

Metro Report Archives

May 2003 Articles

[MTA Report](#)

[Bulletin Board](#)

- [MTA to Increase Schedule for Metro Gold Line Testing](#) (May 30, 2003) In preparation for the opening of the Metro Gold Line this summer, MTA has begun increased operational testing from Union Station in Los Angeles to Sierra Madre Villa Station in Pasadena.
- [LASD Fare Inspectors Now Aboard Metro Rail](#) (May 29, 2003) Fare inspectors have been deployed on the Metro Red Line this week under a partnership between MTA and the Los Angeles Sheriff's Department to supplement law enforcement on Metro Rail.
- [Transit Police Chief Urges Employees to be Alert](#) (May 28, 2003) With the nation's terrorist threat alert level now set at "Orange," Transit Police Chief Dan Finkelstein is asking MTA employees to "maintain a heightened interest in their surroundings."
- [UPDATE: FY-04 Budget, Fare Restructuring Approved at May Board Meeting](#)
- [Memorial Service Set, May 28, for SCRTD's John Dyer](#) (May 22, 2003) A memorial service celebrating the life of former SCRTD General Manager John A. Dyer is scheduled Wednesday, May 28.
- [Paleontologists Unearth Mammoth Tusk Fossil on MTA Property](#) (May 21, 2003) Paleontologists working on MTA property have unearthed a small section of a mammoth tusk approximately 10,000 to 70,000 years old. MTA has donated the fossil, which is believed to date to the late Pleistocene era, to the Museum of Natural History of Los Angeles County for study and preservation.
- [FY-04 Budget, Fare Restructuring Lead May Board Agenda](#) (May 20, 2003) Adoption of the FY 2004 budget and a motion to restructure Metro fares for the first time in eight years are likely to dominate Thursday's MTA Board meeting, but there are other items of interest on the agenda.
- [Red Car Trolley Line Starts Service, July 19, in San Pedro](#) (May 20, 2003) If all goes well, the long-awaited Waterfront Red Car Line will open, July 19, at the Port of Los Angeles in San Pedro.
- [Security Grant Will Fortify Metro System Against Terrorism](#) (May 16, 2003) The U.S. Department of Homeland Security has awarded MTA a \$4.57 million grant to prevent potential acts of terrorism by fortifying security already in place on the Metro system.
- [MTA's Bike to Work Day Demonstrates Alternative Commute](#) (May 16, 2003) The MTA-sponsored "Bike to Work" Day in Los Angeles, May 15, put more than miles on bicycles. It also put smiles on the faces of bicycling proponents, who aim to increase the number of daily bikers to ease traffic congestion and reduce air pollution.
- [Santa Catalina Ribbon-Cutting Launches Floating Docks](#)
- [Board Motion Would Rename 8 Metro Gold Line Stations](#) (May 15, 2003) Eight Metro Gold Line stations will have new names if a motion approved, Wednesday, by the Construction Committee is confirmed by the MTA Board at its May 22 meeting.

- [MTA Staff to Recommend Revised Fare Structure to Board](#) (May 15, 2003) There will be no change in fares charged senior citizens, students and disabled persons if the MTA Board concurs, next week, with a revised staff recommendation on fare restructuring.
- [Sheriff's Fare Inspectors Take Posts in Metro Red Lines](#) (May 13, 2003) The first two Sheriff's Department fare inspectors took their posts on the Metro Red Line, Monday – the first of a force of 50 who will serve in the subway and on the Metro Gold Line.
- [Proposed Exposition Line Work is in Early Stages](#) (May 9, 2003) Work on a proposed light-rail line between downtown LA and Culver City is in early stages, MTA staff will tell the Planning and Programming Committee, Wednesday.
- [MTA Introduces 'Metro Experience' Mobile Theater; Hip-Hop and Safety Video delivers rail safety message to young audience.](#) (May 9, 2003) With blasting hip-hop music and heart-stopping video images, MTA hopes its new "Metro Experience" mobile theater will reach a young, impressionable audience with a right-on rail safety message.
- [MTA Gives Green Light to SF Valley Metro Rapidway Construction](#) (May 7, 2003) MTA has given the green light for start of construction on the 14-mile San Fernando Valley Metro Rapidway – the dedicated busway that will connect North Hollywood and Warner Center.
- [John A. Dyer, Who Led SCRTD During Metro Red Line Startup, Died May 4 at Age 66](#) (May 6, 2003) John A. Dyer, who led the Southern California Rapid Transit District for almost six and a half years in the 1980s – including through the early days of Metro Red Line funding and construction – died at his Glendale home of a heart attack, Saturday. He was 66.
- [Board's Finance Committee to Consider FY 2004 Budget](#) (May 9, 2003) The Board's Finance and Budget Committee will conduct a public hearing on the FY 2004 MTA budget during its May 15 meeting.
- [MTA Unveils Austere FY 04 Draft Budget](#) (May 2, 2003) Determined "to live within our means" despite an anticipated sharp cut in state funding, MTA CEO Roger Snoble has proposed an austere MTA budget for the fiscal year beginning July 1.
- [MTA to Implement Hundreds of Transportation Projects; Six-Year plan includes Eastside extension and San Fernando Valley Metro Rapidway](#) (May 2, 2003) MTA is poised to implement hundreds of transportation projects over the next six years – including the Eastside extension of the Metro Gold Line and construction of the San Fernando Valley Metro Rapidway.
- [Flag-Raising Symbolizes Debut of New Transit Police Force](#) (May 1, 2003) With the raising of the American flag, this morning, MTA and the Sheriff's Department marked the debut of the nation's second largest Transit Police force.
- [First Ride](#) (May 1, 2003) MTA CEO Roger Snoble, Los Angeles County Supervisor and MTA Board Member Gloria Molina, and Los Angeles County CAO David Janssen are the first to ride the new Metro Gold Line train from Union Station to Sierra Madre Villa and back on Monday, April 28.

Bulletin Board

- [Good, Better and Best: Corporate Safety Issues Review of MTA Health and Safety Programs](#) (May 30, 2003) RRC, Metro Blue Line Maintenance and South Bay

Transportation Division are “shining stars” of first report from Safety and Health Assessment Review Program.

- [New Federal Withholding Tax Rates in Effect May 28](#) (May 30, 2003) First MTA Payday to Reflect Tax Savings is June 13
- [Gateway Division Managers throw Pizza Party to Celebrate 7-day Accident-free Achievement](#) (May 30, 2003) Operators at Gateway Division 10, the second largest division of the Metro system, were given a surprise party to celebrate 7 days without any accidents or injuries.
- [Metro Bus Operator's Daughter is College Softball Star](#) (May 27, 2003) North Los Angeles Division 3 Operator Patricia Gates, hit a homerun when she put her daughter, Cindy, into softball at age seven.
- [They're Doin' Great!](#) (May 28, 2003) Teamwork and hard efforts at Divisions 1, 2, 7 and 9 helped them achieve several “How You Doin’?” awards for the months of February and March.
- [Snoble, Catoe Announce Three New Holidays](#), Summer Casual (May 27, 2003) Three new paid holidays for non-contract employees in FY 2004. A full summer of casual dress. That's the plan announced, today, by CEO Roger Snoble and Deputy CEO John Catoe.
- [South Bay Division 18's Heritage Day](#) Unites Different Cultures of MTA (May 27, 2003) Every year, Division 18 has separately commemorated Black History Month, Cinco de Mayo and Juneteenth. This year, the division combined all three events into one day, known as Heritage Day.
- [Driving Simulator Will Help Train Metro Bus Operators](#) (May 23, 2003) Some day soon, Metro Bus operator trainees will get their first “over-the-road” experience behind the wheel of a virtual reality simulator with all the challenges of a real-world driving environment.
- [Metro Gold Line Operator Training Takes Study, Muscle, Desire](#) (May 23, 2003) Tests of physical and mental strength, as well as discipline, are some of the challenges rail operators must face to complete the eight-week Metro Gold Line training course.
- [M3 Web Pages Are Newest Feature on metro.net](#) (May 23, 2003) Web pages describing M3, the new Maintenance and Material Management System, debut today as the latest additions to *metro.net*.
- [Graduation Celebration!](#) *metro.net* to Publish Annual Listing of 2003 **Graduates** (May 22, 2002) Are you graduating from college this year? Is your son or daughter graduating from high school?
- [MTA Events Calendar Joins metro.net Family of Features](#) (May 22, 2003) The MTA Events Calendar – a comprehensive day-by-day listing of meetings, employee activities and community events – joins *metro.net's* family of features today.
- [Obituary](#) RRC's Katsumi Lutz Died, Saturday, When Hit by a Car
- [MTA's New ADA Administrator Finds Things are Better](#) (May 21, 2003) In the five and a half years Chip Hazen was away from MTA, attitudes about the Americans with Disabilities Act (ADA) changed considerably – and for the better.
- [May Blood Drive](#) (May 16, 2003) Employees donated a total of 8.5 gallons of blood during MTA's American Red Cross blood drive.

[From Buses to Films](#), MTA's Richard Frantzis gets things rollin' (May 15, 2003)

Making and directing movies for over a decade, Transit Operations Supervisor Richard Frantzis has written, produced and directed dozens of films, commercials, public service announcements and music videos.

- **[Shawna Adams](#)** is Purchasing's 'Buyer of the Quarter'
- **[SB Governance Council Members](#)** Tour Arthur Winston Division 5
- **[Like Father, Like Son](#)**: North Los Angeles Division 3 Mechanic Richard Kelly and his son, Philip, both were called to military duty for "Operation Iraqi Freedom."
- **[Friday's Paychecks](#)** to Come in Tamper-Resistant Envelopes
- **[OCI Rides High](#) and Passes Another DMV Audit** (May 13, 2003) Operations Central Instruction (OCI) pulled out all the stops and drove to the top once again – it recently passed its annual Department of Motor Vehicle (DMV) audit with flying colors.
- **[Non-revenue Division](#) to Display Muscular New Tow Trucks, Wednesday**
- **[Gateway Cities, Westside/Central](#) Celebrate Cinco De Mayo**
- **[MTA Seeking Volunteers](#)** for Metro Gold Line Opening
- **[MTA HQ Floor Wardens](#)** Learn Search and Rescue Techniques
- **[Renovation Gives Metro Blue Line Tower](#)** a New Outlook
- **[Register now](#)** for MTA 'Bike to Work' Day
- **[Pocketbook and](#)** \$1,300 Returned to Metro Bus Patron , ... And, Another Good Deed.
- **[Rail Rodeo Competition](#)** Uninterrupted, Despite Cool Weather
- **[Family Spirits High](#)** at Saturday's MTA Rail Rodeo
- **[The Winners!](#)** MTA Rail Rodeo 2003
- **[Division 3](#)** Prepares for the Cinco de Mayo Celebration
- **[Rain or Shine](#)** – It's MTA Rail Rodeo Time!
- **[Division 10's James Hazelitt](#)** Featured in ICMA Brochure
- **[Silent Auction Raises Money](#) for Child Development Center** (May 1, 2003) More than 300 handcrafted items, made by the 80 kids at the Gateway Child Development Center, are up for sale through Friday, May 9.

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The Winners!

MTA 2003 Rail Rodeo



Rail Services Director Dave Kubicek and Rail General Manager Gerald Francis, back row from left, with top-scoring mechanics, front row from left, Glenn Abraham, Ronnie Burt, Eric Czintos and Jose Rodriguez.

Equipment Maintenance Specialists (1,000 points)

Eric Czintos, Metro Blue Line, 810

Ronnie Burt, Metro Blue Line, 789

Glenn Abraham, Metro Red Line, 670

Jose Rodriguez, Metro Blue Line, 642



Rail General Manager Gerald Francis, right, joins top ops Robert Rodriguez, left and Tu Phan in winner's circle.

Rail Operators (1,000 points)

Tu Phan, Metro Red Line, 923
Robert Rodriguez, Metro Red Line, 915
Not pictured: Linda Sardinha, Metro Blue Line, 885



2003 MTA Rail Rodeo Competitors

Equipment Maintenance Specialists

Glenn Abraham
Nicholas Alexander
David Bonzell
Ronnie Burt
Eric Czintos
James Nguyen
Frank Pirillo
Jose Rodriguez
Joselito Suarez

Rail Operators

Ramon Alvarez
Paul Arriaza
Michael Barnes
Kevin Devlin
Gaston Martinez
Charles Guerrero
Michael Lee
Michael Lespron
Albino Magana
Robert Markham
Tu Phan
Ruben Ramirez
Robert Rodriguez
Linda Sardinha
Darnell Taylor
Jesus Valdez
Kenneth Wilkerson

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Silent Auction Raises Money for Child Development Center

- **Crafts Made by Kids**

(May 1, 2003) There are abstract paintings and stationery. Decorated flower pots and coffee cups. Photos and special soaps.

More than 300 handcrafted items, made by the 80 kids at the Gateway Child Development Center, are up for sale through Friday, May 9.

It's the Center's annual Spring Art Auction and, according to Mona Jones, Parent Advisory Group fund-raising team leader, the goal is to raise \$4,000 to \$5,000.

Auction proceeds will be used to provide educational materials and speaker programs, teacher uniforms, professional education and other incentives.

Other fund-raisers – a children's book sale, a cookie dough sale – are held throughout the year.

Some silent auction items have been placed in the MTA Headquarters lobby, but the great majority are on display in the Child Development Center.

Potential buyers write their names on cards next to the items they are interested in. The highest bidder wins the item. Items that are not sold by bids will be auctioned at 5 p.m., May 9.

For more information about the silent auction, call the Child Development Center at 922-4453. The Center is located directly east across the Plaza from the HR Employment Office.

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PHOTOS BY BILL HEARD



Proud of the greeting cards they made for the Child Development Center's silent auction are Douglas Martinez, 4; C'Terra Carter, 3; and Ellen Tsukagoshi, 4.



Center Director Esmeralda Ortiz talks with three budding artists, from left, Ellen Tsukagoshi, 4; C'Terra Carter, 3; and Douglas Martinez, 4, about the items they made for the silent auction.



MTA Custodian Sue LeRoux admires "Niagara Falls at Night," a watercolor by the two-year-olds at the Child Development Center. This and other paintings are located in the MTA Headquarters lobby. Other items are on display at the Center.

Flag-Raising Symbolizes Debut of New Transit Police Force

By BILL HEARD, Editor

(May 1, 2003) With the raising of the American flag, this morning, MTA and the Sheriff's Department marked the debut of the nation's second largest Transit Police force.

The ceremony was a significant moment for those who saluted as the ensign was hoisted briskly above Patsaouras Plaza. The Sheriff's Department assumed sole responsibility for patrolling the Metro System under a new contract that took effect today.

The blue of MTA Security officers' uniforms was mixed among the tan and green uniforms worn by Sheriff's deputies in the honor guard – a fact that Transit Police Chief Dan Finkelstein said symbolized the “unified command of all MTA law enforcement and security.”

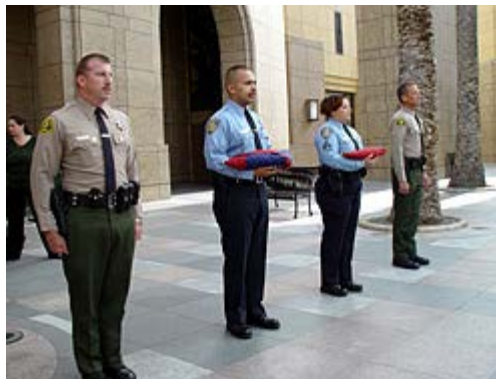
Finkelstein, a Sheriff's captain who started the Transit Services Bureau in May, 2001, now will serve as chief of a Transit Police force numbering 340 deputies, 105 MTA Security officers, 50 uniformed fare inspectors, as well as civilian staff – about 600 personnel in all.

A 'seamless operation'

Finkelstein promised that the new law enforcement agency will be a “seamless operation” that will be more responsive to the security needs of MTA employees and Metro riders. The unified command and new technology will improve communications throughout the Metro system, he said.

Chief Michael Nagaoka, who represented Sheriff Lee Baca at the ceremony, noted that

PHOTOS BY BILL HEARD



An honor guard of Deputy David Wessol, MTA Security Officer Jose Ortiz and Senior Officer Loretta Ferem and Deputy Richard Faulk with the U.S. and California flags.



MTA Security Officer Jose Ortiz, right, and Deputies David Wessol and Richard Faulk prepare to raise the American flag over Patsaouras Plaza.



"This is a very historic moment," Chief Michael Nagaoka told the assembled law enforcement officers. He represented Sheriff Lee Baca at the ceremony.



Sheriff's Capt. Dan Finkelstein, MTA's new Transit Police chief, addresses a mixed contingent of deputies and MTA Security officers.

MTA's law enforcement contingent is the largest under his field operations command, which includes seven Sheriff's stations and a bureau that serves nine community colleges.

With the Sheriff's Department now responsible for security on the Metro Red Line and other Metro lines within the City of Los Angeles and other jurisdictions, Nagaoka said his department has "a unique opportunity to provide security services on a countywide basis."

"Each deputy will be an ambassador of MTA," he said. "We want them to be responsive to the riders."

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Division 10's James Hazelitt Featured in ICMA Brochure

(May 1, 2003) If you have a retirement account with ICMA, you may have been surprised to see a familiar presence in a recent brochure mailed to your home.

The nationwide retirement benefits organization featured a large photo of Metro Bus Operator James Hazelitt, Jr., of Gateway Division 10 on the first page of the booklet.

The accompanying text says, in part:

"James Hazelitt takes his job as a bus driver very seriously. 'I'm responsible for people's lives. They put their lives in my hands.'"

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RETIREMENT CORPORATION



Metro Bus Operator James Hazelitt, Jr.

In the remainder of the text, Hazelitt talks about his participation in the retirement program and about his plans for the future. "I can't predict the future, but I can plan for it," he says.

Some 600,000 of the 12-page corporate profile brochures were sent to ICMA participants nationwide as part of an annual mailing, says Robert Barkin, vice president, ICMA Corporate Communications.

Barkin said Hazelitt was chosen to represent the broad range of plan participants. Others profiled in the brochure were an employee of the City of Anaheim, three Chicago students, a Richmond, Va., police chief and a Michigan engineer.

MTA is one of ICMA's larger investment clients with more than 5,000 employees enrolled in the 401 (k) or 457 retirement plans.

Hazelitt, 35, joined MTA in November, 1997. He and his wife, Traneka, live in Ontario with their daughters Kazmere, 9, and Kajha, 7.

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Division 3 Prepares for the Cinco de Mayo Celebration

By LISA HUYNH

(May 2, 2003) North Los Angeles Division 3 is getting into the festive mood – they have several events lined up just in time for Cinco de Mayo.

Division 3 DAC Members have been painting a bus, decked out with the colors of Mexico and images that celebrates the holiday.



PHOTO BY LISA HUYNH

From left, Cookie Cabanillas, Maria Colon, Rosalia Medina and Frank Espinoza have been working their magic to complete the Cinco de Mayo-themed bus.

They've been working hard to complete the bus for Saturday's annual Cinco de Mayo parade, which will begin at 10 a.m.

"This is our opportunity to show our support to the community," says Metro Bus Operator Rosalia Medina. "We've been doing this for several years now, and we enjoy it so much."

The parade will start at Glassell Park in Eagle Rock and end at Division 3 in Cypress Park.

General Manager Jack Gabig is scheduled to ride in a car at the parade.

On Monday, May 5, Division 3 employees also will host a Cinco de Mayo party.

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Review Schedule > The MTA Board will conduct a budget workshop at 10 a.m. Monday, May 12, followed by a public hearing on the budget at 9:30 a.m., Thursday, May 15. MTA directors will consider adopting the FY04 budget at their regular Thursday, May 22, Board meeting.

MTA Unveils Austere FY 04 Draft Budget

By MARC LITTMAN



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Download: [Proposed Budget Summary for the Fiscal Year Ending June 30, 2004](#)

(May 2, 2003) Determined "to live within our means" despite an anticipated sharp cut in state funding, MTA CEO Roger Snoble has proposed an austere MTA budget for the fiscal year beginning July 1.

The balanced \$2.8 billion draft budget calls for pushing forward with major transportation improvements to help Los Angeles County deal with worsening traffic. The draft budget is available for review at www.mta.net.

Due to major capital projects that will be under construction next year and the opening of the Metro Gold Line, the proposed FY 04 budget is up \$147 million, or 6 percent, over the current budget, however, the operating side of the budget is about the same.

Half the budget – \$1.377 billion – is earmarked for bus operating and capital expenses for MTA and the county's municipal bus operators. Bus expenditures are up \$125 million more than the current budget and reflect new services such as the expanding Metro Rapid lines, plus the purchase of hundreds of new buses.

Consent Decree costs

Complying with the federal Consent Decree to improve bus service will cost about \$130 million next year. Those costs are escalating and are up about \$30 million from this year.

MTA may lose more than \$1 billion in state funding, largely for capital projects, as the Legislature and Governor Gray Davis grapple with the state's worst fiscal crisis.

Farebox revenue is flat and local transit tax revenue and federal funding for MTA may show only a slight increase next year.

"Like many public and private companies, the MTA is struggling to maintain service in the face of limited resources," CEO Snoble said. "To accomplish that, we have to operate more efficiently and cut overhead."

Job cuts, employee wages

The draft budget calls for the elimination of 104 positions, no wage increase next year for MTA employees unless specified in labor contracts, a 10 percent cut in administrative costs, and a \$6 million reduction in workers compensation costs over this year.

The budget also calls for restructuring Metro fares, which haven't been adjusted in more than eight years.

Under the staff recommendation, the basic cash fare would drop a dime to \$1.25, but the cost of a monthly pass would be raised by \$10 (now \$42). Other fares would be adjusted, although staff is now recommending that there be no change in fares charged students, seniors and the disabled.

The Board will consider whether to restructure fares at its May 22 meeting. If the Board opts to do that, the new fares would go into effect Jan. 1, 2004. The staff fare proposal would generate about \$16 million in more revenue in FY04.

Metro Rail service increase

On the operating side, there will be an 18 percent increase in Metro Rail service with the opening this summer of the Metro Gold Line.

MTA will beef up bus service on the highest ridership lines, but will reduce service on some low-productivity lines, those carrying few passengers. This primarily affects the 13 low-volume bus lines that MTA contracts with private carriers to run.

MTA also will optimize its systemwide bus schedules and redeploy some service from lines where service is duplicated by the municipal bus operators or by new Metro Rail service.

Total Metro Bus service will decline by about 2 percent in FY 04 but MTA soon will start deploying new high-capacity buses that can carry more passengers.

More than \$1 billion for buses

Buses remain the highest priority for MTA in FY04.

The MTA will spend a record amount on the bus program, which includes Metro Bus operations, bus purchases and construction of new bus facilities as well as municipal bus operator subsidies and paratransit service for the disabled who can't use the regular fixed route transit system.

The draft FY 04 budget earmarks \$1.377 billion, or 49.3 percent, for buses. That compares with \$1.25 billion, 47.3 percent, this year.

Three new Metro Rapid lines will debut in FY 04. These include Vernon/La Cienega, Soto and Crenshaw/Rossmore. Within five years, MTA will have 27 Metro Rapid bus lines in place, spanning nearly 400 miles throughout Los Angeles County.

MTA expects to take delivery of 30 new 45-foot buses that can seat 16 percent more passengers than a standard 40-foot coach in FY 04. Another 70 of these bigger buses are on order along with 200 high-capacity 60-foot articulated buses.

Besides funding these bus purchases, MTA also has budgeted monies for construction of the 14-mile San Fernando Valley Metro Rapidway that will connect the North Hollywood Metro Rail station and Warner Center. The Transitway is under construction and is scheduled to open in 2005.

Metro Rail service expands

The second largest slice of the budget pie -- \$498 million or 17.8% -- is for Metro Rail operating costs and construction.

The opening of the Metro Gold Line this summer will expand the Metro Rail system to 73 miles crisscrossing Los Angeles County. The MTA plans to begin construction in FY 04 on a six-mile Eastside extension of the Metro Gold Line from Union Station to Atlantic and Pomona.

MTA also is purchasing 50 new light-rail cars to serve the Metro Gold Line and the Eastside extension, and a mid-life overhaul of the Metro Blue Line is scheduled next year.

In addition, MTA will contribute \$41 million, 1.5 percent of the total budget, to help subsidize Metrolink commuter rail operations in FY04.

Funding for streets and highways

The next biggest portion of the draft MTA budget -- \$483 million or 17.3 percent -- is for highway and other regional transportation programs such as construction of freeway carpool lanes, freeway sound walls, street widening, better traffic signal coordination, grade separations at railroad crossings, bikeways, ride-sharing incentives, shuttles, and other local transportation programs.

The budget also includes funding for the Metro Freeway Service Patrol to help stranded motorists.

Debt service reduced

MTA's debt service next year will be \$312 million, 11.2 percent of the proposed budget. That's down from \$315 million this year.

Rounding out the FY 04 draft MTA budget are expenditures for other governmental programs such as transportation planning, capital projects such as warehousing, legal and other expenses. These expenditures total \$82 million, or 2.9 percent, of the budget.

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Everyone's Invited!

SEE METRO.NET REPORT:

[Hot Contest Shaping Up for Rail Rodeo, Saturday, May 3](#)

- **Rain or Shine – It's MTA Rail Rodeo Time!**

(May 2, 2003) "The rain will not dampen our good time!" declared Rail Transportation Manager Duane Martin, even though weather forecasters are predicting rain during Saturday's MTA Rail Rodeo.

MTA employees, family members and friends are invited to the Rodeo, to be held this year at the Metro Blue Line yard in North Long Beach.

With the possibility of showers, the many of the competitive activities will be moved into the Body Shop.

All family activities – including the jumper houses for kids, the IN-N-OUT BURGER Cookout Trailer and popcorn wagon, the clown, the DJ and country/western band – will be moved into the Heavy Repair Shop.

Rail competition will begin at 7 a.m.; the maintenance competition is scheduled to start at 10 a.m. Family activities are planned from 9 a.m. until about 3:30 p.m.

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MTA to Implement Hundreds of Transportation Projects

- **Six-Year plan includes Eastside extension and San Fernando Valley Metro Rapidway**

By RICK JAGER

(May 2, 2003) MTA is poised to implement hundreds of transportation projects over the next six years – including the Eastside extension of the Metro Gold Line and construction of the San Fernando Valley Metro Rapidway.

These and other projects are described in the agency's draft Short Range Transportation Plan, which will be released for public comment on Monday, May 5. The action plan prioritizes the county's mobility needs and allocates available resources through 2009.

Among other projects, MTA plans to establish 26 Metro Rapid Bus lines throughout the region, add 200 high-capacity 60-foot articulated buses, develop 70 miles of additional carpool lanes and make numerous rideshare, joint development and other local initiatives.

MTA will hold two public workshops at which MTA staff will present the draft plan, answer questions, and seek public comment.

The meetings are scheduled from 9 – 11 a.m. and from 6 – 8 p.m., Tuesday, May 13, in the Board room. The plan also will be presented during the Planning and Programming Committee meeting from 1 – 2 p.m., Wednesday, May 14.

Final action on the Short Range Transportation Plan is scheduled at the MTA Board meeting, June 26.

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Family Spirits High at Saturday's MTA Rail Rodeo

BY LISA HUYNH

(May 6, 2003) Saturday's storm didn't dampen the spirits of those who attended the 2003 MTA Rail Rodeo – at least 200 family members were there to support their loved ones.

While rail operators and equipment maintenance specialists were competing in a series of events, family members enjoyed a live DJ, karaoke, a country/western band, jumping houses and a clown.

Both adults and kids also flocked to the IN-N-OUT BURGER Cookout Trailer for hot, made-to-order burgers, chips and soft drinks.

"I'm having a good time," said 11-year-old Jose Rodriguez, Jr. "The clown just painted a dragon on my face and made us balloon animals."

Janie Steele, the clown, was a big hit with the kids. She offered face painting, balloon animals, games and prizes.

'Having such a good time'

"The people here are so great," said Steele. "Everyone is having such a good time. I couldn't ask for a better job."

Steele also performed as lead singer of the country/western band Janie Steele and the Pacific Electrics.

Deputy CEO John Catoe, on hand for the competition, said family members were showing their support for their loved ones and for MTA.

"My daughter and I are here to wish my fiancé, Frank Pirillo good luck," said Patricia Chapman. "Though I'm a little disappointed that we couldn't

See metro.net report: [Rail Rodeo Competition Uninterrupted, Despite Cool Weather](#)



Rail Davis Transportation Manager Duane Martin brought his grandchildren along - Rylee Epps, 4, and Haily Epps, 2. (Bill Heard photo)



Christina Coronado, Victor Rodriguez, Jody Salazar, Jose Rodriguez, and Geralso Cervantes.



Asst. Rail Division Transportation Manager Barbara Harris wows the Karaoke crowd.

watch him in the competition, we're having fun." Pirillo is a Metro Green Line equipment maintenance specialist.

Although families couldn't see the competition up close, they were able to watch it on television monitors set up in the vehicle shop and around the yard.

"We keep the families away from the competition because of safety reasons and because it can be distracting to the competitors," said Metro Blue Line Division 11 Manager Duane Martin.

Martin was happy with the rodeo's outcome. "Despite the rain, many people showed up. Can't wait till next year!"

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Janie Steele and the Pacific Electrics set the pace with a country sound.

PHOTOS BY JENNIFER YEH

'Visionary Leader in the Transit Industry'

- John A. Dyer, who led SCRTD during Metro Red Line Startup, died May 3 at 66.
- A memorial service is planned, May 28, in Los Angeles.

By BILL HEARD, Editor

(May 6, 2003) John A. Dyer, who led the Southern California Rapid Transit District for almost six and a half years in the 1980s – including through the early days of Metro Red Line funding and construction – died at his Glendale home of a heart attack, Saturday. He was 66.



In this mid-1980's photo, Los Angeles Mayor Tom Bradley commends Dyer for his "many accomplishments and continued support for transportation systems that serve the Southern California region."

Dyer is survived by Beth Dyer, his wife of 38 years. A funeral service is planned for later this week at the Chattanooga Funeral Home in Hixson, Tenn. A memorial service is planned, May 28, in Los Angeles. Details of both services are pending.



SCRTD General Manager John A. Dyer in a July 1986 photo.

"I was very sad to hear of the death of my long-time friend, John Dyer. He was a visionary leader in the transit industry and was particularly influential in the development of major rail transportation systems in Miami and Los Angeles," said CEO Roger Snoble. "On behalf of the MTA family, especially those former SCRTD employees who worked with John, I want to express our sympathy to his wife, Beth. Our thoughts and prayers are with her."

At his death, Dyer had been a principal consultant since 1999 with PBConsult, a subsidiary of Parsons-Brinckerhoff. Most recently, he had served as principal consultant to the Orange County Transportation Authority's CenterLine rail project. He also served as interim CEO during the startup period of the LA to Pasadena Metro Blue Line Construction Authority.

The SCRTD Board recruited Dyer from the Metropolitan Dade County transit system in Miami, Fla., in 1981 at age 44, to be the agency's general manager. During his eight years in Miami, he had obtained some \$1.1 billion in federal funding to build a 20.5-mile heavy rail line and a 3.7-mile downtown people mover.

Led during 1984 Olympics

As SCRTD general manager, Dyer was responsible for overseeing a 2,400-bus fleet – one of the nation's largest. During a period when fares were capped at 50 cents for three years under Prop A, average

weekday boardings grew from 1.2 million to 1.6 million.

He also directed the agency's much-admired transportation system during the 1984 Summer Olympic Games, but his primary task was to build a subway for Los Angeles.

Dyer succeeded in gaining strong political support for construction of the Metro Red Line and secured a total of \$2.55 billion in federal, state and local funding for its first and second phases. On Sept. 29, 1986, the agency broke ground on the massive project.

Dyer announced his resignation from SCRTD in November 1987. In the years following his leadership of the agency, Dyer headed the firm of Dyer and Associates, providing transportation planning and transit management consulting services in the private and public sectors.

Born in the East Tennessee community of Signal Mountain, Dyer was the youngest child of school teachers J. Pope and Anna Dyer. He earned a bachelor's degree in political science at the University of Chattanooga, and a master's degree in political science and a Ph.D. in public administration at the University of Alabama.

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Rail Rodeo Competition Uninterrupted, Despite Cool Weather

- **Phan, Rodriguez, Sardinha Top Operators**
- **Czintos, Burt, Abraham, Rodriguez Top EMSs**
- [Go to > The Winners!](#)

By ADRIENNE FIGUEROA

(May 6, 2003) Despite cool weather and periodic rainfall, this year's Rail Rodeo competition at the Metro Blue Line, Saturday, continued uninterrupted.

A visit from Mother Nature slightly disrupted initial plans to hold the event outside, but coordinators were resilient and decided on a second course of action.

"We had to go to Plan B and move everything inside the facility," said George Kennedy, maintenance manager for the Metro Blue Line Division 11.

Metro Red Line Operator Tu Phan placed first, scoring 923 points. Metro Red Line Operator Robert Rodriguez was a hair's breadth behind with 915 points, while Metro Blue Line Operator Linda Sardinha placed third with 885 points.

Phan and Rodriguez are no strangers to either the MTA Rail Rodeo or to the international competition sponsored by APTA. In 2002, they won both events – the first time an MTA team had won at the international level.

See metro.net report > [Family Spirits High at Saturday's MTA Rail Rodeo](#)



Attended three internationals

Phan, who has represented MTA at three internationals, won the MTA competition in 2001 and 2000 and placed second in 2002. Rodriguez, who also has qualified for three internationals, won the MTA competition in 2002, 1998 and 1997.

This year, they'll travel to San Jose for the international competition in June. Sardinha will serve as an alternate.

Phan, who joined the MTA 17 years ago and became a rail operator in 1996, has never worked as a Metro Blue Line operator. Honing in on the skills he acquired from the Metro Red Line, he was able to master the competition once again.

"I like what I do and I am proud of it," Phan said of his accomplishments.

Sardinha, a first year competitor in the Rail Rodeo, also was the only female competitor in the train operator event.

'Just trying to get through it'

"I didn't even think about being the only woman," the 15-year MTA veteran said, shrugging her shoulders. "I just thought about trying to get through it."



Rail Transit Transportation Supervisor Arnold Johnson tracks Rail Operator Robert Markham in rail competition.



Blue Line Maint. Specialist Joselito Suarez and Red Line Maintenance Specialist Leader Phiet Pham take the written test.



Train operator Jesus Valdez competes at the console.

A wave of obstacles including door and friction brake problems as well as position stopping were a few of the trials that train operators had to face in their competition.

Operators were given 20 to 25 minutes to complete the pre-departure portion of the test, depending on the train.

During this time, operators needed to determine what was wrong with the train. Part of this process consisted of a thorough check of the fire extension, the brakes, the horn, the headlights and taillights.

"The event establishes a certain curriculum for the operators – a standard," said Will Johnson, rail supervisor and instructor for the Metro Blue and Green Lines. "It shows their proficiency and efficiency in their operation. It's a testing of their skills."

The maintenance competition

Located in a quiet area of the Division 11 maintenance facility, the equipment maintenance specialists completed their tests to the clanking sound of tools and muffled voices.

Weather was not the only reason for moving this portion of the event indoors. Last year's



Metro Blue Line Maintenance Specialist Ronnie Burt dons a safety harness in near-record time.



Maintenance Specialist David Bonzell zips through the 'Defective Component' competition.

competitors encountered diversions that hindered their concentration.

"What we learned last year was that the maintenance contestants were too close to the music which was distracting and that is why I moved them," Kennedy said.

In an environment that was more conducive to test taking, competitors were required to measure mechanical devices, identify various parts and components, and take a written test on their knowledge of policies and procedures. Competitors were given 12 to 30 minutes to complete each test.

Nicholas Alexander, Metro Green Line maintenance specialist and first-time competitor, sat in silence as he measured a train wheel – a part of the event that he found to be the most challenging.

"I haven't had much experience in that area," he said.

Although last year's rail rodeo winners Ronnie Burt and Eric Czintos sat just a few tables away, Alexander said that he felt optimistic about his performance in the competition.

'Something to look forward to'

"It's exciting," he said. "It gives me something to look forward to because when I have as much experience as they have, I will do as good as they have done."

Eric Czintos placed first with 810 points, Metro Blue Line Maintenance Specialist Ronnie Burt came in second with 789 points, Glenn Abraham placed third with 670 points and Jose Rodriguez came in fourth with 642 points.

Unlike the operator event, the top three winners will go to the international competition and the fourth place winner will serve as an alternate.

Burt, a participant in last year's international competition, is looking forward to returning this year.

"It was nice to see that other properties were having the same problems, that we weren't alone in the problems that we were facing," he said. "It was good to see a lot of the people in the same industry."

As a contender in the international competition last year, Burt expects to face testing that is more difficult than that of the rail rodeo.

"The events are a lot more challenging," Burt said. "It was an eye-opener and a learning experience."

Friendly competition



Maintenance Specialist Ronnie Burt works at the 'Parts' competition, while judge Eric Peterson evaluates.

The rail rodeo is an event that signifies friendly competition among fellow operators and mechanics, as well as an opportunity for families of MTA employees to gather and participate in a variety of activities.

"I think it's good that they have a friendly competition among themselves and at the same time, they're working hard to represent the MTA for the international rail rodeo," said Metro Rail General Manager Gerald Francis. "I also enjoy meeting the family members because I always say that the family is the backbone. Family support means a lot."

Duane Martin, division transportation manager for the Metro Blue Line, believes that although the event places an emphasis on having a good time, contenders still have their sights set on placing in the event.

"The spirit of the competition is friendly, but they're serious about it," he said. "They want to win. They want to be the best rail operators and represent their division and have bragging rights for a year."

Burt views the rail rodeo as a chance to inspire himself to work harder.

"It brings up the morale a bit and brings all of the rail divisions together," he said. "It's an event that institutes a little pride in the career as well as the motivation to push yourself."

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**MTA Pit Stop
Thursday, May 15**

BE THERE: Patsaouras Plaza, in front of the Gateway Building

CHECK IN: 7:00 to 9:30 a.m. Here's your chance to win cool bike stuff and an official BTW t-shirt.

EAT SOMETHING: Energy Breakfast

CHECK-UP: Stop by the REI booth for a free bike safety check-up, maintenance tips and store goodies.

GOODIE BAGS: Cool bike stuff.

PHOTO OP: Group Photo at 10 a.m. at the MTA Pit Stop.

QUESTIONS? e-mail Irma Rivera or call 922-7110.

MTA Employees can register here for Bike to Work Day!

New! Get a free bike safety check-up at REI tent

[MTA Registration Form](#)

(May 7, 2003) MTA employees who register to bike to work on Thursday, May 15, will receive an official "Bike to Work" goodie bag, plus VIP treatment at the official MTA "pit stop" sponsored by the MTA Employee Rideshare Program.

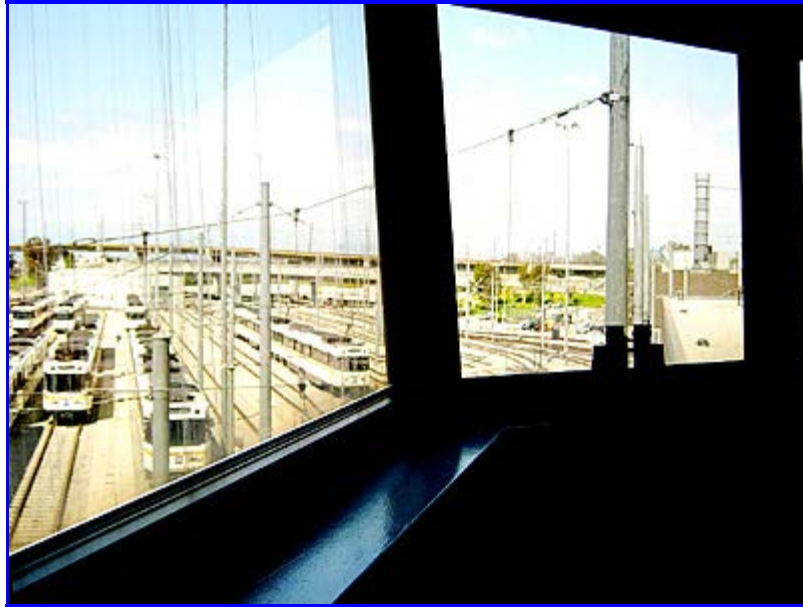
New this year, sporting and camping supply store REI will offer free bike safety checks to Bike to Work Day participants, plus water bottles and bike shop labor coupons.

MTA cyclists will be treated to an "energy" breakfast on 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, click [here](#) to print the registration form. Complete the form and send it to Irma Rivera at mail stop 99-14-8 by Monday, May 12.

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PHOTOS BY ADRIENNE FIGUEROA



A recent reconfiguration of the Metro Blue Line Operations Center created a panoramic view of the yard by eliminating a storage room wall. [Move mouse over image to see for yourself.](#)

Renovation Gives Metro Blue Line Tower a New Outlook

By ADRIENNE FIGUEROA

(May 7, 2003) For 13 years, supervisors working in the Metro Blue Line Division 11 Operations Center tower had a limited view of the property – a problem that became increasingly troublesome over the years.

A recent reconfiguration of the Operations Center created a panoramic view of the yard by eliminating a storage room wall.

The new arrangement has proven to be a success for supervisors because they no longer have to deal with a partition standing between their work stations and their view of the property.

"They could not see operations in the yard," says Henry Castaneda, Division 11 assistant division transportation manager. "They had to run back and forth from the windows with radios."

During the construction, which began about three months ago, the storage area was gutted and a counter was installed. Most of the control tower renovations are complete, with the exception of a few touch-ups that will take place over the next few weeks.

Castaneda says that the reconfiguration helps to avoid mistakes and accidents because it provides a better view of the yard below.

"Now, people can actually see the yard they control," Castaneda says.

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Pocketbook and \$1,300 Returned to Metro Bus Patron

By JENNIFER YEH

MORE> [Another good deed...](#)

(May 7, 2003) On April 23, Gateway Division 10 Service Attendant Sharoll Jones discovered a pocketbook while doing her routine bus cleaning.

Enclosed in the pocketbook were a phone book -- and \$1,300 in cash.

Jones turned her findings over to Equipment Maintenance Supervisor Marco Pedemonte, who called the numbers listed in the phone book.

After several attempts to reach someone, Pedemonte was able to contact a woman in New Jersey who identified the owner of the pocketbook.

She was Elsa Escobar, a patron who had lost her pocketbook -- with the \$1,300 -- aboard a Metro bus.

"Sharoll Jones did a wonderful thing by turning in the pocket book," says Pedemonte. "It's nice when people do things for other people."

BADGE PHOTO



Service Attendant
Sharoll Jones

And, Here's Another Good Deed...

BADGE PHOTO



Metro Bus
Operator
Leroy Broussard

West Hollywood Division 7 Operator Leroy Broussard recovered a wallet with \$400 during a May 3 run. Not long afterward, an elderly man arrived at the division to report a lost wallet. Sure enough, Broussard had just handed in the wallet and the money to Transportation Operations Supervisor Lorna Andrews-Johnson. The patron went away much relieved.

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Los Angeles River Bridge Crossing at Victory Boulevard and Louise Avenue in Van Nuys is the start of construction site for the San Fernando Valley Metro Rapidway Project. PHOTO BY DAVE SOTERO



MTA Gives Green Light to SF Valley Metro Rapidway Construction

By BILL HEARD, Editor

(May 7, 2003) MTA has given the green light for start of construction on the 14-mile San Fernando Valley Metro Rapidway – the dedicated busway that will connect North Hollywood and Warner Center.

The agency issued a Notice to Proceed, May 2, allowing the contractor, Shimmick/Obayashi, to begin the \$150 million design and construction project. The Rapidway is scheduled to open in August 2005.

One element of the Rapidway already is under construction under a separate contract. Steel pile installation began, April 25, on the south abutment of a bridge that will span the LA River in the Sepulveda Basin Recreation Area.

As for the Rapidway, itself, the contractor must rip up old rails and ties from the former Union Pacific railroad bed. A number of buildings, pavement and other obstacles also must be demolished before the actual bus lanes can be built.

Generally, says Project Manager Roger Dames, the Rapidway will be 100 feet wide with two 13-foot wide dedicated bus lanes down the center. Running parallel to the busway will be a 15-foot wide bikeway and pedestrian path.

Drought-resistant landscaping will be featured the length of the corridor. In neighborhood areas adjacent to the Rapidway, the contractor will build an earth berm surmounted by a wall to reduce noise.

Historic train depot

The eastern terminal of the Rapidway, located near the North Hollywood Metro Rail station at Chandler and Lankershim, will be

adjacent to a historic train depot. At the western end, the Rapidway will leave the dedicated right-of-way to follow surface streets to make a one-mile loop to the Warner Center Transit Hub.

With signal priority at intersections, end-to-end running time along the Rapidway between Warner Center and North Hollywood will be 35 to 40 minutes. Buses will run every seven to ten minutes during peak hours.

Thirteen stations will be spaced approximately a mile apart along the Rapidway. The stations will feature ornamental landscaping, ticket vending machines, variable message signs, original art, patron seating, security cameras, public telephones and bicycle racks.

Park and ride lots will be built at five stations, providing more than 3,000 parking spaces convenient to major activity centers. North-south bus lines will connect the Rapidway to other destinations.

The MTA Board has approved the purchase of 200 CNG, low-floor articulated buses, 22 of which are slated for use on the Rapidway.

The total cost of the Rapidway project – including real estate and preliminary engineering – is \$329.5 million. In addition, the project will include \$8.1 million for the bikeway and pedestrian path.

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MTA HQ Floor Wardens Learn Search and Rescue Techniques

(May 8, 2003) MTA Headquarters floor wardens took another step in their emergency training, Wednesday, with a course on search and rescue techniques. Instructor Wayne Bennett of Survival Skills & Co. taught a dozen floor wardens how to locate, rescue and transport victims of an earthquake or other disaster. The lesson required the wardens to extract a life-size mannequin from beneath a fallen cabinet. Using a classmate, the wardens practiced placing an injured person on a stretcher, lifting and carrying the victim. MTA Corporate Safety sponsored the four-hour Building Emergency Response Training class.

PHOTOS
BY
JENNIFER YEH



Instructor Wayne Bennett shows floor wardens Maureen Smith and Manual Alvarez how to rescue a trapped victim – in this case, a mannequin.



Manual Alvarez, Ilda Licon (back to camera) and Maureen Smith move the "victim" from under the cabinet.



Kimball Johnson (left) and Margarita Ortiz roll "victim" John Grace onto a stretcher.



The stretcher team lifts "victim" Quintin Sumabat for transportation to safety.

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Gateway Cities, Westside/Central Celebrate Cinco De Mayo By JENNIFER YEH



Mariachis lead celebration at Central City Division.

(May 13, 2003) In celebration of the Cinco De Mayo holiday, Gateway Cities and Westside/Central Divisions 1, 2, 6, 7 and 10 held parties throughout the week.

Each division had huge buffets and barbeques. At divisions 2 and 7 Operators Abel Zuniga and Rudolfo provided the music as DJ's.

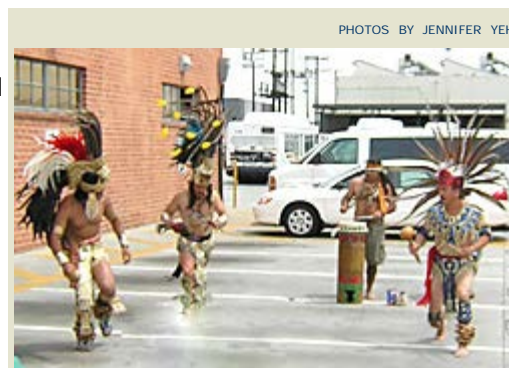
In addition to the money raised by the divisions through raffles and luncheons, the United Transportation Union gave money to support the events.

While most of the divisions had mariachi bands, Division 2 also hired Aztec dancers.

"We wanted to try something new," says Division 2 Operator Robert De La Fuente. "We wanted to show others another culture."

"We are not only celebrating Cinco De Mayo," says Division 2 Bus Operator Abel Zuniga, "we are uniting all the cultures."

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Aztec dancers transform Crossroads Depot Division parking lot. Below, Central City Division staff enjoy a barbecue.



Proposed Exposition Line Work is in Early Stages

(May 9, 2003) Work on a proposed light-rail line between downtown LA and Culver City is in early stages, MTA staff will tell the Planning and Programming Committee, Wednesday.

The staff is proceeding with environmental, design and public outreach activities for the Mid-City/Exposition Transit Corridor.

The proposed 9.6-mile light-rail line would branch off the Metro Blue Line and head west along the Exposition right-of-way to Venice and Washington near downtown Culver City. The Board also has signaled its intent to ultimately extend the line to Santa Monica.

The first phase of the Exposition line would share three stations with the Metro Blue Line – 7th and Metro, Pico and Grand. Seven new stations would be construction at USC, Vermont, Western, Crenshaw, La Brea, La Cienega and Venice/Washington.

The Federal Transit Administration has given the project a “recommended” rating. Preliminary engineering on the line began in January. A special panel also is considering whether the line could be a design-build project similar to the Metro Gold Line.

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Board's Finance Committee to Consider FY 2004 Budget

**SEE
METRO.NET
REPORT
[MTA Unveils
Austere FY 04
Draft Budget](#)**

(May 9, 2003) The Board's Finance and Budget Committee will conduct a public hearing on the FY 2004 MTA budget during its May 15 meeting.

The MTA staff is recommending adoption of a \$2.8 billion budget for FY 2004, up slightly from the \$2.6 billion budget approved for FY 2003.

The draft budget includes funding for 9,082 full-time positions, 104 fewer than authorized in FY 2003. The majority of the 104 positions currently are vacant and will be closed out to meet the new budget.

Bus and rail operating expenditures in the proposed budget are projected at \$951 million. The budget would include \$683 million for capital expenditures, \$791 million for regional programs and subsidies, \$61 million for the General Fund and \$274 million for debt service.

According to a Board report, the proposed budget assumes that fares will be increased by 9.3 percent and that revenues from sales taxes will increase by 4.9 percent.

The draft FY 2004 budget includes no cost-of-living, quarterly wage adjustments, except those required by current labor agreements, or other salary increases.

Following committee action, MTA directors are scheduled to consider adopting the FY04 budget at their regular Thursday, May 22, Board meeting.

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Hey look, listen up, 'n stay alive,
These ain't no lies if you wanna survive.
Better be wise 'round the railroad ties.
'Cause if you don't you'll be takin' a ride
A one-way ticket...to the other side.



PHOTO BY JENNIFER YEH

Students from Nightingale Middle School in Highland Park are the first to experience the "Metro Experience" aboard MTA's mobile safety theater.

MTA Introduces New 'Metro Experience' Mobile Theater

By BILL HEARD, Editor

- Hip-Hop and Safety Video delivers rail safety message to young audience.

(May 9, 2003) With blasting hip-hop music and heart-stopping video images, MTA hopes its new "Metro Experience" mobile theater will reach a young, impressionable audience with a right-on rail safety message.

The mobile theater was introduced to local media, today, and is scheduled for its first public showing, Saturday, during a neighborhood block party at the dedication of the Metro Gold Line's Avenue 57 station.

"We hope as many people in the community as possible come out and share this premier experience," says Lynda Bybee, deputy executive officer, Community Relations. "The whole experience really envelopes the viewer."

Emblazoned with bold graphics outside, what would appear to be a normal semi-trailer folds out to create a theater with a large screen for 3-D video and 16



DEO Lynda Bybee of MTA Community Relations welcomes students to the MTA mobile safety theater. The mobile theater debuts Saturday at the Avenue 57 Metro Gold Line Station.



Metro Rail General Manager Gerald Francis, center, puts on 3-D glasses to view the rail safety video during a special presentation, Thursday, for senior MTA staff. With him in the audience are, top left, CEO Roger Snoble, Deputy CEO John Catoe and, lower right, Chief Communications Officer Matt Raymond.

interactive seats that can simulate the ups, down and curves of the Metro Rail tracks.

The video takes the viewer on a high-speed ride over the tracks and through realistic situations that depict the dangers of graffiti-tagging or horseplay around the trains. Scenes also show the consequences when motorists and pedestrians try to beat the trains at crossings.

Eye-catching graphics, designed by MTA Design Studio intern Richard Dowhan, announce the "Metro Experience" mobile theater.



Hey, tots and teenies...fresh outta school
Playin' near the tracks, where you think it's cool,
Showboatin' 'n braggin' with your friends for sport
Don't be a fool on your hometown court.
Tracks are for trains, and not for playin' games,
Stay away from the railroad's fast runnin' lanes.

'It's all too real'

"What we see on the screen is real," says Metro Rail General Manager Gerald Francis. "In a sense, the show's script was already made because, unfortunately, some of the accidents we investigate are exactly what we witness on the screen."

The mobile theater previously was used to promote the "Power Rangers" superheroes at toy stores around the country. The tractor and trailer were purchased for \$400,340.

MTA redecorated and refurbished the trailer, developed the 3-D safety video and reprogrammed the interactive electronics to simulate the on-screen action in the motion of the viewers' chairs. There's even a wind machine to enhance the sense of movement.

"We're trying to give the audience a real-life feel of actually being there," says project manager Yoon Ham, a senior community relations officer.

"It's more than just seeing a movie," says Bybee. "When people walk out, they'll be carrying that experience in an emotional place inside."

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Gateway Cities, Westside/Central Celebrate Cinco De Mayo By JENNIFER YEHL



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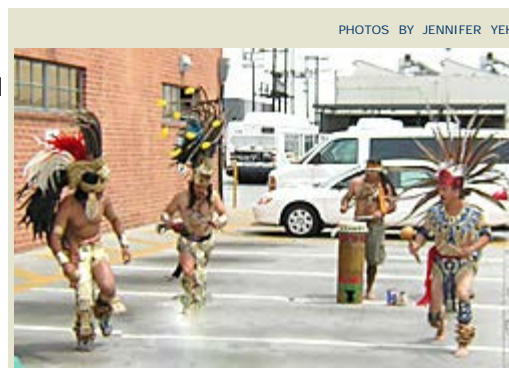
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Aztec dancers transform Crossroads Depot Division parking lot. Below, Central City Division staff enjoy a barbecue.



Division 4 to Display Muscular New Tow Trucks, Wednesday



(May 13, 2003) Non-Revenue Vehicle Department Division 4 will show off its new muscle, Wednesday morning, at Terminal 31 – the bus parking lot diagonally across from MTA Headquarters.

Brawny new Freightliner “stinger-type” tow trucks and a Landoll flatbed tractor/trailer unit will be on display from 9 a.m. until noon.

Employees are invited to view the vehicles, which will be displayed with buses hooked-up and piggy-backed on the flatbed trailer, as they will be used by MTA mechanics throughout greater Los Angeles.

Division 4 is the main repair facility for all non-revenue vehicle maintenance and serves and is the location of the Gateway Cities service sector office.

Equipment Maintenance Superintendent Mike Stange and Equipment Maintenance Supervisor Harold Torres will be available to answer questions about the new vehicles. Informational display boards will highlight the specifics of the equipment.

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Sheriff's Fare Inspectors Take Posts in Metro Red Line

- Two LASD fare inspectors are the first of a force of 50.

By BILL HEARD, Editor

(May 13, 2003) The first two Sheriff's Department fare inspectors took their posts on the Metro Red Line, Monday – the first of a force of 50 who will serve in the subway and on the Metro Gold Line.

Dressed in white uniform shirts and navy slacks, and equipped with radios, Security Assistants Vanessa Mack and her partner, Security Assistant Magdalena Soto, were stationed on the mezzanine level of Union Station, Tuesday morning, as crowds of passengers hurried by.

In addition to checking fares, Sheriff's Security Assistants Vanessa Mack, left, and Magdalena Soto will keep an eye out for safety and assist patrons with directions in the Metro Red Line.



Below, Soto, left, and Mack talk over their new jobs with Lt. Mike Parker.



PHOTOS: BILL HEARD

Mack stood at the foot of the escalator below the East Portal while Soto positioned herself about 25 feet further on.

"Please have your tickets and passes ready," Mack cautioned, as the subway patrons stepped off the escalator. "Thank you, thank you," Soto repeated as they passed her post, fares in hand.

Most passengers were prepared, but some had to pause and dig out a pass from deep in a handbag or backpack before being allowed to proceed to the train platform. Others headed to the ticket vending machines.

'Here to inspect fares'

"These people are on their way to work," said Mack. "We don't want to hold them up, but we are here to inspect fares."

A military veteran who holds the rank of sergeant in the Army Reserve, Mack worked for more than two years as a security assistant in the Pasadena courts. There, her job involved screening personal belongings and checking for weapons and other prohibited items.

"This is more diverse," she says of her new job. "Different things,

different people and different things going on.”

Soto, who recently earned an associate’s degree in administration of justice, previously worked as a security assistant in the county court system. As a teenager, she was a Police Explorer in the City of Maywood.

Comparing her new job with her work in the courts, she says, “It’s totally different. On a scale of one to ten, I told my lieutenant, it’s a ten!”

Must call for assistance

In addition to inspecting fares, Sheriff’s security assistants are expected to maintain order in the stations – although they are directed to call for assistance in the event of trouble. They also keep an eye out for passenger safety and will provide directions and assistance to Metro Rail patrons.

Thirty more fare inspectors are expected to join Mack and Soto by early June. The final 18 security assistants will be assigned when the Metro Gold Line is opened in mid-summer.

The security assistants come from many walks of life, says Sheriff’s Lt. Mike Parker. One was an airport employee, another was a college district clerk. Many are bilingual with some speaking Russian, Armenian or Spanish.

Each security assistant will attend a three-week training course. The curriculum includes heavy- and light-rail orientation and safety training, orientation to Sheriff’s Department procedures, tactical communications, fare media recognition and identification of “suspicious devices.”

Security assistants must be prepared on many levels to assist patrons and maintain order, but their primary goal is to enforce the use of fares. Parker believes their constant presence and visibility in the Metro Rail system will accomplish that.

“One of our goals is for people to buy a ticket,” he says. “We take no pleasure in issuing citations to people.”

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From left, TOS Beverly Jones, Assistant Manager Demetrius Jones, TOS Saul Reece, Manager Grace Golden and TOS Leonard Hooper help administer tests for DMV's annual audit.



OCI Rides High and Passes Another DMV Audit

By LISA HUYNH

(May 13, 2003) Operations Central Instruction (OCI) pulled out all the stops and drove to the top once again – it recently passed its annual Department of Motor Vehicle (DMV) audit with flying colors.

OCI Manager Grace Golden says MTA has been trained by DMV to give license exams to employees who are new to the company, employees who want another job title or rehires.

"Instead of testing at the DMV, we administer our own test," says Golden.

DMV makes annual visits to MTA and also may drop by unexpectedly throughout the year to ensure that MTA is in compliance with its requirements.

"DMV wants to make sure that we are testing the same as they do," says Transportation Operations Supervisor Saul Reece. "They also make sure that the scores and numbers are accurate and that everything we do is on the same line as DMV."

Regular testing

OCI conducts these tests regularly because MTA is budgeted to hire 16 employees a week.

These driving tests include a route that requires students to negotiate several types of turns, uphill and downhill grades, railroad crossings, overpasses and underpasses.

Students also must be able to operate on the streets and the freeways according to the appropriate speed limits.

Students can either obtain a class "A" or "B" license. Class "A" licenses are for those who operate equipment over ten tons, such as a tow tractor or rail vehicle. Class "B" licenses are for people who operate a bus.

"We're very confident in what we do," says Assistant Manager Demetrius Jones. "We know what it takes to pass and we do it very well."

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Division 3's Richard Kelly and His Son Are Called to Military Duty

By LISA HUYNH

(May 14, 2003) Like father, like son: North Los Angeles Division 3 Mechanic Richard Kelly and his son, Philip, both were called to military duty for "Operation Iraqi Freedom."

National Guard Specialist Richard Kelly was activated in late April to serve with Homeland Defense team to provide domestic security. He's currently stationed at Edwards Air Force Base.



Marine Corporal Philip Kelly and Division 3's Richard Kelly, a National Guard specialist, are in uniform and on location.

Kelly, 42, was one of 9,000 National Guard members who were called to duty nationwide. More than 100 are stationed at Edwards.

Marine Corporal Philip Kelly, 23, went to Iraq in early February. He's with the first Marine Division from Camp Pendleton. He joined the Marines in 1999 and may leave the military in end of July.

After the Marines, Philip would like to become a truck driver, bus operator or mechanic for MTA, like his father.

Coming home soon

"The last I heard from him was three weeks ago by satellite phone," says Richard Kelly. "He's in Iraq right now. His division is hoping to return to Camp Pendleton by the end of June."

Kelly says he and his family are proud of Philip. "We've tied yellow ribbons around the trees in our neighborhood and we've sent him 'care packages' to show our support."

It's no surprise that Richard and Philip Kelly are both in the military. Richard's father was a loadmaster in the Air Force.

Richard has another son, Richard Jr., who plans to join the National Guard in a couple of months. His 15-year-old daughter, Grace Kelly, plans to join the Air Force or the Marines when she turns 18.

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Friday's Paychecks to Come in Tamper-Resistant Envelopes

(May 14, 2003) A reminder from MTA Payroll that the paychecks and pay stubs issued Friday, May 16, will be enclosed in new tamper-resistant, self-contained envelopes.

There will be no difference in the format or information printed on the paychecks or pay stubs. Advanced security features will protect confidential employee financial information.



New tamper-resistant paycheck envelope is self-contained.

The self-mailer paychecks and pay stubs will have perforated side strips to ensure that the document can't be opened and resealed. High-quality paper will reduce the ability to see text through the paper and will prevent tears during distribution.

Security features also include a watermark printed in special opaque ink and unevenly spaced lines that will make it difficult to cut and paste the envelope without detection.

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Honoring Buyer of the Quarter Shawna Adams, third from left, are Contract Purchase Managers Richard Bachman and Al Mitchell, Material Manager Margaret James, Deputy Executive Officer Ted Montoya and Executive Officer Lonnie Mitchell.



Shawna Adams is Purchasing's 'Buyer of the Quarter'

By MARGARET JAMES

(May 15, 2003) Shawna Adams was awarded "Buyer of the Quarter," recently, for her commitment and dedication to providing outstanding service to her customers.

Adams, a buyer in the Procurement and Material Department is responsible for overseeing the repair and return process for certain inventory items, safety items, CNG fueling Island accessories and uniforms.

During the third quarter, Adams saved MTA more than \$150,000 by awarding a seat re-upholstering contract to a local disadvantaged business enterprise firm.

Adams approaches all of her assignments with a positive and professional attitude. She works to accomplish her assigned task in an efficient manner and is always willing to take on new assignments and to help other staff members.

Adams has distinguished herself as a dependable, highly motivated asset to the Purchasing staff, Procurement Department and MTA.

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On Location> Movie director Richard Frantzis, at right, reviews dailies with crew on location.



From Buses to Films, MTA's Richard Frantzis gets things rollin'

By JENNIFER YEH

(May 15, 2003) Lights! Camera! Action! As soon as the film starts rolling, sitting in the director's chair is MTA's Richard Frantzis – manipulating every scene and character to create the masterpiece he envisions.

Making and directing movies for over a decade, Transit Operations Supervisor Richard Frantzis has written, produced and directed dozens of films, commercials, public service announcements and music videos. At MTA, Frantzis is a Bus Operations Control dispatcher.

A graduate of Columbia University with a degree in film and television production, Frantzis was always one of the top four students in his class. In film school, he even had opportunities to direct such famous actors as Gregory Hines and Amy Irving in several short skits.

Frantzis taught himself to make movies through reading "how-to" books and experimenting with his camera.

"I found the books to be interesting and, since I liked making videos, I bought myself a camera and taught myself how to use it," he says.

Making feature films

Living in Miami at the time, Frantzis started by making music videos for local musicians. In a few short years, he made three feature films before moving to Los Angeles to further pursue the business.

With financial support from investors, he recently finished his fourth film, a romantic drama called *Permanent Games*, which he says is based on a personal life experience. It had its premiere, March 29, at Culver City Studios.

"I'm entering it in film festivals, so I'm hoping it will win some prizes and I'll be able to sell it to a distributor," he says.

His upcoming film project is called *The Connections*. He'll begin filming in a couple of weeks and will take about a year to finish the project.

"I get most of my idea for movies through real life experiences," he says.

Asked about his plans for the future, Frantzis says, "What I really want to do is sell my films to MTV or HBO and try to turn them into television series."

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Board Motion Would Rename 8 Metro Gold Line Stations

(May 15, 2003) Eight Metro Gold Line stations will have new names if a motion approved, Wednesday, by the Construction Committee is confirmed by the MTA Board at its May 22 meeting.

Acting on a motion by Supervisor Gloria Molina, the committee voted to rename three stations on the Union Station to Pasadena route and five future stations on the Eastside Extension.

On the Pasadena route, the Avenue 26 station would become the Lincoln Heights/Cypress Park station. The French Avenue station would be renamed the Heritage Square/The Arroyo station, while the Avenue 57 station would become the Historic Highland Park station.

On the Eastside, the Alameda station would become the Little Tokyo/Arts District station; the Utah station would be renamed the Pico/Aliso station; the Boyle station would be changed to the Mariachi Plaza station; Ford station would become the Maravilla Station; and the Mednik station would be renamed the East LA Civic Center station.

"These name changes are supported by the residents surrounding the various stations and reflect the unique identity of each neighborhood," Molina's motion says. It notes that several community groups had contacted her office requesting the changes.

The motion also directs MTA staff to work with the Eastside Review Advisory Committee and the cities of Pasadena and South Pasadena on the possible renaming of other stations.

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SB Governance Council Members Tour Arthur Winston Division 5

By RICH MORALLO

(May 15, 2003) Members of the South Bay Governance Council recently toured Arthur Winston Division 5 and rode a bus line as they learned more about bus operations and the agency's work to provide transit services.

"The council members visited both the transportation and maintenance facilities and learned how we work to service the customers," said Metro South Bay General Manager Dana Coffey.

Coffey briefed council members Curren Price, Lou Mitchell and Howard Sachar on various aspects of bus operations. The group learned about daily assignments, relief schedules, running boards, the extra board and school routes.

Also explaining the routine operators go through as they collect their assignment at the window and prepare to begin their bus route was Assistant Transportation Manager Keith Green, who escorted council members Margaret Hudson and John McTaggart.

After visiting the transportation facility, the visitors observed maintenance activities and also received a vault house briefing.

They're his customers

"I like working with the bus operators since they are my customers," said vaulter Kenneth Trammel, who explained how he transfers the cash box contents from the bus to a safe storage area.

Later, the members boarded a Metro Rapid bus driven by Operator Glenna Gaines, who drove the bus on the Line 754 route from Hollywood Boulevard along Vermont Avenue.

"I was very impressed with the scope of operations," said Price, an Inglewood City Councilman. "The tour provided an interesting overview of what happens behind the scenes before buses go out and after they return.

"I was also pleased to feel a friendly and positive environment in the employee lounge area," he added. "Those individuals I met appeared to enjoy their assignments, and were serious about the professional service they provide."

Jim Hendrickson, another council member, toured Metro Rail and Metro Bus by himself recently.

"I took the Metro Blue Line to the Metro Green Line and then rode Metro Rapid," said Hendrickson, Palos Verdes Estates city manager. "I was very impressed with Metro Rapid - it's a smooth ride."

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MTA Staff to Recommend Revised Fare Structure to Board

(May 15, 2003) There will be no change in fares charged senior citizens, students and disabled persons if the MTA Board concurs, next week, with a revised staff recommendation on fare restructuring.

Cash fares would drop and discount tokens would be continued, if the Board approves the proposal.

The MTA staff is recommending restructuring Metro fares to offset potential operating deficits that could reach \$1.4 billion over the next 10 years.

There has been no change in fares in more than eight years despite rising costs for wages, fuel, equipment, security and other operating expenses.

Today, MTA recovers only 29 percent of its operating expenses from the farebox. The rest is subsidized by taxpayers. By comparison, fares of most large transit properties in the United States cover about half the operating costs.

On May 22, the MTA Board is expected to vote on the FY 2004 budget and will consider adopting a new fare structure to take effect Jan. 1, 2004.

Three options were presented at a public hearing, April 12. After considering public comment, the MTA staff now is recommending the following:

- Lower the current cash fare by a dime to \$1.25.
- No change in fares charged seniors, students and disabled persons.
- Keep discount tokens until the universal fare system comes on-line in two or three years. However, raise the price to \$1.10 (currently 90 cents).
- Offer a new \$3 day pass and discontinue transfers.
- Raise the price of the monthly pass to \$52 (current pass is \$42, the same price charged in 1989, despite a 51 percent increase in inflation since then).
- Raise the price of semi-monthly passes to \$27 (currently \$21).
- Raise the price of a weekly pass to \$14 (currently \$11).

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Los Angeles City Councilman Eric Garcetti, at left, L.A. Bike Coalition Director Ron Milam, Councilman Tom LaBonge, and, at far right, Los Angeles City Bicycle Commission Director Michelle Mowrey lead bike commute down Sunset Boulevard on Bike to Work Day.



PHOTO: DAVE SOTERO

Bike to Work Day Demonstrates Alternative Commute

By GAYLE ANDERSON

(May 16, 2003) The MTA-sponsored "Bike to Work" Day in Los Angeles, May 15, put more than miles on bicycles. It also put smiles on the faces of bicycling proponents, who aim to increase the number of daily bikers to ease traffic congestion and reduce air pollution.

"It was a way to reduce cars on city streets, even for just one day," said José Ubaldo of MTA Media Relations. "The event shows that the bicycle commute to work is fun and a healthy alternative to driving a car."

Leading an entourage of nearly 20 cyclists, 13th District Los Angeles City Councilman Eric Garcetti and 4th District Councilman Tom LaBonge proved that riding a bike to work was just plain fun.

With media in tow, the two councilman took off from the corner of Sunset and Echo Park boulevards for the ride down Sunset to their respective council offices.

The city officials were joined on a



PHOTO: DAVE SOTERO

Los Angeles City Councilmen Tom LaBonge, left, and Eric Garcetti hold impromptu news conference in advance of bike ride down Sunset. Media included TV channels 2, 4, 7, 9, 22, 34, 52, 62 and Radio Station KFWB.

four-mile bicycle commute by member of the L.A. Bike Coalition, including Executive Director Ron Milan, City of Los Angeles Bicycle Commission Director Michelle Mowrey and council staff members.

MTA chipped in with free rides on Metro buses and trains, offering cyclists the opportunity to hop aboard for at least part of their commute.

Meanwhile, MTA employees who rode their bicycles to work were rewarded with official "Bike to Work" t-shirts and a complimentary energy breakfast at a festive pit shop at Patsaouras Plaza.

Some 55 employees registered to take part in the event, said Irma Rivera, who coordinated the employee participation. Assisting in the effort were interns Tiffany Trinh, Belen Marquez, Tay Chor and Anna Robles.

Whether they biked the entire commute or hopped aboard the Metro system for at least a partial ride, employees logged in an unofficial 1,149 miles in commuter miles. For a complete list of MTA Bike to Work commuters, [click here](#).

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PHOTO: GAYLE ANDERSON

MTA employees who biked to work included, from left, Carrie Bradford, Joe O'Donnell, Irma Rivera, Heim Geffen, Timothy Papandreou, Phil Ganezer, Valerie Harrison, Thomas Rodriguez, Fiona Schneider, and Roger Martin. <[CLICK TO VIEW](#) large format>



PHOTO: GAYLE ANDERSON

Roger Martin, center, wins a set of panniers and congratulations from visiting REI representative Ross Elion. REI tent offered bike safety check ups and store giveaways to participating MTA employees.

Santa Catalina Ribbon-Cutting



Joining Avalon Mayor Ralph Marrow, Jr., for a ribbon-cutting ceremony marking completion of the expansion of two floating docks, May 13, were, from left, city council members Tim Winslow, Dan O'Connor and Marie Whittington. Director Beatrice Proo, Matt Knabe of Supervisor Don Knabe's staff and Countywide Planning chief Jim De la Loza represented MTA.

(May 16, 2003) Visitors to Santa Catalina Island will have an easier time getting ashore thanks to the recent expansion of two floating docks at the Mole Ferry Terminal. MTA provided \$259,000 for the \$355,000 project. Some 900,000 passengers, including 150,000 commuters, use the dock facility every year.

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Security Grant Will Fortify Metro System Against Terrorism

By GARY WOSK

(May 16, 2003) The U.S. Department of Homeland Security has awarded MTA a \$4.57 million grant to prevent potential acts of terrorism by fortifying security already in place on the Metro system.

The grant also will permit the agency to invest in new prevention measures.

"This means a lot to the overall security of the system," says Transit Police Chief Dan Finkelstein. "It gives us more eyes and ears and resources that will allow us to work smarter."

The funds were distributed as part of a \$700 million grant program for urban areas. The allocation included \$65 million for the top 20 transit agencies in America, an amount Homeland Security says can be spent on:

- Installing physical barriers and monitoring systems, including video surveillance, motion detectors, thermal/infrared imagery and chemical/radiological material systems and communications systems.
- Prevention planning, training and exercises.
- Expenses incurred during ORANGE alerts from January 2003 to April 2003.

MTA previously received \$50,000 from Homeland Security to conduct anti-terrorism and terrorism disaster drills.

MTA has requested an additional \$11.4 million in security funding from Congress in the federal FY 2004 appropriations bill.

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MAY BLOOD DRIVE

(May 16, 2003) Sixty-eight employees donated a total of 8.5 gallons of blood during Wednesday's American Red Cross blood drive at MTA Headquarters. Blood donor Matt Raymond, MTA's chief communications officer, checked cell phone text messages during the procedure.



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FY-04 Budget, Fare Restructuring Lead May Board Agenda

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- [Item 34.](#) Fare restructuring
- [Item 40.](#) Station Dedication
- [Item 32.](#) Metro Gold Line stations
- [Item 37.](#) Venice Division 6
- [Item 29.](#) Bus Operator Simulator
- [Item 39.](#) Gateway Cities Council Members
- [Item 36.](#) Wilshire/Vermont Development

(May 20, 2003) Adoption of the FY 2004 budget and a motion to restructure Metro fares for the first time in eight years are likely to dominate Thursday's MTA Board meeting, but there are other items of interest on the agenda.

The MTA staff is recommending adoption of a balanced \$2.8 billion budget, that includes funding for 9,082 full-time positions, 104 fewer than authorized in FY 2003. The motion is Item 16 on the Board's agenda.

Bus and rail operating expenditures are projected at \$951 million. The FY 2004 budget would include \$683 million for capital expenditures, \$791 million for regional programs and subsidies, \$61 million for the General Fund and \$274 million for debt service.

Item 34, Fare restructuring

A revised staff recommendation recommends no change in fares charged senior citizens, students and disabled persons. Under the staff proposal now before the Board, cash fares would drop and discount tokens would be continued.

The staff is recommending restructuring Metro fares to offset potential operating deficits that could reach \$1.4 billion over the next 10 years. Today, MTA recovers only 29 percent of its operating expenses from the farebox.

The fare proposal calls for a new \$3 day pass, while discontinuing transfers. It would raise the price of the monthly pass to \$52 from the current \$42.

Item 40, Station Dedication

Director John Fasana has filed a motion to recognize the "commendable efforts and pioneering years of dedicated service" of former SCRTD General Manager John Dyer by naming a Metro Red Line station in his honor.

Dyer, who died at his home of a heart attack May 3, was a major force behind the funding and early construction of the subway. He built political support for the Metro Red Line and secured \$2.55 billion in funding for its first and second phases.

Fasana's motion would direct the MTA staff to determine which station would be most appropriate to rename in Dyer's honor "as a tribute to his significant and material contributions to the mobility betterment and for improving the quality of life for residents and visitors in Los Angeles County."

Item 32, Metro Gold Line stations

The Board also will consider a motion by Supervisor Gloria Molina, Item 32, to rename eight Metro Gold Line stations – three on the Union Station to Pasadena route and five future stations on the Eastside Extension.

The motion also would direct MTA staff to work with the Eastside Review Advisory Committee and the cities of Pasadena and South Pasadena on the possible renaming of other stations.

Item 37, Venice Division 6

This motion would authorize the CEO to enter a three-month exclusive negotiation agreement with developer RAD Jefferson, LLC, for an exchange of MTA's 3.13-acre Venice Division 6 site for a 4.66-acre site in West Los Angeles.

Item 29, Bus Operator Simulator

The Board will consider a motion to award a \$441,672 contract to an Ann Arbor, Mich., company for a Bus Operator Simulation Training System.

Computer-generated software and a digital audio sound system produce sights and sounds designed so that operators react to situations as if they actually were on the road. It can simulate 40-foot and 45-foot buses, as well as a 60-foot articulated bus.

Item 39, Gateway Cities Council Members

The Board will consider approval of seven individuals who have been proposed as members of the Gateway Cities Service Sector Governance Council.

Members of the group are Bonnie Lowenthal, Long Beach council member; Larry Nelson, Artesia council member; Samuel Pena, Maywood mayor pro tem; Joann Ero-Delgado, a South Whittier transit consumer; Jacqueline Rynerson, a Lakewood community activist; Wally Shidler, a Walnut Park transit consumer and Cynde Soto, a Long Beach transit consumer.

Item 36, Wilshire/Vermont Development

The motion would authorize the CEO to enter into a ground lease with Wilshire Vermont Development, LLC, for 3.24 acres of MTA property at the Wilshire/Vermont Metro Red Line station. The company plans a mixed-use apartment and retail complex on the site.

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FY-04 Budget, Fare Restructuring Lead May Board Agenda

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[MTA Staff to Recommend Revised Fare Structure to Board](#)

[MTA Unveils Austere FY 04 Draft Budget](#)

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[Item 34](#), Fare restructuring

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[Item 29](#), Bus Operator Simulator

[Item 39](#), Gateway Cities Council Members

[Item 36](#), Wilshire/Vermont Development

FY-04 Budget, Fare Restructuring Lead May Board Agenda

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Item 40, Station dedication

(Approved by the Board, May 22. An amendment adds the words "or any other appropriate MTA facility" to the motion. It also directs staff to recommend which facility should be renamed to honor John Dyer.)

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Item 32, Metro Gold Line stations

(Approved by the Board, May 22. An amendment calls for naming one Eastside Extension station the "Boyle Heights/Mariachi Plaza station.") The Board also will consider a motion by Supervisor Gloria Molina, Item 32, to rename eight Metro Gold Line stations – three on the Union Station to Pasadena route and five future stations on the Eastside Extension.

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Item 37, Venice Division 6

(Approved by the Board, May 22. The MTA staff was directed to provide a report in 30 days on the sewers at the proposed Division 6 site.) This motion would authorize the CEO to enter a three-month exclusive negotiation agreement with developer RAD Jefferson, LLC, for an exchange of MTA's 3.13-acre Venice Division 6 site for a 4.66-acre site in West Los Angeles.

Item 29, Bus Operator Simulator

See metro.net report: [Driving Simulator Will Help Train Metro Bus Operators](#)

(Approved by the Board, May 22, pending resolution of a protest by a competing company. See "Driving Simulator May Help Train Metro Bus Operators" posted May 23.) The Board will consider a motion to award a \$441,672 contract to an Ann Arbor, Mich., company for a Bus Operator Simulation Training System.

Computer-generated software and a digital audio sound system produce sights and sounds designed so that operators react to situations as if they actually were on the road. It can simulate 40-foot and 45-foot buses, as well as a 60-foot articulated bus.

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Red Car Trolley Line Starts Service, July 19, in San Pedro

By BILL HEARD, Editor



(May 20, 2003) If all goes well, the long-awaited Waterfront Red Car Line will open, July 19, at the Port of Los Angeles in San Pedro.

With a tooting of horns and a clanging of bells, two shiny red trolley cars are scheduled to inaugurate passenger service over a 1.5-mile route between the Cruise Terminal on the north and 22nd Street near the south end of the harbor.

Trolley No. 1058 is a vintage 1907 vehicle that recently completed a two-year restoration to mint condition. Trolley No. 501 was constructed as a replica of a 1902 Red Car. The cars are currently undergoing pre-revenue testing.



PHOTOS BY BILL HEARD

Bright and shiny, newly built Trolley No. 501 and restored 1907 Trolley No. 1058 are expected to begin service, July 19, at the Port of Los Angeles in San Pedro.

All that's needed after that, according to the Port's Red Car project manager, Bob Henry, is Public Utilities Commission approval of the trolley cars. Approval is expected in June.

The Red Car Line is a \$10 million Port-funded project to upgrade tourist services at the harbor. San Pedro merchants hope the trolleys will be a major attraction for the thousands of cruise passengers and other tourists who converge on the harbor each weekend.

Friday through Monday service

Following opening day, regular Red Car service will be scheduled from 10 a.m. to 6 p.m., Friday through Monday. Six motormen will operate the trains and provide historical commentary.



Red Car Motorman Jay Radinsky is ready to welcome passengers on Trolley No. 501. Once in service, the line will operate Friday through Monday. The line will serve four

A \$1 ticket will be good all day on both the Red Cars and on connecting rubber-tire trolleys that circulate in San Pedro's business district and the Ports O' Call.

The first phase of the Red Car project features four trolley stations – at the Cruise Terminal, the Maritime Museum, Ports O' Call and at 22nd and Miner streets.

A second phase envisions stations at the 22nd Street Landing, the Hilton Hotel and at the historic Bath House at Cabrillo Beach.

"We're essentially a tourist line," says Henry. "We want to provide a ride that's enjoyable, reliable and safe."

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stations between the Cruise Terminal and 22nd Street in San Pedro.



MTA's New ADA Administrator Finds Things are Better

By BILL HEARD, Editor

(May 21, 2003) In the five and a half years Chip Hazen was away from MTA, attitudes about the Americans with Disabilities Act (ADA) changed considerably – and for the better.

These days, says the agency's new ADA Compliance Administrator, working with the federal handicap access law is almost second nature for MTA employees.



Chip Hazen is MTA's new ADA compliance administrator.

The attitude is, "It's here, let's do it," and that's completely different from what it used to be," he says.

That's just as well for a transit agency whose bus system serves some 35,000 wheelchair patrons each month. Hazen estimates MTA has 5,000 to 7,000 blind patrons and transports perhaps 50,000 developmentally disabled riders a month.

Three to four percent, or more, of MTA patrons are deaf or have significant hearing loss. Some 5,000 patrons board buses or trains each month with service animals.

Hazen, 52, suffers from spinal stenosis, a condition in which degenerated vertebrae have collapsed on the spinal cord. It's a "hidden handicap" that restricts his mobility and sometimes draws hostile looks from other motorists when he parks in a handicap zone.

Verifying ADA standards

On the job for just over a month, Hazen's immediate concerns include verifying that the Metro Gold Line will meet ADA standards; working on an MTA recruiting project with agencies that provide services to the disabled; and figuring out a better way to track complaints from patrons with disabilities.

Hazen's background serves him well in dealing with the ADA's intricacies. While with MTA as a transportation project manager from 1990 to 1997, he developed, implemented and monitored the agency's ADA compliance.

From November 1997 to April 2003, he worked as a transportation consultant helping clients evaluate their compliance with ADA policies, vehicle and bus stop accessibility. He also conducted ADA sensitivity training for clients' employees.

Previously, he was a transit administrator for the City of Baldwin Park, from 1987 to 1990, and for the City of Burbank from 1985 to 1987. He also administered a transit program for the Braille Institute from 1975 to 1985.

Hazen earned a BA in speech communication from Cal State Fullerton in 1974 and a Master's degree in public administration from the University of La Verne in 1991.

He and his wife, Pam, who teaches blind, multi-handicapped children for the San Bernardino School District, live in La Verne. They have a

married daughter, Dana, 24, and a son, Danny, 20.

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Paleontologists Unearth Mammoth Tusk Fossil on MTA Property

PHOTO BY DAVE SOTERO

- Discovery is 10,000 to 70,000 years old
- Fossil is donated to Museum of Natural History

By DAVE SOTERO

(May 21, 2003) Paleontologists working on MTA property have unearthed a small section of a mammoth tusk approximately 10,000 to 70,000 years old.

MTA has donated the fossil, which is believed to date to the late Pleistocene era, to the Museum of Natural History of Los Angeles County for study and preservation. The fossil fragment is just less than a foot long and about eight inches in diameter.

John Alderman, a local resident and retired geologist, found the fossil earlier this month protruding from the soft dirt of a hillside in West Los Angeles. To protect fossil sites from trespassing and vandalism, MTA does not release the exact location of discoveries.

"Any fossil found in Los Angeles County is going to provide a significant amount of new information to science," said museum paleontologist Howell Thomas. "Even though we know mammoths lived in the area, we don't know the extent of their range, either geologically or geographically. This find gives us another point on the map."

The agency has worked with the museum in preserving artifacts discovered in Chinatown and North Hollywood during Metro Red Line construction. Construction workers helped paleontologists collect scores of these fossils and artifacts found within the subway tunnels.

Thousands of artifacts

Items recovered include seven million year-old sea life fossils, 46,000 year-old incense tree fossils, and thousands of artifacts such as tooth brushes, bottles, bowls and spoons from the first Chinatown from 1880 to 1933.

"MTA has a long history of working with the museum to preserve Los



Paleontologists prepare fossil site for removal and transport to the Museum of Natural History in Los Angeles. Below, drawing of mammoth illustrates the giant, elephant-like creature that roamed the earth as late as 10,000 years ago. Remains have been found in Siberia, northern Europe, northern Eurasia, and North America.

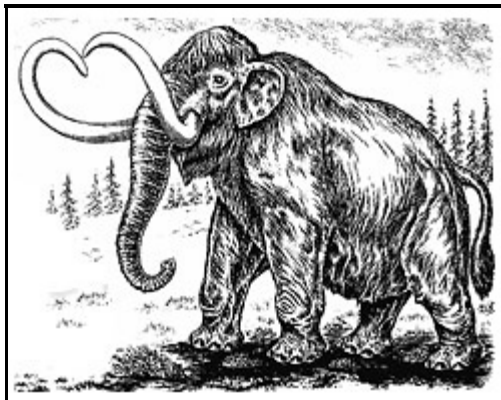


Image: Museum Victoria. Artist: Caroll L. Fenton. Source and copyright Patricia Vickers-Rich.

Angeles' legacy," said Steve Brye, MTA transportation planning manager. "We have been actively involved in doing the right thing in making sure fossils are preserved for posterity. It's something MTA really believes in."

All of MTA's construction projects include mitigation measures for paleontology and archeology to protect fossils and other artifacts where possible.

The agency will even halt construction until all discoveries are safely removed, often going above and beyond what is required by law. Discoveries are often donated to museums for research and display.

"I wish everyone who finds a fossil would work as hard as the MTA did to make sure the fossil was collected and preserved correctly," Thomas said.

MTA's web site highlights the fossils it has helped preserve. Called "Los Angeles Underground," the site is available at www.mta.net under "Other MTA Information, LA Underground."
[Click here to go directly to "Los Angeles Underground" site.](#)

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MTA Events Calendar Joins *metro.net* Family of Features

- Check it out! GO TO> [MTA Events Calendar](#)

(May 22, 2003) The MTA Events Calendar – a comprehensive day-by-day listing of meetings, employee activities and community events – joins *metro.net*'s family of features today.

Provided by MTA's Communications Services Department, a link to the calendar can be found on the right-hand navigation bar of the Intranet home page.

"The calendar will provide a broad picture of what the agency is doing," says Communication Services Manager Danielle Boutier. "It will help avoid planning more than one event in a day. It also will create a record of what we've done and where we've been."

Employees can add an event to the calendar by clicking on a link in the upper right corner. The link provides instructions, a phone number and an e-mail form that goes directly to the person responsible for updating the calendar.

The Events Calendar can be displayed in day, month or full-year views. A user can move to the previous or next month with the click of the mouse.

On days when more than one event is scheduled, the user can mouse a tab to see the next event. A drop-down menu provides a calendar of general events or Metro Gold Line opening events.

Employees involved in producing the MTA Events Calendar included Danielle Boutier, Fran Curbello and Danielle Grossman of Communication Services. From ITS: John Downey, David De La Ysla and Robert Makuh for research and development; Robert Dodd for installation. Joe Simpson of Graphic Services was responsible for design and project coordination.

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Memorial Service Set, May 28, for SCRTD's John Dyer

- See metro.net report >
['Visionary Leader in the Transit Industry'](#)

(May 22, 2003) A memorial service celebrating the life of former SCRTD General Manager John A. Dyer is scheduled Wednesday, May 28.



John A. Dyer

The service will be held at the California Science Center in Exposition Park at 700 State Drive, Los Angeles, from 4:30 until 6:30 p.m.

Dyer died of a heart attack, May 3, at his Glendale home. He is credited with securing funding for the Metro Red Line and seeing it through the initial design and start of construction in 1986. He left the SCRTD in January 1988 for a career as a transportation consultant.

Those planning to attend the memorial service must RSVP by May 26 to Jacqueline Jefferson at Jefferson@PBWorld.com. RSVP by telephone will also be accepted at 213-362-9478.

A memorial scholarship fund is being established at Dyer's alma mater, the University of Tennessee at Chattanooga.

Donations may be addressed to the "Dr. John A. Dyer Memorial Scholarship Fund", PO Box 15246, Chattanooga, TN 37415. Gifts will be received at the memorial service or may be mailed directly to the fund.

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[metro.net to Publish Annual Listing of 2003 Graduates](#)

(May 22, 2002) Are you graduating from college this year? Is your son or daughter graduating from high school?

If you or a member of your family is graduating from college, vocational school or high school this year, MTA and your coworkers want to know!

metro.net will post a special listing of 2003 graduates who are employees or close family members of employees.

If you would like yourself or your child or grandchild to be recognized on the list, please fill out the form now being distributed to operating divisions and departments.

At MTA Headquarters, forms will be available in the Library, the Employee Center and in the lobby of the cafeteria. The graduation list will be published on June 26, 2003, so be sure to submit your information before June 19.

If you can't find a form and would like to request that one be mailed or faxed to you, please call Bill Heard at 922-7479.

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MTA Events Calendar Joins *metro.net* Family of Features

- Check it out! GO TO> [MTA Events Calendar](#)

(May 22, 2003) The MTA Events Calendar – a comprehensive day-by-day listing of meetings, employee activities and community events – joins *metro.net*'s family of features today.

Provided by MTA's Communications Services Department, a link to the calendar can be found on the right-hand navigation bar of the Intranet home page.

"The calendar will provide a broad picture of what the agency is doing," says Communication Services Manager Danielle Boutier. "It will help avoid planning more than one event in a day. It also will create a record of what we've done and where we've been."

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Metro Gold Line Operator Training Takes Study, Muscle, Desire

By ADRIENNE FIGUEROA

(May 23, 2003) What does it take to be a rail operator for the Metro Gold Line? It takes a lotta studying, a little bit o' muscle, and great deal o' desire.

Tests of physical and mental strength, as well as discipline, are some of the challenges rail operators must face to complete the eight-week Metro Gold Line training course.

Trainees are required to take a two-hour physical agilities test. This assessment includes such tasks as throwing heavy switches by hand – as much as 50 pounds per square inch – and walking on uneven track beds as well as on guideway structures. Trainees must be able to hoist themselves aboard a train from the track level.

Metro Gold Line operator Michael Brown found that the repetition of climbing onto the train was more difficult than he initially anticipated.

"I used certain muscles I hadn't used before," he said. "It took me about a week to get used to it."

Trainees also must have the strength to open and close emergency exit hatches, something that operators could encounter if they had to evacuate a train in the tunnel portions of the Metro Gold Line.

Captains of the ship

"The operators are the captains of the ship," said Eugene Adams, assistant Rail Division Transportation Manager for the Metro Green Line. "They must be fit enough to pass the agilities test."

The two-month training course includes a written and multiple-choice examination covering the Metro Gold Line rules and procedures. Operators must score a 90 percent or better on the exam to graduate the training class.

PHOTOS BY ADRIENNE FIGUEROA



Metro Gold Line operators, from left, Albert Dominguez, Ruben Ramirez and Michael Brown



Michael Brown gets aboard.



Ruben Ramirez throws a switch in the yard, enabling trains to move onto different tracks.

Michael Lespron, a Metro Gold Line operator, found this phase of the course to be the most demanding. Formerly an operator for the Metro Red, Blue and Green Lines, Lespron had not studied for a test in years.

"In the beginning, it was hard to study every night," he said. "I was OK once I got into the groove, which was about the third or fourth week."

Brown also found that the studying was demanding at times.

"It was like going back to school," he said. "There was a lot of testing all at once and a lot of terminology that I hadn't heard before."

Currently, seven operators are in the training process and 30 have graduated from the course. By rail operation date, the Metro Gold Line team hopes to have acquired 40 full-time and two part-time operators.

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M3 Web Pages Are Newest Feature on *metro.net*

check it out> [Maintenance and Material Management System](#)

(May 23, 2003) Web pages describing M3, the new Maintenance and Material Management System, debut today as the latest additions to *metro.net*.

Found at the "MTA Projects Information" link on the Intranet home page, the website includes a project description, a project event calendar, an e-mail link and a listing of the M3 team members.

M3 replaces VMS (Vehicle Maintenance System), MMS (Material Management System) and several other computerized management systems.

The project calendar provides date, status, location and other information about meetings and other events associated with M3 project work.

Senior Programmer Kathryn Jackson of Information Services was website project coordinator. Communications Officer Kevin Woo of Graphic Services was responsible for interface design and graphic layout. Systems Project Manager Regina Lim of Information Services is the M3 project manager.

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Driving Simulator Will Help Train Metro Bus Operators

(May 23, 2003) Some day soon, Metro Bus operator trainees will get their first "over-the-road" experience behind the wheel of a virtual reality simulator with all the challenges of a real-world driving environment.

The MTA Board approved a motion, Thursday, to award a \$441,672 contract to FAAC, Inc., of Ann Arbor, Mich., for a Bus Operator Simulation Training System (BOST). The contract award is subject to resolution of a protest filed by a rival company, Doron Precision Systems of Binghamton, N.Y.

Once installed at MTA's Operations Central Instruction, the driving simulator will provide situation awareness, decision-making and training in vehicle handling for operator trainees.

For experienced operators, it will provide remedial training, accident re-creation or retraining for operators who have been absent from driving for extended periods.

One transit agency reported a 10 percent reduction in collisions following use of a simulator training program, according to an MTA staff report.

View is realistic

According to the staff report, the device can simulate 40-foot and 45-foot buses, as well as a 60-foot articulated bus. From the driver's seat, the trainee's view is almost identical to that from an actual bus.

The driver's area has an entire complement of instruments and gauges, safety items, and typical steering, pedal and gearshift equipment.

Computer-generated software and a digital audio sound system produce sights and sounds designed so that operators react to situations as if they actually were on the road. The simulator creates a virtual world of approximately 50 square miles.

Driving simulation systems currently are in use by New York City Transit, Washington, D.C., Metro, Dallas Area Rapid Transit and by the Rochester, N.Y., and San Mateo, Calif., transit authorities.

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Virtual Reality



MB – 2000 bus simulator driving cabins use authentic instrumentation and controls



Houston Metro simulator located at Fallbrook Training Center.



Dallas Area Rapid Transit simulator located at N. Peak Training Center.

Dominguez Hills' third baseman Cindy Gates and her mother, Metro Bus Operator Patricia Gates, proudly display softball award. >

Operator Patricia Gates' Daughter is College Softball Star

By LISA HUYNH

(May 27, 2003) North Los Angeles Division 3 Operator Patricia Gates, hit a homerun when she put her daughter, Cindy, into softball at age seven.

"Cindy has natural talent," says Patricia Gates. I noticed her talent very early on. The energy and drive that she puts forth in every game is amazing."



PHOTO BY LISA HUYNH

Patricia, who also played softball while growing up, has put all three of her daughters in the sport.

"If you were in our family, you played softball," says Patricia.

Cindy, who plays third base at Cal State Dominguez Hills, already has established an impressive career at the age of 18. She had 19 stolen bases this past season.

She also has an excellent batting average of .292 with 45 hits and a team-high of 33 runs to her credit.

'A utility player'

"Cindy is one of those players who can do anything," says her mom. "She's a coach's dream. She's a utility player."

Cindy says softball has been a huge part of her life. "I played in Little League, a club team, three years of varsity softball in high school and now I'm on the team at Dominguez Hills."

A Dominguez Hills softball coach discovered Cindy during one of her club team tournaments and asked if she would like to join the college team after high school.

She gladly accepted and the rest is history.

Along with her teammates, Cindy has contributed to Dominguez Hills' success. The team's season record is 37-15-1, making it the No. 5 seed at the NCAA Division II West Regionals.

"This year, our goal was to make regionals. The last time we made regionals was in 1989," says Cindy Gates. "The extra work and dedication paid off."

Cindy has no plans to go professional after college. She would like to become a high school teacher after she earns her B.A. in History.

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South Bay Division Heritage Day Unites Different Cultures of MTA

By ADRIENNE FIGUEROA

(May 27, 2003) Every year, Division 18 has separately commemorated Black History Month, Cinco de Mayo and Juneteenth. This year, the division combined all three events into one day, known as Heritage Day.



Traditional dancers were a highlight of South Bay Division 18's Heritage Day.

Division 18 Operator Andy Carter, Heritage Day's founder, says the scheduling for each individual celebration did not go as planned. Holding all the events on one day is more convenient and creates a sense of togetherness among MTA employees of different cultures.

Observed May 16, Division 18's Heritage Day consisted of an assortment of ethnic food and dances from around the world. Employees prepared the cuisine of their own culture, some of which included delicacies from Mexico, Japan and Belize.

Students from Jordan High School in Long Beach, John Adams Middle School in Los Angeles and Lynwood High School presented Aztec, Vaquero, African, Portuguese and belly dancing.

The event also highlighted the singing of John Adams Middle School student Shirley Jimenez, who performed the National Anthem, and an ensemble of Jordan High school students, who performed "Ain't Too Proud to Beg," by The Temptations.

'People of all cultures'

"We celebrated everybody today," Carter said following the festivities. "It was something that could interest people of all cultures."

Heritage Day, which took about two months to plan, was organized by Carter, Division 18 Transportation Manager Cynthia Karpman, the United Transportation Union, Division 18 Transit Operations Supervisor Charlene Carr and Division 18 operators Laretta Meadows, Cassall Scott, Andre Molette, Joann Poe, Sally Avelino and Janett Smith.

About 75 people attended the first-year event, which was open to MTA personnel and the public.

Carter says Heritage Day is important to the agency, as well as the community, because it provides the opportunity to unite people of different cultures and traditions.

"Maybe we can do this more often instead of separating everything all the time," Carter added.

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Snoble, Catoe Announce Three New Holidays, Summer Casual

- **Day before the Fourth of July**
- **Day after Christmas**
- **Day after New Year's**

(May 27, 2003) Three new paid holidays for non-contract employees in FY 2004. A full summer of casual dress. That's the plan announced, today, by CEO Roger Snoble and Deputy CEO John Catoe.

Recognizing that next fiscal year's budget has no funds for non-contract raises or merit pay increases, Snoble and Catoe added Thursday, July 3; Friday, Dec. 26; and Friday, Jan. 2, 2004 to the current roster of ten paid holidays.

Beginning July 1, non-contract employees who have no meetings with public officials or external clients may wear "casual Friday" attire as a "summer break from our dress code." The relaxed clothing standard will continue through Sept. 12.

In a memo to MTA staff, the agency's leaders wrote, "It is important that we communicate to you that we value your contributions during the past fiscal year...we want to recognize your personal commitment to doing a good job."

This year's three additional holidays, which are being granted in lieu of merit pay increases under the Performance Based Compensation Program, will be in effect only during FY 2004.

"We're doing everything possible to work our way out of this budget crisis as quickly as we can," said Snoble. "Hopefully, by FY 2005 we will have reached a point that we can look at pay increases again."

Administrative Executive Officer Carolyn Flowers said non-contract employees whose duties require them to work on the new scheduled paid holidays should arrange another day off with their supervisors.

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Transit Police Chief Urges Employees to be Alert

(May 28, 2003) With the nation's terrorist threat alert level now set at "Orange," Transit Police Chief Dan Finkelstein is asking MTA employees to "maintain a heightened interest in their surroundings."

Whether at work, at home or out in the community, an analysis of current terrorist activities provided by Finkelstein says employees should be alert for "any individual's suspicious behavior or actions" and should report any such actions to the appropriate law enforcement agency.

Noting that recent terrorist activities have been focused abroad and not at transportation or transit within the United States, the police chief says "this could always change quickly."

The Office of Homeland Security set the "Orange" threat level, May 20, but Finkelstein's report says no credible terrorist "threats" toward MTA's customers, employees or property have been made or received to date.

Recent terrorist bombings in Saudi Arabia and Morocco and reports of threats against the United States and its coalition partners, however, indicate that Al-Qaeda apparently has initiated a new terrorist campaign and may select targets within the United States, as well as abroad.

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The Most Improved Divisions include Crossroads Division 2 Maintenance team.

Divisions 1, 2, 7, and 9's Teamwork and Hard Efforts Earns "How You Doin'?" Awards

By JENNIFER YEH

(May 28, 2003) Teamwork and hard efforts at Divisions 1, 2, 7 and 9 helped them achieve several "How You Doin'?" awards for the months of February and March.

Central City Division 1's transportation team took home two "How You Doin'?" awards for Outstanding Transportation team for both months.

For February, the division came in first for on-time pull outs, no new Worker's Compensation claims and in third place for Running Hot.

In the month of March, the division scored first place for in-service on-time performance and customer complaints and third place for running hot.



For the Third Quarter FY 03, Division 1 took home awards for both Best Transportation Division, above, and Best Maintenance Division, below.



Winning Outstanding Maintenance Division for February and March was El Monte Division 9. For February, the division scored first place for on-time pull outs and no new Worker's Compensation claims and second place for attendance and miles between mechanical failures.

For March, the division won first place for attendance and no new Worker's Compensation claims and second place for miles between mechanical failures and on-time pull outs.

Each division received a trophy for its achievement.

Third Quarter FY 03

For the Third Quarter FY 03, Division 1 took home awards for both Best Maintenance Division and Best Transportation Division. The maintenance team came in first place for no new Worker's Compensation claims and second place for on-time pull outs, attendance, and bus cleanliness.

The division's transportation team scored first place for in-service on-time performance and customer complaints and second place for on-time pull outs. The division's transportation and maintenance team were each awarded a \$500 check.

The Most Improved Divisions awarded this quarter were West Hollywood Division 7 Transportation team and Crossroads Division 2 Maintenance team. Both divisions took home an award of \$500.

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LASD Fare Inspectors Now Aboard Metro Rail

- Inspectors will check fares, enhance security visibility and provide assistance to transit customers
- See metro.net report May 13:
[Two LASD fare inspectors are the first of a force of 50](#)

By DAVE SOTERO

(May 29, 2003) Fare inspectors have been deployed on the Metro Red Line this week under a partnership between MTA and the Los Angeles Sheriff's Department to supplement law enforcement on Metro Rail.

Thirty-two fare inspectors will now patrol Metro Red Line stations and the 7th Street/Metro Center Blue Line transfer station. Another 18 fare inspectors will be deployed to Metro Gold Line stations when the line opens this summer, bringing the total number of fare inspectors to 50. The L.A. Sheriff's Department will evaluate the new program on these lines before considering whether to expand fare inspector service on additional portions of the Metro rail system.

Fare inspectors are non-commissioned civilians who act on behalf of the Los Angeles Sheriff's Department in providing security and fare checking duties for MTA. They will be a highly visible presence to passengers, able to write citations for ticketless patrons, eating and drinking, and can call for Sheriff's Department backup if needed. They will also act as transit ambassadors, helping transit riders with directions, information and other needed assistance.

"MTA will have more station security coverage than it has ever had before with the introduction of these fare inspectors," said Gerald Francis, general manager of rail operations at MTA. "They will supplement the eyes and ears of law enforcement, acting as a force multiplier to increase security on the Metro Red and Gold Lines, which frees up officers to focus on critical law enforcement duties. Furthermore, they will also serve as customer service ambassadors to our patrons."

Fare inspectors are in addition to -- and not a replacement of -- regular Sheriff's Department deputies assigned to Metro Rail who also perform fare inspection duties.

Fare inspectors will wear white uniform shirts and navy slacks, and will be equipped with the same radios that L.A. Sheriff's Department deputies use. They will attend regular security briefings alongside MTA Sheriff's deputies and MTA security officers.

Fare inspection is a critical function to ensure fairness for all transit riders and for MTA to operate a clean, safe and efficient transit system.

"By their very presence, fare inspectors encourage ticket purchases," said Dan Finkelstein, chief of transit police at MTA. "They have the authority to write citations for \$70 to \$240 depending on the number of offenses. While their main job is not to issue citations, they do provide a strong incentive for people to buy their ticket prior to boarding the train."

Fare inspectors were trained on heavy- and light-rail systems,

safety, Sheriff's Department procedures, tactical communications, fare media recognition and identification of suspicious devices.

MTA contracted with the L.A. County Sheriff's Department in May to take over policing and security details on MTA's entire Metro transit system. The Sheriff's Department is working closely with MTA's transit operating supervisors, its transit security unit and Metro Rail management to coordinate security efforts.

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Metro Bus Operator Philip Derbigny and Transportation Manager Tom Jasmin dig in at Gateway Division pizza party.

Gateway Division Managers throw Pizza Party to Celebrate 7-day Accident-free Achievement

By JENNIFER YEHL

(May 30, 2003) Operators at Gateway Division 10 were given a surprise party to celebrate a significant safety success: no collision, passenger or traffic accidents for a 7-day period, beginning May 14 and continuing through May 20.

The managers at the division thanked the hard-working operators by having a party that included 30 pizzas and 200 soft drinks.

"Many of the operators were very pleased with the surprise party," said proud Assistant Transportation Manager Alva Carrasco.

About a hundred people attended the party, including those who came on their day off to celebrate.

The milestone reached by Division 10 is significant both in terms of safety achievement as well as the large size of the division, said Transportation Manager Tom Jasmin.

"The operators kept thanking us for their work recognition, but they are the ones that provide their skills to avoid accidents," said Jasmin. "They are the true heroes."

The operators are interested in doubling the no-accident or injury record.

"When they do, I will buy them all steaks," said Jasmin.

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**MTA to Increase Schedule for
Metro Gold Line Testing**

- Residents urged to be aware of increased presence of trains in their neighborhoods

By DAVE SOTERO

(May 30, 2003) In preparation for the opening of the Metro Gold Line this summer, MTA has begun increased operational testing from Union Station in Los Angeles to Sierra Madre Villa Station in Pasadena. Trains will now run end-to-end seven days a week up to 21 hours per day beginning about 3:30 a.m. and ending about 12:30 a.m. This schedule will continue until the line opens to the public.

Residents in the communities of Los Angeles, Lincoln Heights, Highland Park, South Pasadena and Pasadena are advised to be aware of trains operating in their neighborhoods.

Five electric P2000 Metro Gold Line trains will run at maximum operational speeds and will cross intersections without stopping. Crossing gates may be fully operational. When and where gates are not functional, flagmen will be present at intersections to alert pedestrians and vehicles. Public Utilities Commission-required audible warning devices will be sounded at crossings. These sounds and patterns may not be the actual sounds and patterns used during operations.

Overhead catenary wires and power substations will be fully electrically energized 24 hours per day.

MTA Rail Safety Ambassadors will monitor key rail crossings where youngsters are traveling to and from schools in the mornings and afternoons.

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Who to Call

All Metro Gold Line emergencies should be reported to the MTA Los Angeles County Sheriff's Transit Bureau at (323) 563-5000.

All non-emergencies should be reported to the MTA 24-hour rail answering service at (213) 620-RAIL.

Safety Champs: RRC employees take the cake when it comes to safety compliance and beyond. Pictured here are back row, from left, John Freeman, Albert Ramirez, Frank Humberstone, Mike Stange, Mike Singer, and George Williamson. Front row: Bill Dellosa, Milo Victoria, Jack Gabig, Bernardo Vasquez, and Hector Rojas.



PHOTOS BY BILL HEARD

Good, Better and Best: Corporate Safety Issues Review of MTA Health and Safety Programs

By GAYLE ANDERSON

- RRC, Metro Blue Line Maintenance and South Bay Transportation Division are "shining stars" of first report from Safety and Health Assessment Review Program.

(May 30, 2003) When it comes to safety, and safety *reports*, regulations are good, compliance is better but a proactive practice beyond compliance is far and away the best.

In the first report from a comprehensive safety review conducted by MTA Corporate Safety, three divisions emerged as "shining stars" of safety visibility and practice.

Out of a possible 4 points, the Regional Rebuild Center Integrated Shops scored 3.8, Metro Blue Line Maintenance scored 3.5 and South Bay Transportation Division scored 3.1. The MTA's overall average score was a respectable 2.3, indicating full compliance with various regulatory programs mandated by the Occupational Health and Safety Administration (OSHA).

"The basics of the OSHA programs are communications, mitigation of hazards, and developing policies and procedures that put safety into daily, routine practice," said Corporate Safety DEO Gary Spivack.

"The people at RRC are really setting the standard for the rest of the agency to follow, in terms of how they communicate and implement safety programs and lower the rate of accidents and injuries," he said. "Should we have an OSHA audit, we're prepared to pass with flying colors."

Manager Pam Engelke presents "safety cake" honoring RRC to Metro San Gabriel General Manager Jack Gabig.



ON THE JOB:

Safety & Health Assessment Review Program / Injury & Illness Prevention Program Team: Pamela Engelke, Robert H. Torres, Audrey Chiu, Ralph Sbargia and Charles Chism.

S.H.A.R.P. / IIPP assessment form design and shakeout assistance provided by Gary Spivack, Kathleen Johnson and Michael Flores.

determined that employees were able to maintain safety on the job.

RRC received their laurels from Corporate Safety May 23, when Metro San Gabriel General Manager Jack Gabig joined with Coporate Safety officials to present a celebratory "Best in Show" safety cake, secured in tiers and decorated with a plastic wrench, just in case.

"The report recognizes RRC of its outstanding dedication to MTA's safety program," said Gabig. "The audit was conducted not only to measure adherence to OSHA regulations but also to measure our own effectiveness in terms of documenting our safety practices."

DEO Milo Victoria credits RRC Managers Mike Singer, Cary Stevens and Harold Peterson as "excellent organizers" of safety procedures. "They have encouraged many of the processes that were developed in different committees and put into practice, and, most importantly, documented and followed through to determine and maintain effectiveness."

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**New Federal Withholding Tax Rate
in Effect May 28**

- **First MTA Payday to Reflect Tax
Savings is June 13**

(May 30, 2003) MTA Paychecks beginning June 13 will reflect the new federal tax withholding rates effective May 28 per the new Jobs and Growth Tax Relief Reconciliation Act of 2003. The federal tax bill signed into law May 28 expands tax brackets and decreases the percentage of federal income tax withheld, providing a federal tax savings for wage earners up to 3.6 percent.

The new tax bill also expands the taxable wage bands within tax brackets, which allows for additional tax savings. Since the newly expanded tax bracket incorporates a wider range of taxable income, some employees may find themselves in a lower tax bracket in addition to having a lower tax rate withheld from their paychecks.

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| Savings per Tax Bracket | | |
|-------------------------|---|----------------|
| 2003 Tax Bracket | New Federal Withholding Tax Rate | Tax Savings |
| 15% | 15% | 0% |
| 27% | 25% | 2% |
| 30% | 28% | 2% |
| 35% | 33% | 2% |
| 38.6 | 35% | 3.6% |