

Metro Report Archives

April 2001 Articles

LA Galaxy Soccer Stars Will Help MTA Promote Bus, Rail

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Under Way (April 2) Just east of Union Station, the arm of a crane reaches over the unfinished Pasadena Blue Line ramp to pump concrete into a wooden form.

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Undercover Deputies Take Aim at Illegal Sales on Light-Rail

Trains (April 4) Undercover teams of Sheriff's deputies working the Metro Blue Line and Metro Green Line over the past month have significantly reduced illegal sales of jewelry, batteries, candy and other solicitations on board the trains.

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Line (April 5) Sleek new Siemens P-2000 rail cars go into limited revenue service on the Metro Green Line this weekend. Metro Rail operators have been conducting intensive tests with the cars this week to ready them for service.

Nine Cities Seeking to Form West San Gabriel Valley Transit

Zone (April 5) Nine cities in the San Gabriel Valley and the Los Angeles Board of Supervisors have been asked to approve a joint powers agreement to establish an Interim West San Gabriel Valley Transportation Zone.

Quarterly Metro Blue Line Safety Drill is 'Da Bomb'

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MTA Releases Draft Environmental Study on Mid-City/Westside

Transit Corridor Projects (April 6) The MTA has released a draft environmental study of three transit alternatives aimed at moving people faster and more efficiently through LA's Mid-City and Westside, two areas of the city that are expected to experience substantial growth in population over the next two decades.

'Tracks' Newsletter Published for Metro Rail Riders

(April 6) The MTA is reaching out to Metro Rail riders with "Tracks," a new monthly publication featuring news items and updates about rail service.

MTA Reaching Out to Community with New 'Stakeholders' Web

Pages (April 10) Beginning Wednesday, the MTA will use the Internet to reach a wide audience of public officials, community groups, transit organizations and other

constituents with "Stakeholders," a new feature on www.mta.net.

New [Anti-Vandalism](#) Campaign Aimed at Taggers, Parents, Public (April 11) The young man's paint-smeared arms are bound at the wrists by handcuffs. "Tag? You're it!" reads the legend on hundreds of new ads posted on Metro Buses.

[LAPD Data Base](#) Identifies Habitual Metro Rail Fare Evaders (April 11) Every weekday, the Metro Red Line records more than 118,000 boardings. Some passengers don't pay the fare – some of them habitually. But, the LAPD's Transit Group knows who the repeat offenders are. And they're taking action.

COMMITTEE ACTION UPDATE [Big Lease Deal, Transit Subsidy Bills, Non-Rev Vehicles on April Committee Agendas](#) (April 12) A leasing deal that could bring in millions of dollars in revenue, federal legislation on employee transit subsidies and orders for new non-revenue trucks and vans are among items on this month's MTA Board committee agendas.

[Division 6](#) Has Reached its 100th Year of Operation in Venice (April 17) MTA Division 6 – the Venice Division – is 100 years old this year. Once a bustling Pacific Electric rail yard, time and progress saw the facility undergo a transformation to a bus operation in 1950.

Pico Rivera Council Member [Beatrice Proo](#) Appointed To MTA Board Of Directors (April 18) The City Selection Committee comprised of elected officials from 23 cities in the Southeast Long Beach corridor has approved the appointment of Pico Rivera City Council member Beatrice Proo to the MTA Board of Directors.

[Patron Survey](#) Will Determine What Makes Metro System Tick (April 18) The MTA's first on-board survey of Metro Bus and Metro Rail passengers in the 21st century, set to begin in May, will help the agency assess how well the Metro System is working.

[MTA Construction](#) in Universal City Necessitates Closure of Hollywood Freeway Beginning Sunday April 22 (April 20) Work involving the construction of a new overpass at Ventura Boulevard will include the placement of steel girders during three consecutive weekends. Brutuco will perform the work, under contract to MTA.

First Installation of Metro Art's ["Photographic Light Boxes"](#) to open Revolving Exhibition Space at Metro Rail Wilshire/Normandie Station (April 20) Is it a gallery, a museum or an alternative-space exhibition with an L.A. buzz that's guaranteed thousands of patrons a day? The answer is "all of the above" with a twist. It's a photography installation in a subway station in the heart of L.A.'s venerable Wilshire District.

[Metro Magazine](#) Calls MTA One of '10 Most Improved Transit Systems' (April 27, 2001) Metro Magazine, a leading transit industry trade publication, has named the MTA among the "10 Most Improved Transit Systems" in North America. The list appears in an article in the publication's April, 2001, issue.

[Cragin Ends](#) Long Run on MTA Board of Directors (April 27) One of the original members of the MTA Board of Directors, James Cragin of Gardena, attended his final meeting, Thursday, April 26. He is shown here, with his wife

Mary, receiving a resolution from Board Chair Yvonne Burke. Cragin had served on the Board since Feb. 1, 1993.

MTA Library Plans to Open Transportation Museum at Gateway (April 24, 2001) From horsecars and trolleys to rapid buses and subways, the rich and varied history of transportation in Los Angeles will be featured in a new museum expected to open in mid-2002 as an expansion of the MTA Library.

BIKE TO WORK DAY MTA Offers Free Rides to Bicyclists on Metro Buses, Metro Rail (April 23, 2001) The MTA will offer bicyclists free rides on Metro Buses and Metro Rail trains on Bike to Work Day, Thursday, May 17. Some 1,500 Metro Buses are equipped with two-bike racks and all new coaches come factory-equipped with the racks. There's never a charge for use of the bike racks.

Award Winning Team: (April 30) The Downtown Breakfast Club has presented its prestigious "Rose" award nomination to the MTA for the \$2.1 million Market Court project adjacent to the Grand Central Market.

UPDATE Power Outages (April 26) MTA to seek exemption for Metro Rail lines PLUS...other Board action

UPDATE Board Approves Long-Range Transportation Plan at April Meeting (April 25, 2001) The 2001 Long-Range Transportation Plan goes before the MTA Board for adoption, Thursday. The plan, which extends through 2025, establishes priorities for programs and projects totaling an estimated \$11.2 billion.

- **Your Student Could Win up to \$1,000 in 'Transit Adventures' Essay Contest**
- **SAVE THE DATE Get a free health screening**, a massage and a low-cost gourmet lunch! Where? At the **Arthur Winston Division 5's Health Fair**, Thursday, **April 26**, from 9 a.m. until 3 p.m.
- **Girl Force! 500 Girls Expected for Take our Daughters to Work Day** (4/6/01) Some 500 daughters, granddaughters and nieces of MTA employees are expected to participate in the ninth annual Take Our Daughters to Work Day, April 26.
- **SAVE THE DATE: Financial Planning Series set for three Saturdays in May.** Significant others may attend for free. **Deadline to enroll is Tuesday, May 1.**
- **TCAP Students Explore World of Work During MTA Career Day** (April 5) Gerardo Ramirez, a junior at Franklin High is finishing up a month's internship at the MTA. Cristian Vasilescu, a North Hollywood High senior, worked on an urban planning project. Jeanette Huerta, a North Hollywood junior, was surprised at the variety of careers at the MTA.
- **MTA, AFSCME Extend Agreement While Negotiations Continue** (April 6) Negotiators for the MTA and AFSCME, which represents some 500 operations and other supervisors, have agreed to an indefinite extension of the memorandum of understanding that has been in effect during contract negotiations.
- **MTA Employees Eligible for Computer Purchase Discount**


Program (April 3) MTA employees can buy a Dell Dimension desktop computer or Dell Inspiron notebook computer for as low as \$750, plus tax, under a special program for Los Angeles County employees.

- [First reports in](#) from '**Best of the Best**' Banquet
- **Lost Paystub is [No Disaster](#) for Operator Thanks to Direct Deposit!**
- [MTA MOSAIC:](#) Public Affairs Tours Combine Fun and Safety
- [800 Girls Attend](#) MTA's 'Take our Daughters to Work Day'
- MTA Library Needs [Historic Uniform](#) Items for Collection
- [Safety Rules!](#) with Public Affairs
- **Ryan Williams' [Emergency CPR](#) Training Saved Baby's Life**
(April 13) Ryan Williams and his family were on their way home from church in Culver City the night of April 3 when life came into sharp focus at the corner of Bristol and Centinela.

April installment

[*Jake's Adventures*](#)

- **What a Nightmare!**
Jake did everything right in picking his computer sales team. Interviews, testing, background checks, schmoozing. So, how did it all go so horribly wrong?

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| MTA Mosaic Public Affairs Tours Combine Fun and Safety |
| TEXT AND PHOTOS BY RICH MORALLO |
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| Starring, in order of appearance... |
| A Union Pacific train was used during the Officer-on-a-Train Project. More than 100 train safety violations were reported including 92 vehicular grade crossing violations and 24 trespassing incidents. |
| Transportation Operations Supervisor David Woods demonstrates how the MTA bus dispatch center uses computer technology in monitoring the bus fleet for a group of computer students from Bunkyo Women's University, Saitama Prefecture, Japan, on Thursday, Feb. 22. |
| At the Rosa Parks Imperial-Wilmington Metro Blue Line Station, Director of Rail Operations Safety Vijay Khawani welcomes law enforcement officers from the Los Angeles County Sheriff's Department and the California Highway Patrol, who participated in the Officer-on-a-Train safety project on Wednesday, Feb. 21. As part of the rail safety education campaign, officers traveled on a Union Pacific train between Los Angeles and Compton and reported vehicle and pedestrian crossing and trespassing violations to field units for follow-up and investigation. |
| Transportation Operations Supervisor Mark Solomon talks about the MTA's bus fleet during a transit workshop held on Wednesday, March 7, at Los Angeles City College near the Vermont/Santa Monica Metro Red Line Station. The workshop addressed safety near train tracks and using the Metrorail system and MTA bus lines to get to campus. |
| Students from Sherman Oaks Elementary School toured the east portal of Union Station on Friday, March 23. |
| Santa Clarita visitors from Leona Cox School toured the city and Pershing Square Station on Friday, Feb. 16. At Union Station the students, teachers and parents received a pedestrian safety talk and train safety souvenirs from MTA staff. |
| Train safety volunteer Jess Godinez talked about train safety facts to students at Grape Street School near the Rosa Parks Imperial Wilmington Metro Blue Line Station on Wednesday, Feb. 21. |
| At the east portal of Union Station, Chinese visitors from Beijing |

take a rest next to the historical artifacts from Los Angeles' first Chinatown on Tuesday, Feb. 27. The visitors, who represented highway construction agencies, learned about the MTA's public transit mission, and the safety and security features of Metrorail.

Third graders from Ascot Avenue Elementary School wave hello in front of the pedestrian tunnel at the east portal of Union Station on Monday, March 5. The students, whose school is a block away from the Vernon Metro Blue Line Station, toured Metrorail to learn about the safety and security features of the system.

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Safety Rules! with Public Affairs

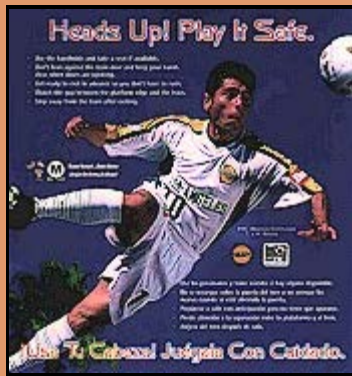


Monica Pinedo, above, of the L.A. City Mayor's Office of Economic Development and Sister Judy Diaz Molosky, below, of the Center for Urban Partnership, show support for MTA's "Look, Listen, Live" train safety message during the April 20 youth summit at Mount St. Mary's College in Los Angeles.

Text and Photos by Rich Morallo, Cristina Granados



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Visit [LA Galaxy soccer team](#) website for more on star midfielder Mauricio Cienfuegos, above, featured on MTA safety campaign poster.

LA Galaxy Soccer Stars Will Help MTA Promote Bus, Rail Safety

(April 2) The MTA is joining forces with the Los Angeles Galaxy soccer team to promote bus and rail safety. The new "Heads up! Play it Safe" campaign began, today, with a media event in Watts.

LA Galaxy star midfielder Mauricio Cienfuegos, who will be featured in the safety campaign, spoke during a Monday afternoon news conference. Board Chair Yvonne Burke, other MTA officials and pupils from Markham Middle School also participated.

"People are no match for trains," Burke emphasized. "And, yet, some students here at Markham Middle School and elsewhere along the Metro Blue Line can still be seen playing chicken on the tracks."

Galaxy team members will help the Metro Rail staff promote safety awareness by making community and school appearances.

"The MTA is grateful the LA Galaxy has teamed with us to promote safety awareness," Burke said. "Young people listen to their heroes."

The safety campaign includes a school safety program and a poster and essay contest. "Heads Up! Play it Safe" posters and brochures will be placed on Metro Buses and Metro Rail trains.

The MTA will participate in Galaxy soccer events by hosting a bus and rail safety booth during some home games at the Rose Bowl. Safety messages also will be included in Galaxy pocket schedules and featured in the team's FreeKick game programs.

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Direct Deposit Saves the Day

Lost Paystub is no Disaster for Operator

By MACEO BETHEL

(April 2) Today an operator was assigned a bus in the Division 9 yard. Unfortunately, there was a problem with the bus and he was assigned a new bus.

The Maintenance department pulled the bus in for repair, fixed the problem and then assigned the bus out again for a road call.

The operator had left his personal items on the bus including his payroll stub. With the assistance of the road supervisors, the operator's personal items were returned, but his check was missing.

Now, some people would tend to jump to conclusions, but no one knows where the check was lost. Walking between the building, the bus and the yard, who knows?

The good news is: the operator has Direct Deposit! Therefore, no money was lost and a new stub has been ordered from the MTA's Payroll Department.

Imagine losing your paycheck on Friday, then having to wait 10 days for another check to be issued to make certain that the original check has not been cashed! Today, I vote for Direct Deposit.

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Mobile Comm Center Directed Buses during Weekend Power Outage

(April 2) Metro Bus service continued without a hitch throughout last weekend, despite a planned power shutdown early Sunday at MTA Headquarters. Transit Operations directed bus service from the Mobile Emergency Communications Center (MECC) for 11 hours.

Work crews turned off electrical power to the Bus Operations Center (BOC) on the sixth floor, and on two other Headquarters floors, while major electrical work was taking place.

The MECC, a converted transit coach, was activated at 10 p.m., Saturday, and remained in service until 9 p.m., Sunday. Transit operations supervisors were called in for special duty to staff the mobile center and maintain communications with Metro Bus operators during that period.

Other TOSs remained in the BOC to answer phones and oversee the Metro Rapid system whose operations use a radio system that was not affected by the power outage, according to Ellis Kyles, acting BOC manager.

The TOSs who pulled special weekend duty to keep the buses rolling on schedule were Richard Lussier, John Dover, Tracey Niter, Patrice Hill, Fernando Hernandez, Ramon Fernandez, Urania Banks, Leonell Carrillo, Peter Mellon, Christina Overstreet and George Laun.

Working with Transit Operations to ensure that the communications system remained in service were Information Systems Department Assistant Director Joe Vicente and technicians Anthony Chua, Ron Benner and Brent Howe. Elton Owens of Information Technology Systems also assisted.

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Mobile Communications Center, above, was staffed by, from left, TOS Fernando Hernandez, Dispatcher Patrice Hill, Dispatcher Carlos Morales and TOS Ramon Fernandez.



UNDER WAY



(April 2) Just east of Union Station, the arm of a crane reaches over the unfinished Pasadena Blue Line ramp to pump concrete into a wooden form. Construction on the rail line also is under way in Old Pasadena and on the section of the line that will pass beneath Figueroa Street, north of the Pasadena Freeway. PHOTO BY NATE BAGUIO



Construction crews are making preparations to build the decking of the Chinatown Aerial Structure. PHOTO BY BILL HEARD

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MTA Employees Eligible for Computer Purchase Discount Program


(April 3) MTA employees can buy a Dell Dimension desktop computer or Dell Inspiron notebook computer for as low as \$750, plus tax, under a special program for Los Angeles County employees.

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| GO TO: Dell LA County Employee Purchase Page for access, then click on 'Purchasing Tools' and then 'Your Dell Store' to begin. | <p>The program, which is available only on the Web, includes reduced shipping charges. Purchases may be made only with a credit card. Discounts on equipment purchases average \$100. The program ends April 30, 2001.</p> <p>The purchase programs permits buyers to create custom equipment configurations with a large number of options. These include choices for CPUs, RAM, disk, monitor, CD-RW, DVD, Zip drives and more.</p> <p>Buyers also can choose from Windows 98 or Windows Millennium Edition software. Specially priced Hewlett-Packard or Lexmark printers can be added as options.</p> |
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The program comes with a year's free subscription with unlimited MSN Internet Access Service and one year of 'round-the-clock, toll-free tech support.

The Internet address for the state and local government employee purchase program is www.dell.com/slg/laepp.

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| <p>Search: Members of Sheriff's Dept. Bomb Squad inspect Metro Blue Line train during drill scenario.</p> | <p>Discover: Replica of an exploding device was found in a paper bag tucked under a passenger seat.</p> | <p>Defuse: Asst. Rail Transportation Manager Henry Castaneda, Rail Superintendent Jess Diaz and Systems Safety Manger Abdul Zohbi review x-ray of device with members of Sheriff's Dept. Bomb Squad. PHOTOS BY RICK JAGER</p> |

Quarterly Metro Blue Line Safety Drill is ‘Da Bomb’

By RICK JAGER

(April 4) The MTA’s Metro Rail and Safety staff conducted their first quarterly drill on the Metro Blue Line, Tuesday morning, as part of their on-going effort to improve safety procedures when dealing with emergency situations.

In Tuesday’s drill scenario, a weekday Metro Blue Line train was heading to Los Angeles when a passenger on board the train noticed an individual leaving a suspicious package under a seat and exiting the train.

The train was taken out of service at Washington and Central in Los Angeles where the operator reported a possible explosive device or devices on board.

The entire drill took place in the pocket-track at Washington and Long Beach and did not affect regular revenue operations.

Those participating in the drill included the Metro Rail and Safety staff, the LAPD, LA Sheriff’s Department and LA City Fire Department.

The Sheriff’s Department was the first responding agency. They dispatched a bomb squad to the location where experts x-rayed the suspicious package and defused the “bomb.”

The purpose of the quarterly drill was to test the response of MTA personnel and outside emergency agencies to existing rules and standard operating procedures when responding to a possible bomb situation on board revenue service trains.

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Undercover Deputies Take Aim at Illegal Sales on Light-Rail Trains

(April 4) Undercover teams of Sheriff's deputies working the Metro Blue Line and Metro Green Line over the past month have significantly reduced illegal sales of jewelry, batteries, candy and other solicitations on board the trains.

Passengers had complained of being annoyed by aggressive solicitors working the trains. Some also said they were cheated when the "fresh" batteries they bought were dead used batteries.

"I was solicited by a guy selling what he said was 14 carat gold jewelry," says Sheriff's Sgt. Cory Fletcher, who coordinated the undercover effort to stop the on-board sales. "Of course, it wasn't gold."

Eventually, Fletcher traced much of the sales effort to a group of ex-drug addicts who live at a downtown halfway house operated by a local ministry. The house manager agreed to warn his tenants that it is illegal to solicit sales on MTA property or trains.

'No tolerance' directive

The ministry's program director also agreed to re-enforce the Sheriff's Department's "no tolerance" directive with the halfway house residents.

Since the beginning of January, Sheriff's Transit Services Bureau undercover deputies have arrested 10 suspects and issued 122 citations to 14 juveniles and 98 adults for "quality of life" violations, including selling, eating, drinking and causing disturbances aboard the trains.

"The passengers who regularly ride the system and those who would take advantage of our passengers have been put on notice that the MTA and the Sheriff's Department have zero tolerance for this kind of activity," said Lt. David Tellez. "We'll continue to enforce these quality of life issues on a regular basis."

The LAPD, meanwhile, has received no passenger complaints about unauthorized sales aboard Metro Red Line trains, according to Lt. Anthony LoMedico of the Transit Group's rail division.

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Nine Cities Seeking to Form West San Gabriel Valley Transit Zone

(April 5) Nine cities in the San Gabriel Valley and the Los Angeles Board of Supervisors have been asked to approve a joint powers agreement to establish an Interim West San Gabriel Valley Transportation Zone.

The San Gabriel Valley Council of Governments believes a 70 percent increase in the current level of bus service will be needed over the next 20 years to meet the transportation needs of a growing population. It does not believe the MTA can meet this demand.

The Council of Governments estimates it will cost \$400,000 to conduct the next phase of the feasibility analysis to form the zone. The nine cities and the county have been asked to pay \$150,000.

Thus far, five city councils – Pasadena, South Pasadena, Monterey Park, San Gabriel and Sierra Madre – have approved the joint powers agreement (JPA) and funding for a study of the proposed zone. The Rosemead city council received a report on the proposal, but took no action.

The JPA and funding proposal is to be considered this month by three cities: Montebello, Alhambra and San Marino.

The County Board of Supervisors, which would be responsible for the unincorporated areas within the proposed transit zone, has not yet scheduled consideration of the proposed zone.

Movement toward a transportation zone continues in the San Fernando Valley. The governing board of Foothill Transit dropped its effort to expand the Foothill Transit Zone following passage of Senate Bill 1101. The measure requires zones to accept the MTA's existing collective bargaining agreements with its unions for a period of at least four years.
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PHOTOS BY BILL HEARD

Siemens P-2000 Cars Due for Weekend Rollout on Metro Green Line



Above, Rail Supervisor Don Lautenbach monitors the computer-controlled automatic operation of a Siemens P-2000 car in a test run on the Metro Green Line. Below, the 76-seat P-2000 car features contoured, padded seats with seagreen upholstery.



By BILL HEARD, Editor

(April 5) Sleek new Siemens P-2000 rail cars go into limited revenue service on the Metro Green Line this weekend. Metro Rail operators have been conducting intensive tests with the cars this week to ready them for service.

Two double-ended cars will begin regularly scheduled runs Sunday during offpeak, daylight hours, according to Ralph de la Cruz, deputy executive officer, Rail Operations. Beginning Monday, April 9, two cars will be in revenue service while two others are being tested.

For passengers, the most noticeable features of the \$3.8 million cars will be the swept-back windshields, bright interiors and seagreen padded and contoured seats. One small feature also will catch the eye: mounted on stanchions beside each exit is a lighted button passengers can push to open the doors.

Undetectable to passengers aboard the P-2000 cars, but important to operators is the Automatic Train Operation (ATO) equipment.

'Easier to Operate'

"In automatic mode, this train is much, much smoother," said Rail Supervisor Don Lautenbach, who was testing a P-2000 Wednesday morning. "I think most of the operators will find them easier to operate in the automatic mode."

In automatic, the on-board computer accelerates, maintains track speed, decelerates and brakes the train to a halt alongside the platforms. The operator monitors the automatic operation, keeps a safety eye peeled, makes announcements and opens and closes the doors.

In manual operation, the operator controls the P-2000 car in much the same way as any other light-rail car is operated. However, some of the controls, including the

speedometer, are slightly different.

During practice runs on Wednesday, a test train operated smoothly in both manual and automatic modes. During the first week of operation, the P-2000s will be operated in the manual mode.

"As we've been operating cars in test mode on the Metro Green Line, a lot of passengers have been asking about them," said Transit Operations Chief Tom Conner. "They're looking forward to riding in them."

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Your Student Could Win up to \$1,000 in 'Transit Adventures' Essay Contest

(April 5) Your youngster could win \$400, \$600 or even \$1,000 – plus an equal amount for his or her teacher's classroom use – in an essay contest sponsored by the Transportation Foundation of Los Angeles.

The Foundation is sponsoring the "Adventures in Public Transit" essay contest to increase student awareness of the county's transportation systems and of the transit organizations that operate them.

The essay contest is open to all middle school and high school students. Students are required to ride buses or trains and then describe their adventures in a 500-word essay. The Foundation will award first, second and third prizes for both middle school and high school entries. The contest deadline is 5 p.m., Friday, April 20, 2001.

"The message we want to bring home to youth is that there are tremendous opportunities in the industry," says William J. Hoston, Foundation president, "and the higher their skill level, the higher their salary will be."

Pick a 'transit adventure'

Students may pick their own adventure destinations or can choose from one of 39 "transit adventures" listed on the Foundation's Internet web site at www.tfla.org. The web site also includes the contest rules, the rules for the 500-word essay and the entry form.

Prizes of entertainment tickets, gift certificates and other items will be awarded for essays judged to be the most creative, most innovative and most promising. Every entry form will be entered in a raffle to win a computer, bicycle or other prizes.

The essay contest prizes will be awarded at a Job Fair and Career Day sponsored by the Foundation in May at the Staples Center. Representatives from government and transportation agencies, as well as private companies, will host booths for youngsters interested in summer jobs.

For further information about the essay contest, Job Fair and Career Day, contact the Transportation Foundation of Los Angeles at 213-244 -1431 or log onto the Foundation's web site at www.tfla.org.

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MTA Marketing hosted five TCAP students. From left, seated, are Brandon Foster, Wilson High; Warren Morse, deputy executive officer, Marketing; Gilberto Contreras and Esmeralda Cruz of John Glenn High. Standing, from left, are Greg Berumen, senior communications officer; German Ballardo and Jose Callela of Wilson High; and Ron Jue, chief administrative analyst.



Gail Overby, assistant administrative analyst, Procurement, (center) took Carlos Chilin and Marily Dominguez, both of Locke High, under her wing for the day.



John Roberts, deputy executive officer, Bus Operations, (right) hosted Cristian Vasilescu of North Hollywood High.



MTA Construction Chief Charles Stark explains a transit system map to Jeanette Huerta and Lourdes Morales

TCAP Students Explore World of Work During MTA Career Day

(April 5) Gerardo Ramirez, a junior at Franklin High is finishing up a month's internship at the MTA. Cristian Vasilescu, a North Hollywood High senior, worked on an urban planning project. Jeanette Huerta, a North Hollywood junior, was surprised at the variety of careers at the MTA.

This cross-section of students is representative of the 175 who participated, Thursday, in the MTA's seventh annual Career Day. The students are enrolled in the Transportation Careers Academy Program (TCAP) at North Hollywood High, Franklin High, Wilson High, Locke High and at John Glenn High in the Norwalk/La Mirada School District.

"Next week's my last week and I wish I could stay longer," Ramirez said of his internship work in the Quality and Reliability Department at the RRC. He was assigned by his supervisor Harold Torres to edit photos for a maintenance brochure using PhotoShop computer software.

Professionals from many occupations within the MTA volunteered to host the youngsters during a day of job shadowing and career counseling. Students were assigned to volunteers who work at Headquarters, at the RRC and at the bus and rail operating divisions.

Completed urban planning project

Vasilescu, who plans to study computer programming at UC Irvine, has been in the TCAP program for two years. Earlier this year, he and his classmates completed a video presentation describing their urban planning project to modernize downtown Los Angeles.

"I like urban planning very much and may be interested in continuing in it," he says, but since he hasn't even started his college career yet, adds, "I'm not sure right now."

Marily Dominguez, a Locke High senior, talked to MTA employees about their jobs. She plans to enroll at Cal State LA to study biology or bio-chemistry.

This is the third year of TCAP participation, but the first Career Day for Carlos Chilin, a Locke junior. Topics have included everything from English to physics, but he's most interested in chemistry.

"The MTA uses different chemicals and materials to build and operate the rail lines and to maintain and

of North Hollywood High.



Gerardo Ramirez of Franklin High talks with Dan Miller of MTA Quality Assurance. Gerardo was just finishing a month's internship in the Quality and Reliability Department at the RRC.

PHOTOS BY BILL HEARD

operate the buses," he says. Chilin plans to attend US Santa Barbara.

Career Day is a key component of the TCAP instructional program. Among the transportation occupations the students experience are urban planning and architectural design, engineering, government relations, human resources, public affairs and a range of technical applications.

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Illustrative view of Bus Rapid Transit concept.

MTA Releases Draft Environmental Study on Mid-City/Westside Transit Corridor Projects

By ED SCANNELL

(4/6/01)The MTA has released a draft environmental study of three transit alternatives aimed at moving people faster and more efficiently through LA's Mid-City and Westside, two areas of the city that are expected to experience substantial growth in population over the next two decades.

Release of the Draft Environmental Impact Statement/Environmental Impact Report (Draft EIS/EIR) for the Mid-City/Westside Transit Corridor Studies begins a comment period that will extend through June 15, 2001, during which the MTA will hold public hearings on the report and accept written comments.

Three transit alternatives are evaluated in the Draft EIS/EIR:

- [Wilshire Boulevard Bus Rapid Transit \(BRT\):](#)
- [Wilshire BRT plus Exposition BRT;](#) and
- [Wilshire BRT plus Exposition Light-Rail Transit.](#)

Here's a description of each alternative:

Wilshire Boulevard Bus Rapid Transit (BRT) - This alternative is a 13.2-mile exclusive bus lane, which would run along Wilshire Boulevard from the Wilshire/Western Metro Red Line station to downtown Santa Monica.

BRT buses would build on the success of the Metro Rapid Bus System whose distinctive red and white buses operate on the Wilshire/Whittier and Ventura Boulevard corridors.

Unlike the Metro Rapid System, however, BRT buses would operate in dedicated bus lanes, not mixed flow lanes, resulting in even greater time savings.

An average trip on local bus service operating on Wilshire Boulevard takes up to 70 minutes. Average travel time on the Wilshire BRT

over the same distance would be 48 to 50 minutes.

The BRT would operate during peak periods only, or on a 24-hours-per-day basis, and buses would operate either in the curb lane or center lane of Wilshire Boulevard. The BRT also would feature enhanced stations with improved lighting, ticket vending and security features.

Off-street parking

Existing landscaped medians could be preserved and expanded into areas where they presently do not exist. Parking facilities would be provided off-street to replace any on-street parking that would be displaced.

Long distance automobile travel on Wilshire Boulevard would be discouraged and rerouted to other parallel arterial streets in favor of a transit system that would carry four to five times the number of passengers on Wilshire Boulevard in the same traffic lane.

Traffic signal improvements at more than 500 intersections throughout the Westside would be implemented as part of the project to ease the flow of traffic diverted from Wilshire Boulevard.

The MTA Board has identified the Wilshire Boulevard Bus Rapid Transit alternative as having priority over the Exposition right-of-way alternatives. The estimated cost of the project is between \$354 million and \$363 million.

Wilshire Boulevard Bus Rapid Transit plus Exposition Bus Rapid Transit - This alternative is a combination of both the Wilshire BRT project and the Exposition BRT project. The combined is 29.9 miles, with 13.2 miles on the Wilshire BRT and 16.7 miles on the Exposition BRT.

A total of 34 stations would be provided on both routes, with 14 on Wilshire BRT and 20 on Exposition BRT.

The Exposition BRT project would operate on a route primarily along the Exposition right-of-way from downtown Los Angeles to downtown Santa Monica with a detour off the right-of-way at Venice and Robertson Boulevards in the Cheviot Hills segment.

The BRT then would follow Venice Boulevard west and Sepulveda Boulevard north before rejoining the right-of-way. The supplemental cost of the Exposition BRT is \$291 million.

Also under consideration is a combined alternative which would feature a shorter 8.8-mile Exposition BRT project which would extend from downtown Los Angeles only to the Venice/Washington Station in Culver City.

West of the Venice/Washington Station, buses would operate in mixed traffic conditions, instead of operating in a dedicated busway. The supplemental cost of this truncated Exposition BRT alternative would be \$129 million.

Wilshire Boulevard Bus Rapid Transit/Exposition Right-of-Way Light-Rail Transit - In addition to the Wilshire BRT project, this alternative includes an Exposition light-rail transit project. The combined project length is 30.5 miles, with 13.2 miles on the Wilshire

BRT and 17.3 miles on the Exposition light-rail line.

A total of 31 stations would be provided on both routes, with 14 on Wilshire BRT and 17 on Exposition light-rail line.

The Exposition light-rail project would operate along the MTA-owned Exposition railroad right-of-way from downtown Los Angeles to Santa Monica. The line would start at the 7th St./Metro Center Metro Blue Line station at 7th/Flower in downtown Los Angeles and proceed south along the existing Metro Blue Line tracks to Washington Boulevard.

At Washington Boulevard the line would branch off, proceeding south to the Exposition right-of-way near USC/Exposition Park. At that point, trains would operate along the Exposition right-of-way, with the exception of the section between Venice/Robertson and Sepulveda Boulevard where the line would detour off the right-of-way as in the Exposition right-of-way BRT alternative.

The estimated supplemental cost of the Exposition LRT is \$555 million.

Light-rail project

Also under consideration is a combined alternative with a shorter 9.8-mile Exposition light-rail project extending from downtown Los Angeles only as far as the Venice/Washington Station in Culver City.

Light-rail trains would terminate approximately midway between downtown Los Angeles and Santa Monica and feeder bus service would operate in mixed traffic conditions west of Venice/Washington Station. The supplemental cost of this truncated Exposition LRT alternative would be \$253 million.

The Exposition right-of-way was purchased by the MTA in 1990 and currently is not in use. As a result, neither the BRT nor the LRT alternative would displace any traffic lanes.

No bus line operates continuous service parallel to the Exposition right-of-way, however, Santa Monica Big Blue Bus Line #10 currently takes between 60 and 75 minutes to complete the trip from downtown Santa Monica to downtown Los Angeles via the Santa Monica Freeway.

The estimated run time for the BRT option from 7th/Flower to downtown Santa Monica on the Exposition right-of-way would be 39 to 47 minutes, depending on the number of stations an individual bus serves. The estimated run time for the light rail option would be 42 minutes.

Short tunnel segment

A short tunnel segment is being considered for both the Exposition BRT and Exposition light-rail options on the eastern part of the alignment near USC/Exposition Park from Figueroa Street to Vermont Avenue. The net additional cost for this 0.6-mile subway would range from \$120 million to \$150 million.

The Westside of Los Angeles has the highest population and employment density in the Southern California region, as well as the highest proportion of transit ridership, features which make the area

ideal for fixed guideway transit solutions.

The area has a population of 1.5 million persons and that figure is expected to grow by 300,000 over the next 20 years. The number of jobs is projected to increase by over 200,000.

In addition, no significant expansion of existing freeway and street networks is planned to accommodate this growth. As a result, improvements in public transit represent the best means to meet future growth demands.

In January, 1998, the MTA suspended work on the Metro Red Line subway extension to the Mid-City area due to funding shortfalls. The federal government had committed to fund \$245 million, or approximately 50 percent, of the cost of the project.

Adoption of an above-ground transit project could utilize these suspended subway monies. In addition, the Governor's Transportation Initiative has committed \$258 million in state funds for the Mid-City/Westside Transit Corridor.

The Draft EIS/EIR released Friday represents the latest phase in the Mid-City/Westside Transit Corridor Studies. The studies were initiated to examine potential alternatives to the subway extension and to preserve the federal funding. An EIS/EIR is required to obtain state and federal funding to design and construct a project.

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Metro Blue Line anniversary train is outfitted as Pacific Electric 'Red Car' to celebrate 10th anniversary of Los Angeles-to-Long Beach light rail. PHOTO BY PERFECT EXPOSURE

Historical Assn. to Mark Last Day of Pacific Electric Cars

(4/6/01) Forty years ago Monday, the last of the Pacific Electric Red Cars made their final run in Los Angeles. On Sunday, April 8, the Electric Railway Historical Association will commemorate that event on the Metro Blue Line.

The Association (ERHA) is sponsoring a "Photographer's Day" for rail fans. The MTA will operate trains 148 and 109 in revenue service all day. Last year, these two trains were repainted to resemble the historic Pacific Electric cars that once were used on the Long Beach line.

For more information about the "Photographer's Day" event, click on [ERHA web site](http://www.erha.org/erhastore/html/longbeach40thtrip.html) for details or go to <http://www.erha.org/erhastore/html/longbeach40thtrip.html>.

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MTA, AFSCME Extend Agreement While Negotiations Continue

(April 6) Negotiators for the MTA and AFSCME, which represents some 500 operations and other supervisors, have agreed to an indefinite extension of the memorandum of understanding that has been in effect during contract negotiations.

The MTA and AFSCME have been in negotiations on a successor contract since November 2000.

Bargaining talks between the agency and the union began Sept. 16, 1999, following a vote of a majority of supervisors in favor of union representation. In June 2000, the two sides reached a memorandum of understanding (MOU) that extended through March 31, 2001.

The two sides now have extended the MOU indefinitely until they agree on a contract or until one side gives the other 20 days' notice of cancellation.

Meanwhile, the MTA and the Teamsters union have been in negotiations since January to renew a contract that expired Sept. 30, 2000. The union represents 70 transit security officers.

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**500 Girls Expected for
Take our Daughters to Work Day**

(4/6/01) Some 500 daughters, granddaughters and nieces of MTA employees are expected to participate in the ninth annual Take Our Daughters to Work Day, April 26. It's an annual, state-sanctioned learning day dedicated to girls' ideas, spirit and dreams.

The young women attending this year's event, titled Girl Force, will be treated to a number of activities at MTA Headquarters and at the operating divisions. The day will begin at 8:30 a.m. with an official welcome in the Board room.

Activity choices include morning workshops on "The Winning Interview," "Do the Right Thing," and "Working with Safety in Mind." A panel discussion entitled "Meet the Special Women of the MTA" is scheduled in the afternoon.

Take our Daughters to Work Day is intended for girls in the third grade and older. Sponsors must register their guests by April 18 through one of the on-site coordinators. Click here to find your co-ordinator.

The Human Resources Department also is accepting registrations at Mail Stop 99-4-4, to be received no later than April 18. For further information, contact an on-site coordinator or Kimberlee Vandenakker at 922-4867 or Alice Ohta at 922-7466.

Take our Daughters to Work Day was created by the Ms. Foundation for Women. This will be the MTA's seventh year of participation.

The MTA is planning a Take our Sons to Work Day in June 29.

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| |
|--|
| Girl Force! |
| Click here for Registration Form |
| Go directly to the official Take our Daughters to Work web site. |
| List of Co-ordinators |
| Schedule of Events (revised) |

| TAKE OUR DAUGHTERS TO WORK DAY SCHEDULE OF EVENTS & TOURS THURSDAY, APRIL 26, 2001 (revised) | |
|--|--|
| 7:30-8:30 | Department/Floor Introductions Continental Breakfast Hosted by the Department/Division |
| 8:30-8:50 | MTA Official Welcome-Board Room, 3 rd floor |
| Activity Choices | |
| 9:00 – 11:55 | Activities Choices (Please see schedule on the column to your right) |
| Workshop A | |
| “The Winning Interview” | |
| Workshop B | |
| “The Dream of a Lifetime” | |
| Workshop C | |
| 11:55 | “Safety Sense” Pictures for Division Guests (Board Overflow Room, 3 rd floor, opposite the MTA Cafeteria) |
| 12:00 | Division Participants returning to Divisions for the remainder of the day |
| 12:00-1:30 | Lunch Time for Gateway Participants |
| 1:00 - 2:30 2:30 - 4:00 | Pictures for Gateway Guests Panel Discussion “Meet the Special Women of the MTA” Gateway Board Room, 3 rd Floor |
| Activity Choices (9:00-11:55) | |
| Please plan to attend all three workshops! | |
| . | |
| • Workshop A-“The Winning Interview” | |
| Union Station Room, 3rd floor | |
| 9:05-9:55 | |

| | |
|-----|--|
| | 10:05-10:55 |
| | 11:05-11:55 |
| • . | Workshop B - “The Dream of a Lifetime” |
| | Windsor Room, 15 th Floor |
| | 9:05-9:55 |
| | 10:05-10:55 |
| | 11:05-11:55 |
| • . | Workshop C – “Safety Sense” |
| | Gateway Conference Room, 3 rd Floor |
| | 9:05-9:55 |
| | 10:05-10:55 |
| | 11:05-11:55 |

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Editor Jeff Ringsrud of Marketing looks over the first issue of the "Tracks" newsletter for Metro Rail riders.

'Tracks' Newsletter Published for Metro Rail Riders

(April 6) The MTA is reaching out to Metro Rail riders with "Tracks," a new monthly publication featuring news items and updates about rail service.

The first issue, with a distribution of 60,000 four-color copies printed in English and Spanish, carried news about parking at subway stations in the Valley, the Metro Trip Planner, the extension of the Metro Blue Line platforms

and other stories and photos.

Rail operators are responsible for placing the newsletter in take-one holders aboard the trains.

Jeff Ringsrud, Marketing communications officer, is editor of "Tracks." The newsletter is designed by MTA Graphics and is printed by the MTA Print Shop.

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LAPD Data Base Identifies Habitual Metro Rail Fare Evaders

(April 10) Every weekday, the Metro Red Line records more than 118,000 boardings. Some passengers don't pay the fare – some of them habitually. But, the LAPD's Transit Group knows who the repeat offenders are. And they're taking action.

The Transit Group's "fare evasion repeat offenders" computer data base now lists 309 riders with three or more citations for fare evasion. These repeat offenders receive special attention from officers patrolling the subway.

"We're trying to identify the top offenders and hold them accountable," says Detective Doug Raymond, who heads the Transit Group's detective unit. "Statistically, the number is very small, but with 300-plus habitual offenders, we have to take it seriously."

The most frequent offender is a 51-year-old man who has racked up 16 citations, according to Officer Joe Hopkins, who maintains the data base. Several others have more than 10 each. Fare evaders, he says, come from all walks of life.

644,000 fare checks

Transit Group patrol officers in February conducted some 644,000 random fare checks affecting 20 to 25 percent of Metro Red Line passengers. The officers issued 1,416 citations and 856 warnings for fare violations and arrested 30 chronic fare offenders.

Every fare evasion citation is entered into the Transit Group's data base, which flags individuals who accumulate three or more citations. Officers patrolling the subway are instructed to check the data base before issuing a citation.

If the detainee is found to be a habitual fare offender, he or she is arrested and booked on misdemeanor charges. While the penalty for a fare evasion citation can be a maximum fine of \$250, conviction of a misdemeanor can mean jail time, a fine or other punishment.

"The courts are starting to understand that these are people who have been given many opportunities to comply," says Raymond. "We're using our data base to address a selective problem. Our goal is to keep it a small problem."

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MTA Marketing, Transit Operations and Public Affairs team with LAPD and Sheriff's Department for graffiti abatement campaign.

New Anti-Vandalism Campaign Aimed at Taggers, Parents, Public

(April 10) The young man's paint-smeared arms are bound at the wrists by handcuffs. "Tag? You're it!" reads the legend on hundreds of new ads posted on Metro Buses.

The hard-hitting message is aimed at taggers, their parents and the public. It will be publicized during a three-month campaign that features 300 exterior king ads and 2,500 interior car cards. Putting muscle behind the effort will be undercover officers from the LAPD's GHOST anti-graffiti team and the Sheriff's Transit Services Bureau.

Buses assigned to Division 3, Division 18 and Arthur Winston Division 5 are carrying the ads on 16 target lines stretching from the San Fernando Valley through downtown to the South Bay and from East LA to LAX. The ads also have been distributed to other divisions for use throughout the system.

The campaign is a cooperative effort by MTA Transit Operations and Marketing, the law enforcement agencies and the MTA's Division Advisory Committees (DAC) and the Division 3 Public Advisory Committee (PAC). A second phase of the on-going effort is now in the planning stage.

Working with law enforcement

"This is an effort to get the message out to taggers that we're working closely with law enforcement to stop vandalism on our buses," says Helen Ortiz, Transit Operations senior communications officer and DAC coordinator.

MTA Public Affairs also is working with the Los Angeles Unified School District administrators and high school student body presidents to spread the anti-vandalism message.

"Some of the student body presidents we talked to didn't realize graffiti vandalism is a crime," says Ortiz. She noted that juveniles arrested for vandalism against public property can have their driver's licenses postponed for up to a year. Their parents can be required to pay restitution for damages.

Under new laws, persons with prior arrests who commit vandalism amounting to \$400 or more can be charged with a felony, not a misdemeanor.

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(April 10) Beginning Wednesday, the MTA will use the Internet to reach a wide audience of public officials, community groups, transit organizations and other constituents with "Stakeholders," a new feature on www.mta.net.

Stakeholders is the second group of web pages to be introduced by the MTA within the past two weeks. On March 30, Media Relations rolled out "Pressroom," a resource designed to serve the media.

Stakeholders is organized into four major sections: a web newsletter called "Scoop," a listing of MTA outreach efforts called "Get Involved," a service from which groups can request an MTA speaker called "Speakers Bureau" and a commentary and letters page called "Connections."

The "premier edition" of the Scoop newsletter leads with the recently released State of the Bus System Report. It includes stories on the Long-Range Transportation Plan, the Eastside light-rail environmental impact study and the debut of the Metro Rapid bus stations.

Improve understanding of MTA

"Almost 10 million people in Los Angeles County are affected by the decisions the MTA makes," says Gary Wosk, the senior communications officer who developed the Stakeholder pages. "Through these web pages, we hope to give the public a better understanding of the reach and scope of the agency."

"Best of all, the Internet is an interactive medium," adds MTA Public Relations Director Marc Littman. "We can share information and get feedback. We can have a dialogue with our stakeholders, instead of letting others speak for us."

The Stakeholders pages also include links to such web features as the MTA's "Facts at a Glance," the new Pressroom pages, and pages for Metro Construction, Countywide Planning, Government Relations, the MTA Library and other transit agencies.

Any Internet user may access the pages to read the new Stakeholders pages or the news releases and other up-to-date information found on Pressroom. Links to both new features are located on the left-hand navigation bar of the MTA Internet home page.

Internet Webmaster Joe Simpson of MTA Marketing designed the graphics and links for the new web pages.

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Ryan Williams' Emergency CPR Training Saved Baby's Life



Ryan Williams

By BILL HEARD, Editor

(April 13) Ryan Williams and his family were on their way home from church in Culver City the night of April 3 when life came into sharp focus at the corner of Bristol and Centinela.

Williams, 27, an MTA General Services custodian, spotted a young girl who was screaming and covering her face. Next to her, a woman was pounding the back of a baby she had cradled in one arm.

[LIFESAVING CLASSES ARE OFFERED AT MTA](#)

"I knew they weren't just changing a tire," recalls Williams. "So, I pulled over and asked what was the problem."

The baby had something caught in her windpipe and had stopped breathing. The mother, Lori Holt of Los Angeles, was unable to dislodge the object that was choking her one-year-old daughter, Dajah. Williams sprang into action.

Baby coughed up blood

Taking the child from her mother, he placed a fist under her rib cage and pushed twice. The baby coughed up blood and some food. She began to cry. A hair barrette that had blocked her windpipe had moved just enough to allow her to breathe.

"I did two thrusts of the Heimlich Maneuver," says Williams. It was a skill he had learned only days before in an emergency response CPR class for MTA employees. "I was relieved that it had worked and was kind of shaken when I realized the child could have died."

A few minutes later, paramedics arrived and rushed the baby to Daniel Freeman Memorial Hospital in Inglewood. She later was transferred to Children's Hospital in Los Angeles where surgeons removed the barrette from the child's throat. Little Dajah is now at home and doing well.

Williams had arrived on the scene just in the nick of time. Holt had only a minute of time left on her cell phone and might not have been able to complete an emergency call.

Incident made deep impression

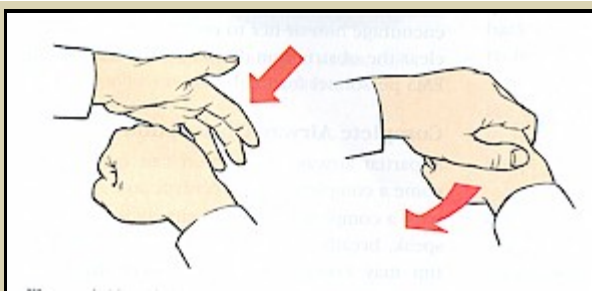
The incident made a deep impression on Williams, himself the father of a two-year-old son. "I could definitely put myself in the mother's place."

His feeling about the emergency response CPR training he received?

"It's a pretty simple procedure. I was just surprised I used it so soon after learning it," he says. "Knowing that anything can happen at any time, it's important to be prepared."

Ryan Williams joined the MTA in July 1996. A native of South Carolina, he is a graduate of Crenshaw High School in Los Angeles. Williams is studying Administration of Justice at Southwest Community College and hopes to become an LAPD officer. He and his wife, Tranee, live in Los Angeles with their son, Ameer, 2.

Learn it at MTA



CPR and First Aid training are conducted at MTA Headquarters every Tuesday from 7:30 a.m. until 4 p.m. First consideration for attendance is given those who require the training as part of their job duties. CPR training also is conducted at the operating divisions for groups of at least 10. For more information, contact Safety Trainer Pat Chism at 922-7314 or by e-mail at chismc@mta.net.



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MTA Division 6 – the Venice Division – as it appeared in 1951, a year after conversion from a Pacific Electric rail facility to bus operation. The brick building, upper right, was an electrical power substation. Red Car tracks once ran through the parking area on the left.

Mouse over image to view present-day Division 6 bus yard.
(PHOTO BY DAN JUDGE)

Division 6 Reaches 100th Year of Operation in Venice

By BILL HEARD, Editor
(April 17) MTA Division 6 – the Venice Division – is 100 years old this year. Once a bustling Pacific Electric rail yard, time and progress saw the facility undergo a transformation to a bus operation in 1950.

[CLICK HERE FOR](#)
"A Short History of
Division 6" by Jim
Walker

Today, a fleet of 68 buses serving five busy lines operates out of Division 6. The division is home to 100 bus operators and a transportation staff of three under the supervision of Transportation Manager Jim Lukens.

Across the bus yard, Maintenance Manager Ron Whitney oversees a crew of 19 mechanics, 11 service attendants and a maintenance staff of five.



Vietnam Veterans Memorial Wall mural is painted on a Division 6 wall.
PHOTO BY DAN JUDGE

One of the features most noticeable about the Venice Division is the Vietnam Veterans Memorial Wall mural. Painted on a wall facing Pacific Avenue, the mural depicts scenes from the Vietnam War and lists the names of service members killed during that conflict. Veterans organizations conduct a memorial each year at the wall.

Within the past eight months, the Venice Division has seen something of a renewal with the resurfacing of the bus yard and

installation of new garage doors, a new bus washer and new yard lighting.

The division, located at 100 Sunset Ave., Venice, is planning an open house for sometime in June.

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A Short History of MTA Division 6 The Venice Division

By JIM WALKER

What is now MTA Division 6 was established by Los Angeles Pacific, a Pacific Electric Railway predecessor, in 1901.

A powerhouse and car barn were built that year and called Ocean Park, although it was located on Sunset Avenue in Venice. The Venice Short Line, which provided rail service from Venice to downtown Los Angeles, was opened in 1902.

The Venice Short Line was converted to bus operation by Pacific Electric on Sept. 17, 1950. It was designated bus Line 75 in the early 1970s and is now Line 33.

The car barn was razed and the adjacent brick building, which had been used as an electrical power substation, was demolished in 1954. The Ocean Park property was rebuilt for use as a bus garage at a cost of \$315,000.

In October 1953, Pacific Electric turned over its Ocean Park operations to the newly-formed Metropolitan Coach Lines.

MCL was sold to the Los Angeles Metropolitan Transit Authority (the original MTA) on March 3, 1958. The Ocean Park Division was designated Division 6 – the Venice Division.

EDITOR'S NOTE: Jim Walker, an archivist and historian in the MTA Library, is author of *Yellow Cars of Los Angeles*, 1977 (a well-known account of the Los Angeles Railway); *Life and Times of the Pacific Electric*, *The World's Greatest Interurban*, 1983; and *The Last of the Red Cars*, 1991. All three books are available in the Library.

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Pico Rivera City Council Member Beatrice Proo, at right, is sworn in by Board Secretary Michele Jackson.
PHOTO BY RICK JAGER

Pico Rivera Council Member Beatrice Proo Appointed to MTA Board of Directors

By RICK JAGER
(April 18) The City Selection Committee comprised of elected officials from 23 cities in the Southeast Long Beach corridor has approved the appointment of Pico Rivera City Council member Beatrice Proo to the MTA Board of Directors.

Beatrice Proo, sworn in today, becomes one of four City Selection

Committee appointees to the 13-member MTA Board of Directors. She replaces Jenny Oropeza of Long Beach who was elected last fall to the State Assembly.

Proo has served on the Pico Rivera City Council since 1992 and has twice served as Mayor. She also has served as past president of the League of California Cities' Los Angeles Division and is a board member for the LA County Local Agency Formation Commission.

A civic leader

In addition to her duties as a Pico Rivera City Council member, Proo is a member of the executive board of the California Joint Powers Insurance Authority and is a member of the Regional Council of the Southern California Association of Governments.

Proo currently is chair of the Gateway Council of Governments and is a director on the Gateway Cities Partnership Board, the 48th Agricultural District Board, the YMCA executive board, and, since 1980, has been the current and founding chair of Pacific Western National Bank in Pico Rivera.

In 1987, Proo became the first recipient of the "Women of the Year" award presented by the California State Legislature's 59th District. She also is a past president of the Pico Rivera Chamber of Commerce and former president and board member of the Tri-Cities Regional Occupational Program.

A former teacher and school principal, Proo holds a bachelor of arts degree in education from Mount St. Mary's College, where she earned lifetime teaching credentials. She has served as president and member of the El Rancho Unified School District Board of Trustees and formerly was president of Fast Hauling Service in Pico Rivera, which she operated with her late husband, Ed Mora.

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Riders who participate in the \$783,000 research project are eligible to win the following prizes:

A one-year Metro Bus and Rail pass. **Sixty one-month** Metro Bus and Rail passes. **Two one-year** Universal Studios Hollywood adult passes. **Ten \$100** major supermarket gift certificates. **Thirty-three \$50** major supermarket gift certificates.

Patron Survey Will Determine What Makes Metro System Tick

By GARY WOSK

(April 18) The MTA's first on-board survey of Metro Bus and Metro Rail passengers in the 21st century, set to begin in May, will help the agency assess how well the Metro System is working.

Surveyors from San Diego-based Rea & Parker Research will conduct the Metro System research, the first since 1998, aboard 185 Metro Bus routes, as well as on the 59-mile Metro Rail System. The survey project should be completed by early fall 2001.

"The Year 2001 Los Angeles County On-Board Bus and Rail Survey addresses the agency's and the region's need for statistically reliable information about the Los Angeles County transit market," said Dr. David Grant, an MTA project director.

Five-county effort

"It is part of a coordinated effort of five counties that are members of the Southern California Association of Governments to obtain travel information for regional planning," he said, "particularly in long-range transportation planning and funding."

Approximately 45,000 MTA patrons will be asked to complete one-page questionnaires, developed with input from transit dependent focus groups.

In addition, some 20,000 users of 13 local transit providers, including the LADOT, Santa Clarita Transit, Santa Monica Big Blue Bus and Torrance Transit will participate in the project.

"We want to make sure the MTA's Metro System is serving the public equitably and accurately," said MTA Project Manager Dr. Jesse Simon.

Reconstruct patron's last trip

The questionnaires will seek information on demographics, a reconstruction of the patron's last trip using public transit and patron satisfaction.

Among the questions posed are:

- Where are you coming from?
- How did you get to the first bus/rail on this trip?
- At what stops (cross streets) did you get on the first bus of this trip?
- How will you get to the place you are going after you get off the last bus/rail on this trip?
- Rate the service on this bus/rail trip: price of fare, travel time, cleanliness, safety, etc.

A summary of the findings will be released in November and will provide MTA planners and marketing staff with invaluable insight on how transit patrons use the system and how well the Metro System is meeting their needs.

Of particular interest is how travel patterns and rider satisfaction have changed in light of multiple Metro System enhancements such as the extension of the Metro Red Line, improved service along the Harbor Transitway and the introduction of Metro Rapid bus service.

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- **SAVE THE DATE**
Artist's Reception and Lighting Ceremony set for Thursday, April 26 from 5 to 7 p.m. at Wilshire/Normandie Station.

Image by Eileen Cowin, below, will appear in Photographic Light Box installation opening April 26 at Metro Rail Wilshire/Normandie Station. At right, artist's digital rendering of installation.



"I see what you're saying (train of thought)":

Artist Eileen Cowin expects the unexpected for photographic installation in L.A. subway station where her series of photographs displayed in backlit light boxes will greet some 3,300 daily riders on the mezzanine level of the Metro Rail Wilshire/Normandie Station. The year-long exhibit will open Thursday at a lighting ceremony and artist's reception hosted by MTA's Metro Art Department.

First Installation of Metro Art's "Photographic Light Boxes" to open Revolving Exhibition Space at Metro Rail Wilshire/Normandie Station

By GAYLE ANDERSON, Associate Editor

(April 20, 2001) Is it a gallery, a museum or an alternative-space exhibition with an L.A. buzz that's guaranteed thousands of patrons a day? The answer is "all of the above" with a twist.

It's a photography installation in a subway station in the heart of L.A.'s venerable Wilshire District where the mezzanine level of the Wilshire/Normandie Metro Rail Station has been transformed into an exhibition-like space for MTA Metro Art's "Photographic Light Boxes," a revolving feast of art that begins with the installation and year-long exhibit of artist Eileen Cowin's **"I see what you're saying (train of thought)."**

The installation, a series of seven transparencies installed in backlit display cases on the south wall of the mezzanine passageway between the station entrance and the lower boarding platform, will be unveiled at a lighting ceremony and artist's reception set for Thursday, April 26, from 5 to 7 p.m. at the Metro Rail Wilshire/Normandie station, 3510 Wilshire Blvd. in Los Angeles. The public is invited to attend.

The larger-than-life, close-up black and white photographs of eyes and mouths may remind us of our habit of looking at others, said Cowin, a professor of art at California State University, Fullerton, and Santa Monica resident whose work has been shown at Los Angeles County Museum of Art and the Museum of Contemporary Photography in Chicago among other significant venues.

The new exhibition-like space of the subway station departs from the

traditional permanence of public artwork to offer a more finite gallery of changing photo-based exhibits. Furthermore, the exhibits will be viewed by an average of 3,300 people a day who are not necessarily typical museum-goers or art lovers.

"I see what you're saying (train of thought)" will continue through April 2002, when it will be replaced by the next installation of photographs by artist Robbert Flick.

The 50 Metro Rail stations and Gateway Transit Center feature the work of more than 75 artists commissioned to enhance the 59.4-mile transit system in one of the country's largest and most celebrated public art programs.

**Visit Metro Art on
the World Wide
Web at
www.mta.net**

The Wilshire/Normandie Metro Rail Station is the second-to-last stop on the Wilshire leg of the Metro Red Line Subway that begins at Union Station in downtown Los Angeles and continues to Wilshire and Western.

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MTA Construction in Universal City Necessitates Closure of Hollywood Freeway Beginning Sunday April 22

By RICK JAGER

(April 20) MTA construction of a new overpass adjacent to the Metro Red Line Universal City subway station will necessitate the weekend closure of the Hollywood (101) Freeway beginning Sunday, April 22.

Work involving the construction of a new overpass at Ventura Boulevard will include the placement of steel girders during three consecutive weekends. Brutuco will perform the work, under contract to MTA.

The northbound lanes of the Hollywood (101) Freeway will be closed to traffic from 2 a.m. to 8 a.m. on Sunday, April 22 as well as the following weekend during the same time period on April 29.

North bound traffic on the Hollywood (101) Freeway will exit at Lankershim Boulevard, travel right on Lankershim then left on Universal Terrace Parkway and onto the north bound Hollywood Freeway using a temporary on-ramp. This detour will remain in effect during the construction periods listed above.

On May 6, all southbound lanes of the Hollywood (101) Freeway will be closed for similar construction work. The closure will occur between 1 a.m. and 9 a.m.

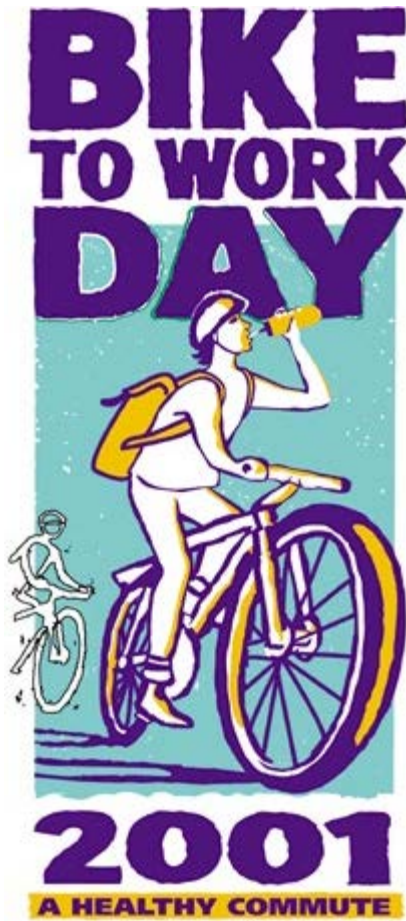
South bound traffic on the Hollywood (101) freeway will exit the freeway at Vineland, turn right to Ventura Boulevard and then turn left and proceed south along Ventura Boulevard entering the south bound Hollywood (101) Freeway just past Lankershim Boulevard.

Construction of the new freeway overpass and ramps once completed later this year will improve access to the Universal City Metro Rail Station and enhance overall traffic flow in the Universal City, Studio City and surrounding communities.

The construction work and freeway closures are being reformed during the late night and early morning hours on the weekend to avoid impacting rush hour traffic along the Hollywood (101) Freeway.

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ROLE MODELS: [MTA Employees can register NOW for VIP 'Pit Stop' on Bike to Work Day](#)



MTA Offers Free Rides to Bicyclists on Metro Buses, Metro Rail

By JOSÉ UBALDO

(April 23, 2001) The MTA will offer bicyclists free rides on Metro Buses and Metro Rail trains on Bike to Work Day, Thursday, May 17.

Some 1,500 Metro Buses are equipped with two-bike racks and all new coaches come factory-equipped with the racks. There's never a charge for use of the bike racks.

Cyclists also can bring their bikes on Metro Rail and Metrolink trains for no additional charge. But, because Metro Rail trains may carry full passenger loads during weekday rush hours, the MTA only allows bikes on its trains during non-peak hours (before 6 a.m. and after 9 a.m. and before 3 p.m. and after 7 p.m.) weekdays and anytime during weekends. Bicyclists are encouraged to board the last car on the train.

The MTA is a sponsor of Southern California Bike to Work Day, but the transportation agency's commitment to promoting bicycling as an alternative travel mode is a year-round effort.

94 bikeway projects

In the past eight years the MTA has provided an estimated \$62 million for 94 bikeway projects in Los Angeles County. These include bike paths along the Los Angeles River and other locations as well as bike lanes, bike stations, and signage.

In addition, MTA has spent more than \$5 million on bike lockers and racks at Metro Rail and Metrolink stations and other public facilities to encourage commuters to bike to work. Projects include bike safety education for children.

Bicyclists make an estimated 2.4 percent of all daily travel trips in Los Angeles County. The MTA's goal by the year 2025 is to double the number of bike trips to 5 percent to ease traffic congestion.

Toward that end, MTA envisions a network of 1,800 miles of bike paths and bike lanes in Los Angeles County. Today, about 500 miles are in place.

\$7 million for bike projects

Each year, the MTA awards about \$7 million to various cities and the County of Los Angeles for bike projects.

In its draft Long-Range Transportation Plan, a blueprint for transportation planning in Los Angeles County through the year 2025, the MTA proposes raising annual bike expenditures to \$10 million a year and up to \$20 million, if funding becomes available.

Bike projects are funded primarily with federal transportation funds and some local and state monies distributed through the MTA.

To request a map of all bike routes in the City of Los Angeles, call (213) 485-9957. For more information about the MTA's funding goals for bike programs, call Lynne Goldsmith, MTA Planning Department at 922-3068.

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Register *now* for Bike to Work Day!

(April 23) MTA employees who register to bike to work on Thursday, May 17, will receive an official t-shirt to wear on Bike to Work Day plus VIP treatment at the official MTA "pit stop" sponsored by the MTA Employee Rideshare Program.

MTA cyclists will be treated to a continental breakfast and lunch on the Patsaouras Plaza and receive a complimentary "goodie bag" filled with helpful items and cycling tips that aim to increase riders' safety and comfort level.

To register, print this page, complete the registration form and send it to Irma Rivera at mail stop 99-4-4 no later than Friday, May 4.



Join us at the Pit Stop for Refreshments, Food, Raffle Prizes, Group Photo, Goodie Bags and just plain FUN!

____ Yes! I am planning to Bike to Work on Thursday, May 17, 2001

Employee Name: _____

Phone Extension: _____

Mail Stop/Location: _____

Work Hours/Schedule: _____am to _____pm


City Commuting from: _____

Round Trip Commute Miles: _____

Have you ever ridden your bike to work before? **YES** **NO** (please circle one)

For more information please contact Irma Rivera at ext. 24863

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Arthur Winston Division to Host Health Fair, April 26

(April 24) Get a free health screening, a massage and a low-cost gourmet lunch! Where? At the Arthur Winston Division 5's Health Fair, Thursday, April 26, from 9 a.m. until 3 p.m.

The health screening will check your blood pressure, cholesterol count and vision. Talk with fitness consultants and see cooking demonstration. There's also a raffle.

Vitamin and herb specialists will be on hand to give iridology readings for only \$10 (usual price: \$25).

The lunch? Your choice of chicken sate with pomegranate molasses, beef rolls with roasted peppers, tofu tostada with garlic mojito, Southeast Asian stir fry, barbecued tempeh with baby onions or low-fat crab cakes with Thai aioli and water chestnuts.

For more information, contact Kim Mitchem at 922-6205.

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MTA Library Needs Historic Uniform Items for Collection

(April 24, 2001) MTA Librarian Dorothy Gray needs a pair of pants. Also a jacket, a cap, maybe a tie and some buttons.

But not just any pair of pants, jacket, etc. She wants authentic uniform items worn by employees of the Pacific Electric and the Los Angeles Railway. She also will accept uniform items from the MTA, SCRTD or any predecessor transit agency.

Gray is attempting to establish a uniform collection for the MTA Transportation Research and Library Center. She plans to display the items on manikins or in glass cases for viewing by visitors. Items not on display will be preserved in acid-free museum boxes.

If you have uniform items that would be suitable for the collection, please contact Librarian Dorothy Gray at 922-4859 or by e-mail at grayd@mta.net.

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Collection seeks authentic uniforms like the one worn by Los Angeles Railway System Motorman John Berry Price, seen holding son Jay in this 1917 photo.

See MTA Report: [MTA Library Plans to Open Transportation Museum at Gateway](#)



Plans for the new MTA Transportation Research Museum call for restoring a 1926 Fageol double-decker bus similar to this model operated by Los Angeles Motor Coach Company. Below, a photo of Pacific Electric conductors and a dispatcher (center) taken in 1930 at the rail yard at 6th and Main in Los Angeles is among the historic photos that will be on file in the new museum.

MTA Library Plans to Open Transportation Museum at Gateway



By BILL HEARD, Editor
(April 24, 2001) From horsecars and trolleys to rapid buses and subways, the rich and varied history of transportation in Los Angeles will be featured in a new museum expected to open in mid-2002 as an expansion of the MTA Library.

Such artifacts as rail vehicle and bus models, early fareboxes and moneybags, posters, bus benches and uniform items will be on display. The exhibits will include a series of 31 photos depicting the transit history of Los Angeles since 1874.

The focus of the Transportation Research Museum and Library Center will be on scholarship and research.



MTA Librarian Dorothy Gray

"We have the largest transportation library in the country owned by an agency that operates transit," says Librarian Dorothy Gray. "We have about 300,000 volumes, including microfiche, videos and photographs. There are actually 40,000 reports and books."

As part of the museum project, Gray will develop a computer database for cataloging the museum's artifacts, documents, photos and research materials.

First on the Internet

"The MTA will be the first transit agency to make its historical collection available via the Internet to researchers, scholars and transportation enthusiasts," says Gray.

The proposed site for the \$1.3 million museum, to be built primarily with federal funds, is on the west side of the 15th floor of Headquarters, adjacent to the Library.

The 918-square-foot space, currently in use as a Metro Construction plan room, will be renovated to house the Library's collection of historical documents, books and other rare transportation-related materials.

The museum plan includes funds to restore a 1926 Fageol double-decker bus, a 1930s-vintage Los Angeles Motor Coach bus and a trolley car of the type used as a Pacific Electric Red Car or a Los Angeles Railway Yellow Car. The vehicles would be housed at bus and rail divisions and made available to researchers and tour groups by appointment.

Traveling exhibits planned

Future plans for the museum call for developing transit history exhibits that would be displayed at libraries, schools and other locations in Los Angeles County.

"You always want to document your history and have some record of your past," says Gray. "I think visiting the museum and the library will be an excellent opportunity for residents to familiarize themselves with that history. Hopefully, it will inspire them to develop a closer connection with their transportation system."

The Transportation Research Museum and Library Center will be supported, in part, by volunteers. It will be open to MTA employees and to the public during business hours.

See Bulletin Board: [MTA Library Needs Historic Uniform Items for Collection](#)

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Board to Consider Long-Range Transportation Plan at April Meeting

UPDATE, April 26: The MTA Board adopted the Long-Range Transportation Plan with a provision that members may add amendments at the Board's May meeting.

- **In a KNBC television interview, April 24, with anchor Kelly Mack, Jim de la Loza, executive officer, Countywide Planning and Development, discussed the importance of the Long-Range Transportation Plan to the future of Los Angeles.**



Jim de la Loza
Executive Officer
Countywide
Planning and
Development

(April 25, 2001) The 2001 Long-Range Transportation Plan goes before the MTA Board for adoption, Thursday. The plan, which extends through 2025, establishes priorities for programs and projects totaling an estimated \$11.2 billion.

Beginning work more than a year ago, the staff completed a draft of the plan in February following public comment at a series of community meetings. Between mid-March and April 11, the MTA conducted 17 more community meetings, attended by some 500 people, many of whom live in minority or transit-dependent communities.

Following Board approval, the plan will be finalized and distributed to the public. It also will be integrated into the Southern California Association of Governments (SCAG) 2001 Regional Transportation Plan.

In a KNBC television interview, April 24, with anchor Kelly Mack, Jim de la Loza, executive officer, Countywide Planning and Development, discussed the importance of the Long-Range Transportation Plan to the future of Los Angeles.

Transcript of the KNBC interview

Kelly Mack: The MTA has released a Long-Range Transportation Plan and it's a blueprint for transportation planning in LA County through the year 2025. Joining us this morning to talk about the details is Jim de la Loza. He is executive officer, Countywide Planning and Development for the MTA.

Now, there are millions of us that commute out there. Tell us some of the highlights of this particular plan.

De la Loza: Well, the plan takes a 25-year look into the future and says that with the potential increase in population of about 2.5 to 3 million people over the next 25 years, how can we best accommodate this growth?

Just to put it in perspective, that's the equivalent of a city the size of Chicago being put within this county. So, the plan then looks at the resources available and proposes various improvements to help us meet this challenge.

Mack: Such as?

High-occupancy vehicle lanes

De la Loza: Such as the completion of the high-occupancy vehicle lane program in the city or the carpool program. Basically, we will be completing that and adding a lot of capacity to freeways such as the 405 from the Valley to the Westside, the 5 Freeway from Orange County to downtown Los Angeles.

These are freeways that have significant congestion and we will be expanding the capacity there. Also, key freeway interchanges such as the 405/101 interchange and a number of others that we will be improving to add more capacity and ease the flow of traffic.

Mack: Can you tell commuters (whether) it's going to take 25 years to improve the situation on the 405 between the Valley and the Westside? Do you have (plans) in the short term, say in the next 10 years, for) the high-occupancy vehicle lanes?

De la Loza: Yes. Within 10 years, we'll have significant portions of the plan in place. Basically, the plan will add improvements as we go along and this population increases.

Mack: What about bus travel? You've got a major element of the plan that involves that.

Rapid Bus System

De la Loza: Right. We took a re-look at the bus system and we have a very successful program called the Rapid Bus. We basically took a bus and said, 'What if we tried to operate it as a light rail?' And we have fewer stops; we put in technology that gives the bus a green light as it approaches an intersection. And we've had significant success – about a 25 percent increase in ridership, a 25 percent improvement in speed.

We're proposing to expand it countywide. We will be able to attract some of the discretionary riders that currently are driving. We really intend to have a network of bus systems that interfaces with our rail system that allows people another option to driving.

One of the key challenges is going to be looking at our transportation as a system and managing it. And the best way I can explain that is by going back to the Olympics that were held in Los Angeles and how successful we were in alleviating traffic. We're going to have to implement programs like that that will help us manage the transportation system. And with some key modifications in the way we travel and when we travel, we can continue to keep the freeways and the roads moving, within the resources that will be available.

Mack: What about that subway system? A lot of people say it's useless. Is there any part of the plan that is addressing that?

De la Loza: The current subway that has opened in North Hollywood has exceeded our expectations (in) ridership. However, I think we recognize that we really need to build

patronage of people who use the transportation system. We are going to focus on what we have now. If additional funds become available, we will look at expansions of the rail system. But, right now, the focus is going to be on improvement of the Rapid Bus system and using the rail that we have in place efficiently.

Mack: OK, Jim. Thanks for coming in so early this morning.

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Board Action Update - April 26, 2001

NEW! MTA to Seek Exemption from Power Outages on Metro Rail Lines

In other Board action:

Big Lease Deal, Transit Subsidy Bills, Non-Rev Vehicles Approved by Board

(April 26, 2001) The MTA Board voted, Thursday, to seek an exemption from the rotating power outages that sometimes have affected the Metro Blue Line and Metro Green Line during recent Stage 3 alerts.

Southern California Edison notified the agency, April 11, that the MTA will be classified as a "non-essential customer," a move that could reduce or cut power to light-rail lines in an electrical emergency.

The Board's motion cited the need to ensure the safety of passengers, MTA employees and Los Angeles residents who live near or use train stations or rail crossings.

Separately, the Rail Operations and Regulatory Subcommittee of the California Transit Association, which represents the state's rail transit properties, is asking the California Public Utilities Commission to approve a blanket exemption for rail operators. The CPUC recently granted such exemptions to BART and the underground portions of the MUNI light-rail system in San Francisco.

In other Board action:

A leasing deal that could bring in millions of dollars in revenue, federal legislation on employee transit subsidies and orders for new non-revenue trucks and vans are among items approved this month by the MTA Board.

Some of the MTA's most important properties would be featured in a lease arrangement that could earn up to \$14 million for the agency. Included in the deal are the Regional Rebuild Center, rail divisions 20 and 22, the Rail Operations Center, and bus divisions 3 and 18.

"Defeased lease" deal approved by the Board. Under the proposal, the properties would be "sold" to an outside investor, Agilent Technologies, Inc., for a fair market value of approximately \$280 million. The MTA would immediately lease the properties back from the investor, while holding the funds in trust.

The MTA's profit on the deal, called a "defeased lease," would come primarily from the interest the agency would earn on the funds held in the trust account. The MTA would be permitted to exercise an early buy-out option no later than the 30th year.

Employee transit subsidies

The Board voted to support this congressional legislation.

Legislation now before both the U.S. Senate and House of Representatives would raise the tax-free benefit for those who commute by mass transit or vanpools.

Existing federal law permits employers to give employees only \$65

Included in this report:

[Employee transit subsidies](#)
[New non-revenue vehicles](#)
[Schedule of Committee Meetings](#)

per month in tax-free commuter subsidies. Currently, both the employer and the employee must pay taxes on subsidies that exceed that amount.

The MTA gives employees who use mass transit a TransitChek subsidy of up to \$102 per month and provides a number of free employee vanpools.

The bills before Congress – S. 217 and H.R. 318 – would raise the tax-free limit from \$65 per month to \$175 per month. If approved and signed into law, the legislation would not tax employers or employees on any transit subsidy up to \$175 per month.

The legislation also amends the Internal Revenue Code to provide “cost of living” increases for commuter subsidies, a provision that could increase future commuter benefits.

New non-revenue vehicles

Approved by the Board.

The MTA staff is recommending that the agency buy 97 new vans and 43 new pickups and utility trucks for a total of \$3.2 million.

The purchase will include 24 mini-vans, eight full-sized passenger vans and 65 cargo vans. The agency will buy seven pickup trucks, 34 utility trucks and two trucks for field equipment technicians.

The first 20 cars on an order of 207 new, four-door Ford Taurus passenger vehicles are expected to be delivered in late May. Sixty more are expected in June and again in July with the remainder of the order to be delivered in coming months.

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Financial Planning Series set for Three Saturdays in May

- **SAVE THE DATE:** Deadline to enroll is Tuesday, May 1.

(April 27, 2001) The Financial Planning Seminar series will be held on three consecutive Saturdays beginning May 5 from 9 a.m. to 12:30 p.m. at Gateway. Topics covered include financial principles, investment alternatives and strategies, retirement plans, risk management and estate planning.

Sponsored by the MTA Employee Benefits department, the seminar is presented by Successful Money Management Seminars, Inc. George Wheeler Jr., a Registered Representative with Linsco/Private Ledger, member NASD and SIPC, will teach the course.

Each seminar is conducted in an interactive workshop format and includes a color-illustrated workbook containing practical exercises and examples. Topics covered include financial principles, investment alternatives and strategies, retirement plans, risk management and estate planning. No products or services are discussed during the seminar.

The enrollment fee is \$25 for MTA employees and free for significant others. The deadline for enrollment in this upcoming session is Tuesday, May 1. To enroll, contact Kathy Hendry, 922-7184.

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A Fond Farewell - One of the original members of the MTA Board of Directors, James Cragin of Gardena, attended his final meeting, Thursday, April 26. He is shown here, with his wife Mary, receiving a resolution from Board Chair Yvonne Burke. Cragin had served on the Board since Feb. 1, 1993. Burke praised Cragin for making "a great contribution" and said he was "committed to the operation of a world-class, integrated multi-modal transportation system." Cragin, a former mayor of Gardena and a member of the City Council for almost 20 years, represented communities in the South Bay Region of the League of Cities. Noting that "we've come a long way," Cragin said he was "honored to serve as a director. " (4/27/01)

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Metro Magazine Calls MTA One of '10 Most Improved Transit Systems'

By ED SCANNELL

(April 27, 2001) Metro Magazine, a leading transit industry trade publication, has named the MTA among the "10 Most Improved Transit Systems" in North America. The list appears in an article in the publication's April, 2001, issue.

"Today, the MTA is back on the road to fiscal health and is using its newfound stability to innovate again, this time with less-expensive bus service," said Metro managing editor Leslie Davis and associate publisher/editor Cliff Henke. "More than 1,000 new buses already are in service with more than 1,000 additional buses being ordered, and a record amount of bus service is on the road."

Davis and Henke say they are hopeful that the magazine's readers "will take a measure of inspiration" from the accomplishments of the 10 systems cited in the article. "Their triumphs are those of the industry as a whole."

Turnaround began with new CEO

In naming the MTA to the list, Davis and Henke said it is no coincidence that the agency's turnaround began with the hiring of MTA CEO Julian Burke. MTA Board Chair Yvonne Burke told Metro Magazine she agrees.

"I don't think it's an understatement to say that Julian Burke transformed the MTA," she said. "This is a much more stable agency and one that has a much better customer focus."

Metro Magazine's list of the "10 Most Improved Transit Systems" includes Athens Transit/The Bus (Athens, Ga.), Bloomington Public Transportation Corporation (Bloomington, Ind.), Greater Portland Transit District (Portland, Me.), Metro Transit (Minneapolis), New York City Transit Authority, Phoenix Transit, Southeastern Pennsylvania Transportation Authority (Philadelphia), Toronto Transit Commission (Ontario, Canada) and Washington Metropolitan Area Transit Authority (Washington, D.C.).

The list was compiled using transit industry ridership data and press releases, executive summaries of regional studies, etc. The authors also based their findings on interviews compiled with industry officials and nominations solicited via a fax survey and on Metro Magazine's website.

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800 Girls Attend MTA's 'Take our Daughters to Work Day'

(April 27, 2001) More than 800 girls participated in this year's "Take our Daughters to Work Day," Thursday, at MTA Headquarters and at the operating divisions.

Accompanied by their parents, the girls attended career workshops on how to interview for a job, setting life goals and safety. They also met a group of the MTA's career women at an afternoon panel discussion.

Many toured the operating divisions, which also sponsored such activities as a scavenger hunt, guest speakers and demonstrations by firefighters and police officers.

A special guest at Division 10 was LA Zoo veterinarian Dr. Cynthia Stringfield, who discussed her duties at the zoo. At Division 15, the girls could climb rocks, use an exercise booth, add designs to a mural, play pinball and make crafts.

The daughter of a Division 15 maintenance employee won a raffle for a basket of career-oriented items that included a brief case, day planner and a book on "how to grow up."

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Serving themselves breakfast are (from left) Shoma Sanyal, daughter of Transportation Planner Prabal Sanyal, and Mariah and Jenevie Quevedo, daughters of Nellie Quevedo, an administrative aide in Management Audit.



Attending a workshop on successful job interviews were (from left, front) Nicole and Elena Lewis and Rachel Smith. Second row: Michelle Mahaffey and her father, Brian, a senior contract administrator.



Revenue Clerk Francisca Conant and her daughter, Ann, 8, pose for a mother-daughter photo for Kimberlee Vandennakker, coordinator of the "Take our Daughters to Work Day" event.



Dr. Cynthia Stringfield, LA Zoo veterinarian, answers questions about her work with animals during a presentation at Division 10.



Division 10 daughters were treated to a barbecue lunch. From left are Loren Reeves, Jose Bermejo and Fidel Hernandez.



PHOTOS BY LUIS INZUNZA

Award Winning Team: The Downtown Breakfast Club has presented its prestigious "Rose" award nomination to the MTA for the \$2.1 million Market Court project adjacent to the Grand Central Market. The new cityscape, constructed with a grant from the MTA and Community Redevelopment Agency, provides pedestrians a seating area, walkway and easy access to Metro Bus and Metro Rail service.



PHOTO BY BILL HEARD

At left, members of the Regional Transportation Planning team who developed the project are (front row, left) Shelley Azizi, Rufina Juarez, Dolores Roybal, Amy Howell and Diego Cardoso. Second row (from left) are Steve Brye, Joanna Cucchi, James Rojas and Robin Blair. Third row (from left) are Art Cueto, Henry Gonzalez and Walt Davis. Not shown: Fiona Schneider and Adrian Alvarez. --April 30, 2001

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How You Doin'?

- **Div. 3 Transportation, Div. 9 Maintenance, Metro Green Line Are Tops in Quarterly Competition**

PHOTOS COURTESY OF TRANSIT OPERATIONS
Click on image to view in full.

(April 30, 2001) Division 3 Transportation, Division 9 Maintenance and the Metro Green Line have won top honors in the Transit Operations' "How You Doin'?" Division of the Quarter competition.

Division 8 Transportation, Division 6 Maintenance and the Metro Red Line were named Division of the Month for March in their categories.

Division 1 Transportation and Division 15 Maintenance earned accolades in March as the month's "most improved" divisions.



The Division 9 team won the maintenance competition for Division of the Quarter honors. Pictured are (front row) Harvey Robles, John McBryan, Rudy Silva, James Ray, Omar Nomora, Tom Conner, Jaime Lozano, Leon Velarde, Hien Mao. Second row: Rick Purcell, Barbara Thomas, Enrique Diaz, Pedro Baeza, Jose Loreda, Raul Rodriguez, Mathew Dake, Richard Famighetti, John Walsh, Nadine Freire, Joe Lung, Lars Villumsen, Jim Bolton, Armondo Martinez, Johnny Ly and Albert Semadeni.



Pictured from the Division 9 maintenance first shift are (front row) Harvey Robles, Tam Quach, John

McBryan, Raul Eguia, Julio Velasquez, Ed Rivera and Ted Garcia. Second row: Richard Famighetti, Javier Castro, Adolfo Soto, Rudy Gutierrez, Raymond Tat, Tom Conner, Jaime Lozano and Barry Richter. Third row: Ernie De La Rosa, Rudy Silva, Sonny Dang, Carmen Boctor, George Arredondo and Dennis Mullen. Fourth row: Ryan Granados, Dave Bricker, Gerry Clark and Antonio Sanchez.



Pictured from the Division 9 maintenance second shift are (first row) Omar Nomora, Leon Valarde, John Garner, Rick Hendricks, Enrique Diaz, Rick Percell and Ricardo Hernandez. Second row: Tony Garcia, Rolando Pereyda, Miana Gamble, Nadine Freire, Dee Ambler, Virginia Alcantar, Hector Solis, Hiem Mao and George Perez. Third row: Duane Anderson, Francisco Medina, Sam Rodriguez, Dave Gibbs, Charles Powell, Margo Martinez, Robert Cowans, Mike Harnish, Francisco Guzman, Armando Martinez, Thomas Machinski, Johnny Ly and Ted Charles.



Pictured from the Division 9 maintenance third shift are (first row) Michael Morris and Charles Johnson. Second row: Leslie Duboise, Alex Arballo, Jesus Gonzales, Jessica Acosta, Ted Caballero, Brenda Franklin and Ramon Gutierrez. Third row: Raul Rodriguez, Joseph Cubero, Robert Gates and John Fussell.



The Metro Green Line team was top

rail line for the quarter.



The Transportation team at Division 3 earned the title of Division of the Quarter. Pictured are Alexis Sandoval, Abdul Khalil, Victor Motta, Division Transportation Manager Dan Frawley, Sebastian Castaneda, Sixto Valadez, Acting Deputy Executive Officer of Operations John Roberts, Jose Jaime, Luis Zamora, Transit Operations Chief Tom Conner, Miguel Martinez, Christopher Burkner and Gilbert Macias.



Division 6 Maintenance is Division of the Month for March. Pictured are front row) Fausto Flores, Eddie Peterson and Frank Royster. Back row: Harry Gotwetter, Ron Whitney, Yuriy Kaganovsky, Joe Medrano, Cassandra Webb, Richard Hunt, Darryl Henderson and Rick Hittinger



Division 8 Transportation is Division of the Month for March.



The Metro Red Line is Rail Line of the Month for March.



Division 1 Transportation was “most improved division” for March. Pictured are (bottom row) Jose Ornelas, Renard Jackson, Susan Harvey, Jesse Castorena, Daryl Taylor, Jerry Cruz, John Roberts, Patty King, Joel Fradejas and Sam Morales. Center row: Jim Falicki, Miguel Mata, Tom Conner, Christopher Doan and Esteban Morales. Top Row: Henry Figueras, Leopoldo Cuevas, Henry Magana and Rolando Lopez.



Division 15 Maintenance was “most improved division” for March.

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