) After lengthy discussion and public comment, the MTA Board gave the go-ahead, Thursday, to a plan to place up to 10 Automated Public Toilets at Metro System locations. The toilets will be provided by a firm that also will place as many as 54 advertising structures on MTA properties.

An amendment to the motion acknowledges concerns raised by some cities about potential ad structure locations. It prevents the MTA from pre-empting local land use rules in placing the structures.

In other action, the Board approved contracts for employee medical, dental, vision, life and other insurance coverage. It also extended the Sodexho cafeteria contract for five years.

MTA Citizen's Advisory Committee Recommendation, Item 6: **APPROVED by the Board with committee amendment concerning testing of MTA CNG buses.** The Advisory Committee encourages the Board to ask the California Air Resources Board (CARB) to include CNG vehicles in its current diesel vehicle testing program. The Advisory Committee wants the Board to provide test buses, staff and other resources for the CARB tests.

Automated Public Toilets, Item 7: APPROVED by the Board with amenment precluding MTA from pre-empting local land use rules. In November, 1999, the MTA contracted with STI Outdoor to provide up to 10 Automated Public Toilets (APT) for use at Metro Rail stations. In return, the company would be allowed to place 54 outdoor advertising structures on MTA property. In Item 7, the Board will consider approving the installation of the APTs and the advertising structures, as well as approving the mitigation studies required for their placement.

Cafeteria Contract, Item 8: APPROVED by the Board. The committee will be asked to approve a contract with Sodexho Marriott of San Ramon to provide food service for five years at MTA Headquarters and at the Regional Rebuild Center. The agency will gain an estimated \$217,500 in revenue during the cafeteria contract period.

Medical, Dental, Life and Long-Term Disability Insurance, Item 10: APPROVED by the Board. The committee will consider awarding one year contracts, with options for two additional years, to a dozen insurance carriers who provide insurance coverage for medical, dental, vision, life, long-term disability and accidental death and dismemberment benefits. The estimated annual cost to the MTA is \$12,857,000, of which \$2,158,000 will be employee contributions through payroll deductions.

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Read Aug. 18
Memo [re:](#)
**Group
Medical,
Dental, Life,
and Long-
Term
Disability
Benefit
Plans for
Non-
Represented
Employees**

MTA Plans to Boost NoHo, Universal City Parking by 333 Spaces

(Aug. 24) With commuters facing packed parking lots at the Metro Red Line's North Hollywood and Universal City stations, Transit Operations Chief Tom Conner presented a plan to the Board, Thursday, that would add a total of 333 parking spaces at the two stations.

The plan envisions construction of a temporary 205-space parking lot on a 5.5-acre parcel of MTA-owned property across from the North Hollywood station.

Conner estimated the cost of developing the lot at \$350,000 to \$500,000 over a two- to three-month period. The parcel includes a rail station once used by Pacific Electric Red Cars. Area residents have raised objections to this use of the historic site.

More spaces for cars

Another 128 spaces would be gained primarily through restriping existing lots at a cost of about \$45,000. The project would add 74 spaces at North Hollywood and 33 spaces at Universal City. That station would gain another 21 spaces when construction of a freeway overpass is completed.

Currently, the North Hollywood lot has 847 spaces for vehicles. The Universal City lot had 250 spaces on opening day.

In addition to new parking spaces, the MTA's plans for accommodating rail commuters include installing more bike racks and lockers at the two stations, increasing parking lot enforcement, establishing taxi stands at the stations and posting signs at North Hollywood directing non-rail users to a nearby 63-space LADOT parking lot.

Ratchet up parking enforcement

Conner proposed language for the Universal City parking lot signs that would warn non-rail users: "No Universal or Office Building Parking." And, while he said that would prevent some unauthorized parking, the transit chief said the MTA could "ratchet up enforcement step-by-step until we get good compliance at that lot."

The MTA still needs to perform some design work on the restriping plan, CEO Julian Burke reported, but intends to present the full plan for action at the Board's September meeting.

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With 'Cooling Off' Period Nearing End, MTA Prepares for Possible Strike

By BILL HEARD, Editor

(August 29) With the "cooling off" period in the contract bargaining talks between the MTA and its three major unions set to end at 12:01 a.m., Sept. 5, the agency is gearing up for strike conditions.

In the event of a work stoppage, no Metro Rail service would be offered and only six Metro Bus lines operated by the MTA's existing bus contractors would be in service. LADOT and other municipal transit lines would be expected to increase service to handle heavier passenger loads, but won't be operating Metro Bus lines.

Some 600 non-contract employees, who have received special training over the past several weeks, would be assigned to augment reduced staffs at the operating divisions. Another 50 would work as customer information agents. All told, non-contract employees would fill a total of about 210, eight-hour shifts in a seven-day period.

Working since May

The MTA's 20-member Strike Contingency Task Force has been working since May to coordinate all aspects of the agency's response to the prospect of a work stoppage, according to Michelle Caldwell of the Office of the CEO.

The group has prepared an employee handbook for use during a strike. Five hundred will be printed and given to executive officers for distribution.

The handbook will include information on what to do in the event of a strike, whom to contact, parking arrangements, mail room hours and service, print shop hours and service and other details.

Should a work stoppage occur, employees assigned to augment Transit Operations would report to the operating divisions to fill in as office staffers and to handle such tasks as periodically starting bus engines to keep batteries charged. This is necessary, says Task Force leader Jon Hillmer, so buses will be immediately available for service.

Employees who need transportation to the operating divisions should make arrangements with the division transportation manager, Hillmer says. Each division will have vehicles available for carpool use by employees.

Some employees may find it necessary to drive their own vehicles to a temporarily assigned workplace. The MTA will reimburse these employees for the difference in mileage from their normal work locations. An employee who normally works at Headquarters, for example, but is assigned to an operating division for strike duty, would be reimbursed for the difference in mileage, if the total distance driven is more than the employee would normally drive to work.

MTA to validate parking

Employees who expect to drive to MTA Headquarters in the event of a strike would enter the parking structure through either of the parking lot entrances on the east and west sides of Vignes Street, south of Cesar Chavez. The MTA will validate parking tickets for employees who carpool to Headquarters.

The main pedestrian entrance will be through the Plaza doorway. Extra security will be posted at these and other building entrances, Hillmer

says.

The six Metro Bus lines the MTA plans to run in the event of a work stoppage are:

- **Line 21** - Wilshire Blvd. from Westwood to downtown LA
- **Line 30** - Pico Blvd. and East 1st St. from Pico/Rimpau Transit Center to East LA City College
- **Line 60** - Long Beach Blvd. from downtown LA to Long Beach
- **Line 204** - Vermont Ave. from Imperial Hwy. to Hollywood
- **Line 420** - San Fernando Valley to LA via Hollywood (from Van Nuys and Roscoe to downtown LA)
- **Line 888** - Generally follows the Metro Red Line route from Patsaouras Plaza to the Westlake/MacArthur Park.

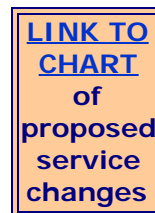
"These preparations have taken several months to complete and have involved scores of employees," says Hillmer. "Hopefully, we can avoid a strike, altogether, and not have to put our preparations into practice."

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MTA to Hold Public Hearing on Proposed Bus Service Changes

By JOSE UBALDO

(August 29) The MTA Board will hold a public hearing, Saturday, Oct. 7, to receive public comment on proposed Metro Bus route and schedule modifications for the Harbor Transitway, Wilshire/Whittier Corridor, Ventura Corridor and for other service changes. The public hearing will begin at 10 a.m. in the Board room.



To improve service and access for passengers, the MTA is proposing changes to Metro Bus lines 51, 351, 205, 445, 446, 447 and 550 serving the Harbor Transitway.

In the Wilshire/Whittier corridor, lines 18, 20, 21, 22, 471, 720 are proposed for restructuring and /or cancellation to reduce service duplication and better match service to customer demand. In the Ventura Corridor, the MTA proposes restructuring lines 150, 240, 750.

Proposals to improve service

Other miscellaneous service change proposals designed to improve the operations of Metro Bus service would affect lines 40, 42, 102, 107, 114, 220, 250, 253, 340, 402, 436, 442, 466, 484, 490, 491, 497, 620, 625.

The Board will make a decision on the proposed service changes during its November meeting. If the changes are approved, the new services will be implemented by December, 2000, or later.

The MTA is preparing brochures for the public that will detail the service changes, route by route. The brochures will be distributed on all Metro Buses, and the service changes will be posted on the Internet page www.mta.net.

A more detailed booklet with maps, entitled, "Service Change Proposals Under Consideration at October 7, 2000, Public Hearing," also is available by calling (800) COMMUTE.

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Technician Jeremy Ferreira readies a Canon copier for installation.

PHOTO BY BILL HEARD

Digital Copiers to Replace Photocopiers at Headquarters, Operating Divisions

(Aug. 30) The Canons are rolling! General Services will pull a grand switcheroo on Thursday and Friday – bringing in 164 high-speed Canon copiers to replace the Monroe and Mita copiers in use at the operating divisions and at Headquarters for the past five years.

The new imageRUNNER copiers use digital technology to scan pages into a copier's memory and produce higher-quality images than the old analog copiers - which "photocopied" a page - were capable of providing. The Canons also can function as computer printers. At least one PC on each floor at Headquarters will be networked to a copier.

The MTA has a three-year contract, with two one-year options, with Canon. The agreement includes a guarantee that each machine must be operational 95 percent of the time or the company is required replace it, according to Bob Sanders, manager, Records and Mail Services.

Contract permits upgrades

The MTA has contracted for five models of the copiers - ranging from 20 to 60 copies per minute - and is assigning them based on the monthly volume of copies produced by a department. The contract permits the MTA to upgrade a department's copier if the monthly volume exceeds the copier's limit.

Under the contract with Canon, each copy will cost the MTA 2.45 cents per page, up to a limit of 1.2 million copies per month. Once that limit is exceeded, each copy will cost .007 cents per page.

The new copiers, which have a shorter "paper path," will be less prone to jamming than the old machines, particularly on two-side copy jobs. "Overall, it's a more reliable machine," says Joe Parise, Printing Services supervisor.

Recall a previous job

Among the imageRUNNER's features are functions that allow a user to store a copy job or recall a previous job for more copies. The machine can make a "negative" copy in which black and white images are reversed. It can copy two pages of an open book onto separate sheets in one step.

The machines, which have touch-screen controls, can accept different sizes of sheets in the same copy job, print pages with different margin widths or automatically reduce two, four or eight originals to fit on a single-sided or two-sided page.

Although the control panel indicates the machine has a FAX capability, that function will not be connected, because an incoming FAX would halt a copying job in progress, says Parise.

A Canon technician will be on-site at Headquarters for copy repairs. The company will have technicians on call to service copiers at the operating divisions.

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STATIONS ARE SAFE...

Inspection Company Manager Pleads Guilty to Fraud Involving Faulty Subway Station Welds

UPDATE (Aug. 30) The manager of a company that provided welding inspection services during construction of Metro Red Line Segment 2 pleaded guilty in U.S. District Court, Tuesday, to three charges of fraud involving faulty welds at the Vermont/Santa Monica and Vermont/Beverly stations.

The U.S. Attorney intervened in a "whistleblower" lawsuit to file a six-count indictment against Long Beach-based Twining Laboratories of Southern California. The suit alleges that Twining falsified some inspectors' certifications and filed fraudulent claims for payment for work not properly performed.

According to Metro Construction Chief Charles Stark, the questionable welds were discovered by an MTA quality assurance employee during the latter part of construction at the two stations.

Subway system is safe

In a statement released Tuesday, the MTA welcomed the U.S. Attorney's intervention in the suit and emphasized that the subway system is safe. The agency noted that the Metro Red Line tunnels, themselves, are made of reinforced concrete and have no structural steel welds.

The work primarily involved the installation of the overhanging "rocks" in the Vermont/Beverly station and the arched canopy at the entrance of the Vermont/Santa Monica station. Welds on some street decking also had to be replaced.

The agency spent about \$500,000 repairing the faulty work, which was completed before the stations opened in June, 1999. All work was re-inspected and signed off by professional engineers, Stark said.

"From a personal point of view, I welcome the criminal indictments and the civil lawsuit because it should dissuade other contractors from committing the same kind of fraud and putting other structures at risk," he said.

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IN THE EVENT OF A STRIKE... MTA Urges Patrons to Explore Travel Options

**For strike information, call:
Strike Emergency Hotline
213-680-1531**

By ED SCANNELL

(Aug. 31) The MTA is advising patrons of its Metro Bus and Metro Rail systems to make plans for other travel alternatives in the event of a strike, which could take place as early as 12:01 a.m., Tuesday, September 5.

Negotiations with three of the MTA's labor unions over the last five months have fallen short of an agreement to date. Unless a settlement or agreement to extend the negotiations is reached over the Labor Day holiday, the MTA's unions could halt bus and rail service in Los Angeles County as early as next Tuesday morning.

EDITOR'S NOTE: With the possibility of a transit strike next week, the MTA issued this news release as a "heads-up" for Metro Bus and Metro Rail patrons. Click on **EDITOR'S NOTE** for the complete story, including the latest on bargaining talks between the MTA and its labor unions.

The MTA is prepared to activate a very limited amount of bus service in the event of a strike, but the public should not rely in any way on Metro Rail or Metro Bus service.

Metro Rail and Metro Bus patrons should familiarize themselves with other travel alternatives, such as LADOT's Commuter Express, DASH bus service operated by LADOT in downtown Los Angeles, service provided by municipal and local bus operators (Santa Monica Big Blue Bus, Long Beach Transit, etc.), carpools and vanpools, and Metrolink.

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