

## Metro Report Archives

### June 2003 Articles

#### MTA Report

#### [Bulletin Board](#)

- [Yaroslavsky to Take Reins as Board Chairman; Roberts and Hahn are Vice Chairs](#) (June 26, 2003) Supervisor Zev Yaroslavsky will become MTA Board chairman beginning July 1, succeeding Councilman Hal Bernson who is completing his term as chairman at Thursday's Board meeting.
- [Metro Rapid Lines Start Sunday on Van Nuys, Florence](#) (June 26, 2003) MTA's successful Metro Rapid bus program will reach another milestone Sunday, June 29, with the start of service on Van Nuys Boulevard and Florence Avenue.
- [Office of Inspector General Raising Profile with MTA Employees](#) (June 25, 2003) Most employees probably know that the MTA's Office of the Inspector General was formed to root out fraud, waste and abuse within the agency.
- [Deputies, LADOT Arrest 20, Seize 47 'Bandit Vans' in Sting Operation](#) (June 24, 2003) In a joint operation begun in May by MTA's Transit Services Bureau and the Los Angeles Department of Transportation, investigators have so far arrested 20 unlicensed drivers and impounded 47 "bandit vans" used to carry passengers in violation of city and state laws.
- [MTA, Big Blue Bus Team Up to Give Patrons Free Rides](#) (June 24, 2003) The Westside/Central Sector and MTA Communications teamed up with Santa Monica's Big Blue Bus, recently, to ease the transition for patrons affected by the cancellation of Metro Bus Line 22 later this month. \
- [100-Plus Bus Service Changes Scheduled for June 29](#) (June 24, 2003) Beginning Sunday, June 29, MTA will implement more than 100 bus service improvements to better meet the needs of its transit customers and to improve the efficiency of its bus operations.
- [Graphic Kaleidoscope 'Identity Crisis' Clouds Image of MTA's Transit Services](#) (June 19, 2003) Believe it or not, MTA suffers from an identity crisis. Compared with other transit agencies here and abroad, MTA's buses, trains, stations, bus stops, transit passes and literature are clad in an array of colors, logos, type fonts and signage.
- [Metro Gold Line Poised to Open to the Public on Saturday, July 26](#) (June 18, 2003) Pending final approval from the California Public Utilities Commission (CPUC), MTA is poised to open the Metro Gold Line on Saturday, July 26.
- [ATMS Project 'On Track, Under Budget' and Due This Fall](#) (June 17, 2003) "On track, on schedule and under budget," says ATMS Project Manager Tom Pope, describing the progress MTA is making with implementation of its new, state-of-the-art ATMS bus communications equipment.
- [Metro Rail's Cutest Customers Take Annual Trek Downtown](#) (June 17, 2003) Guide Dog Puppies, Metro Rail's cutest customers, and, arguably, the most well-behaved, boarded a Metro Blue Line train in Long Beach, June 7, bound for Olvera Street and glory.
- [Board's June Committee Agendas Have Items of Interest](#) (June 13, 2003) The MTA Board's schedule of committee meetings, next week, will include consideration of a motion for adoption of a new transitional duty program for employees injured on

the job and a motion on Metro Rail station development guidelines.

- [L.A. Sparks Score Big With Students at MTA's Safety Event](#) (June 12, 2003) MTA teamed up with the Los Angeles Sparks of the Women's National Basketball Association (WNBA), June 11, to kick off the second annual program to promote safety around the Metro Rail and Metro Bus systems.
- [Media Get Sneak Peek at Metro Gold Line, Rail History Exhibit](#) (June 11, 2003) MTA offered local media a sneak peek ride on the Metro Gold Line, Tuesday, and a chance to explore 10-plus years of rail transportation in Pasadena.
- [Sheriff's K-9 'Buffy' Trades Dog Tag for MTA ID Badge](#) (June 10, 2003) "Buffy," a yellow Labrador who works with the Sheriff's Transit Services Bureau, recently traded her dog tag for an MTA identification badge.
- [OBITUARY Ed Vandeventer Led SCRTD Rail Operations During Metro Blue Line Startup](#) (June 6, 2003) 'Father of the Renaissance of Rail in Los Angeles' Died Thursday at Age 61; Memorial Service is Thursday, June 12, in Hacienda Heights.  
[Viewpoint: Remembering Ed Vandeventer](#)
- [MTA TEA Funding Saves Whittier Historic Depot](#) (June 4, 2003) In the 1995 Call For Projects, the Los Angeles County Metropolitan Transportation Authority awarded the City of Whittier \$1,241,000 in Transportation Enhancement Activities (TEA) Funds for the restoration of the train depot.
- [Sheriffs on Segways Patrol El Monte Bus Station](#) (June 3, 2003) Sheriff's deputies rolled into El Monte Bus Station aboard Segways, bringing a new level of safety and security along with the advanced technology glide of the latest in human transporter devices.

## Bulletin Board


- [Honor Roll MTA Salutes the Class of 2003](#)
- [Operator Raven Sanders, USC Grad, Aims for Medical Career](#) Raven Sanders has always been head of the class. Her achievements show it. At age 21, she recently graduated with honors from USC as salutatorian and received a full scholarship to medical school – all while working as a bus operator at Venice Division 6.
- [Triple Graduates:](#) West Hollywood Division 7 Operator Abraham Martin's 17-year-old triplets – Jackie, Jennifer and Joyce – graduated together from Leuzinger High School in Lawndale.
- [MTA Sisters Find Success While Attending College Together](#) (June 26, 2003) Three years ago, Rachel Bird and her sister, Regina – both MTA transportation operations supervisors – devised a plan on how to finish college. They would attend the same school with the same major at the same time.
- [50 High School Kids Say 'Yes' To Safety](#) (June 26, 2003) MTA made it possible for more than 50 ninth graders from Polytechnic High School in Sun Valley to participate in a "safety first" field trip, June 25.
- [Graduation Sets New Metro Rail Operators on the Right Track](#) (June 25, 2003) MTA's newest Metro Rail operators are looking to their future with a new spirit of teamwork and professionalism toward their jobs, themselves and their colleagues.
- [4 Employees, STIP Team Honored for 3rd Quarter](#) (June 25, 2003) Four employees and the 10-member State Transportation Improvement Program (STIP) team have been named "Employee of the Quarter" for the third quarter of FY 2003.
- [Fill in the Blanks:](#) Library to Host 'ID the Photo' Open House Wednesday (June 20, 2003)
- [They're Doin' Great!](#) West Valley Division Maintenance has picked up the award for Best Maintenance Division of the Month April's competition for the "How You Doin' " program. (June 20, 2003)

**West Valley Division** Metro Operator Robert Riccio has retired from MTA after more than 36 years of service. (June 20, 2003)

- **[Bus Operations Control Manager Ellis Kyles](#)** is retiring after almost 30 years with MTA (June 19, 2003)
- **[New Transportation Manager](#)** (June 18, 2003) Jim McElroy recently took the driver's seat as West Hollywood Division 7 transportation manager.
- **[Station Managers](#)** (June 12, 2003) With the start of Metro Gold Line service just up the tracks, a group of MTA volunteers met, Tuesday, to review plans for the Grand Opening weekend.
- **[Valley Divisions Hit 100-Day Goal with No Lost-Time Injuries](#)** (June 12, 2003) MTA's Safety's First program is having a real impact at San Fernando Valley divisions 8 and 15.
- **[MTA's Barbara Trigg: Dedicated Volunteer at Metro Rail Openings](#)** (June 11, 2003) The long-awaited opening of the Metro Gold Line this summer has attracted the interest of some 450 volunteers eager to offer help any way they can.
- **[Thursday is 'Metro Night' at LA Sparks – Indiana Fever Game](#)** (June 11, 2003)
- **[MTA Maintenance Team Places First at International Rail Competition](#)** (June 10, 2003) While cloudy skies blanketed the Los Angeles area, last Saturday, MTA's Rail Rodeo winners shone brightly at the APTA International Rail Competition in San Jose.
- **[San Gabriel Valley Division 9](#)** Welcomes New Transportation Manager (June 6, 2003)
- **[OBITUARY Services are Thursday for Roy Barnes](#)** (June 4, 2003) Roy Barnes, a Senior Third-party administrator who began his career in 1973, died Sunday.
- **[Metro Gold Line Midway Yard Construction Completed](#)** (June 3, 2003) After more than a year of operating on a bare-bones system that included the absence of telephone hookups and other small luxuries, Metro Gold Line crews witnessed the completion of the Midway Yard last month.

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Graduation Celebration is compiled by Lisa Huynh, 2003 Honor Roll project manager, with the assistance of Adrienne Figueroa and Jennifer Yeh.



### Congratulations, Class of 2003!

You and your families should be very proud of the commitment each of you have shown, of the challenges you have conquered and the goals you have reached this year. This is a wonderful time, a time when a promising future lies ahead of you. I feel sure each of you will make the most of your achievement as graduates. *Roger Snoble, CEO*

Click on links below to go directly to department or division grads.  
\*Use your browser's <BACK button to return top.

<b>MTA HEADQUARTERS</b> <a href="#">Accounting</a> <a href="#">ADA Compliance Administration</a> <a href="#">Bus Operations Control</a> <a href="#">Communications</a> <a href="#">Contract Administration</a> <a href="#">Construction Project Management</a> <a href="#">Customer &amp; Vendor Services</a> <a href="#">Customer Relations/ Metro Information</a> <a href="#">Employer Relations</a> <a href="#">Employment Standards and Compliance</a> <a href="#">Facilities Engineering/Operations</a> <a href="#">Facilities Maintenance</a> <a href="#">Freeway Service Patrol</a> <a href="#">Graphic Services</a> <a href="#">Information and Technology Services</a> <a href="#">Labor/Employee Relations</a> <a href="#">Logistics</a> <a href="#">Long Range Planning &amp; Coordination</a> <a href="#">Manpower Planning</a> <a href="#">Operations Central Instruction</a> <a href="#">Performance Analysis &amp; System Support</a> <a href="#">Personnel</a> <a href="#">Printing Services</a> <a href="#">Procurement &amp; Material Management</a> <a href="#">Real Estate Administration</a> <a href="#">Records &amp; Mail Services</a> <a href="#">Regional Rebuild Center</a>	<a href="#">Revenue Collection</a> <a href="#">Rail Operations Control</a> <a href="#">Risk Management</a> <a href="#">Security &amp; Law Enforcement</a> <a href="#">Service Planning</a> <a href="#">Stops &amp; Zones</a> <a href="#">Systems Engineering</a> <a href="#">Transit Services Bureau</a> <a href="#">Treasury</a> <a href="#">Wayside Systems</a> <b>OPERATING DIVISIONS</b> <a href="#">Central City Division 1</a> <a href="#">Crossroads Division 2</a> <a href="#">Los Angeles Division 3</a> <a href="#">Non-Revenue Division 4</a> <a href="#">Arthur Winston Division 5</a> <a href="#">Venice Division 6</a> <a href="#">West Hollywood Division 7</a> <a href="#">West Valley Division 8</a> <a href="#">San Gabriel Valley Division 9</a> <a href="#">Gateway Division 10</a> <a href="#">Metro Blue Line Division 11</a> <a href="#">East Valley Division 15</a> <a href="#">South Bay Division 18</a> <a href="#">Metro Red Line Division 20</a> <a href="#">Metro Green Line Division 22</a> <a href="#">Metro Gold Line Maintenance</a> <a href="#">Metro South Bay</a>
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ACCOUNTING

*Employee Graduates* **Bill Hesser**, Accounting Supervisor, graduated from University of Phoenix with a BS in Business Management. **Angel Ho**, Accounting Administrative Intern, graduated from California State Polytechnic University in Pomona with a BS in Accounting.

*College Graduates* **Gregory Garay**, son of Accountant David Garay, graduated from University of La Verne with a BS in Business Administration. **Corinne Marine L. Santos**, daughter of Accountant Danny A. Santos, graduated from CSU Los Angeles with a BS in Nursing.

*High School Graduates* **Dominique Coleman**, granddaughter of Accounting Assistant Dee Coleman, graduated from Arthur Hill High School in Saginaw, Mich. **Aja Marie Eldridge**, granddaughter of Accounting Assistant Dee Coleman, graduated from Bloomington High School in Bloomington, Calif. **Paula Therese M. Guevara**, daughter of Accounts Clerk Edwin S.

Guevara, graduated from Holy Family Girls' High School in Glendale, Salutatorian. **Lyvia Hesser**, daughter of Accounting Supervisor Bill Hesser, graduated from Ramona High School in Los Angeles. **Charity Maxwell**, daughter of Administrative Analyst Gretchen Maxwell-Perry, graduated from Carson Christian High School, highest PACE average. **Vincent Patrick L. Santos**, son of Accountant Danny A. Santos, graduated from John A. Rowland High School in Rowland Heights.

#### ADA COMPLIANCE ADMINISTRATION

##### *College Graduates*

**Daniel Hazen**, son of ADA Compliance Administrator Chip Hazen, graduated from Citrus Community College in Glendora with a certificate in Sound Engineering. **Dana Joines**, daughter of ADA Compliance Administrator Chip Hazen, graduated from UC La Verne with a Master's Degree in Education.

#### BUS OPERATIONS CONTROL

*High School Graduates* **Denise Chavez**, son of TOS Francisco **Chavez**, graduated from Walnut High School. **Thomas D. Dryden**, son of TOS Dan Dryden, graduated from Eagle Rock High School in Eagle Rock. **Cody Rank**, son of TOS Steve Rank, graduated from Harvard Westlake School in North Hollywood.

#### COMMUNICATIONS

*Employee Graduates* **Adrienne Figueroa**, Public Relations Administrative Intern, graduated from CSU Long Beach with a BA in Print Journalism with an emphasis in Psychology. **Danielle Grossman**, Communications Services Administrative Intern, graduated from CSU Long Beach with a BA in Print Journalism with an emphasis in English Literature and Composition. **Franklin A. Holman**, Public Relations Administrative Intern, graduated from CSU Long Beach with a BA in English and a BA in Journalism. **Maria Mora**, Community Relations Administrative Intern, graduated from CSU Los Angeles with an MS in Public Administration. **Jennifer L. Yeh**, Public Relations Administrative Intern and daughter of Accounting Dept. Sr. Accountant Allen Yeh, graduated from CSU Northridge with a BA in Communication Studies.

#### CONTRACT ADMINISTRATION

*College Graduates* **Nina T. Mendoza**, daughter of Contract Administrator Ben Mendoza, graduated from USC with a BS in International Business Administration, Magna Cum Laude.

*High School Graduates* **Taurean F. Snow**, son of Contract Administrator Vickie Plummer, graduated from King-Drew Magnet High School in Los Angeles, Dean's List, National Honor Roll.

#### CONSTRUCTION PROJECT MANAGEMENT

*College Graduates* **Anubhav Agrawal**, son of Supervising Mechanical Engineer Sudhir K. Agrawal, graduated from Creighton University in Omaha, Neb. with a BS in Chemistry, Cum Laude, Phi Lamda Upsilon. **Charlotte Nix**, daughter of Construction Safety Engineer Stephen Nix, graduated from UC Irvine with a BS in Physics.

*High School Graduates* **Anjali Agrawal**, daughter of Supervising Mechanical Engineer Sudhir K. Agrawal, graduated from La Salle High School in Pasadena, Magna Cum Laude, National Honor Society.

#### CUSTOMER & VENDOR SERVICES

*High School Graduates* **Leah Smith**, daughter of Manager Vanessa Smith, graduated from Serra High School in Gardena.

#### CUSTOMER RELATIONS / METRO INFORMATION

*College Graduates* **Paula Grigsby**, Customer Relations Senior Systems Analyst, graduated from CSU Northridge with a BS in Business Finance, Cum Laude.

*High School Graduates* **Ryan A. McKenzie**, son of Passenger Relations Representative Donald McKenzie, graduated from Chatsworth High School in Chatsworth.

#### EMPLOYER RELATIONS

*High School Graduates* **Jarrett M. Adams**, son of Internal Communications Sr. Account Executive Norma Elston-Adams, graduated from San Pedro High School.

#### EMPLOYMENT STANDARDS AND COMPLIANCE

*Employee Graduates* **Belen Marquez**, Administrative Intern, graduated from California State Polytechnic University in Pomona with a BS in Business Administration. **Tiffany Loan Tu Trinh**, Human Resources Administrative Intern, graduated from California State University Los Angeles with a BS in Business Administration and a minor in Economics.

#### **FACILITIES ENGINEERING/OPERATIONS**

*College Graduates* **Mariel L. Fabro**, daughter of Facilities Engineering/Operations Architect Carlos N. Fabro, graduated from Stanford University with a MS in Biomechanical Engineering.

*High School Graduates* **Myra L. Fabro**, daughter of Facilities Engineering/Operations Architect Carlos N. Fabro, graduated from Walnut High School in Walnut with honors. **Jill Wei**, daughter of Facilities Engineering Senior Engineer Bill Wei, graduated from North Hollywood High School, Valedictorian, Presidential Academic Excellence Award.

#### **FACILITIES MAINTENANCE**

*College Graduates* **Paul-Michael Sunga**, son of Facilities Maintenance Administrative Aide Josephine Sunga, graduated from USC with a BS in Accounting.

*High School Graduates* **Kristen Nicole Smith**, daughter of Facilities Maintenance Administrative Aide Jennifer Smith, graduated from Ontario High School, National Honor Society and California Scholarship Federation.

#### **FREEWAY SERVICE PATROL**

*Employee Graduates* **Danielle Stanislaus**, Freeway Service Patrol Administrative Intern, graduated from UCLA with a Master's Degree in Public Policy.

#### **GRAPHIC SERVICES**

*Employee Graduates* **Joe Simpson**, Senior Communications Officer, graduated from UCLA Extension with a certificate in Sequence in Web Technology Fundamentals.

#### **INFORMATION AND TECHNOLOGY SERVICES**

*Employee Graduates* **Ahmad Salamah**, Digital Systems Technician, graduated from CSU Long Beach with a BS in Electronics and Computer Engineering Technology. **Rose Ann Sanchez**, Senior Secretary, graduated from University of Phoenix with a BS in E-Business, Deans list and National Honor Roll.

*College Graduates* **Nernie Rose Tam**, daughter of Acting Computer Operations Supervisor Edmond Tam, graduated from CSU Northridge with a BS in Mathematics.

*High School Graduates* **Tiara Clark**, daughter of Word Processor Patricia Clark, graduated from Southwest Middle College High School in LA with Honors.

#### **LABOR/EMPLOYEE RELATIONS**

*Employee Graduates* **Diana Kirby**, Labor Relations Administrative Intern, graduated from East Los Angeles College with an AA.

*College Graduates* **Stefanie Rico**, daughter of Senior Employee Relations Representative JoAnn Diaz, graduated from CSU Los Angeles with a BA in English.

#### **LOGISTICS**

*Employee Graduates* **John P. Gerhardt**, Warranty and Equipment Mechanic and husband of Human Resources Analyst Wendy Gerhardt, graduated from CSU Northridge with a BS in Business Administration, Magna Cum Laude.

*College Graduates* **Cynthia Villicana**, daughter of Logistics Material Supervisor Pablo Villicana, graduated from CSU Dominguez Hills with a BA in Liberal Studies.

*High School Graduates* **Pablo Villicana Jr.**, son of Logistics Material Supervisor Pablo Villicana, graduated from Phineas Banning High School in Wilmington.

#### **LONG RANGE PLANNING & COORDINATION**

*Employee Graduates* **Dana L. Williams**, Administrative Aide, graduated from Baptist University in Riverside with a BS in Organizational Management.

#### **MANPOWER PLANNING**

*High School Graduates* **Ronald Earl Brim Jr.**, son of Equipment Records Specialist Lisa Gregory, graduated from Compton High School with honors.

## OPERATIONS CENTRAL INSTRUCTION

*College Graduates* **Andrea Cecere**, daughter of TOS Frank Cecere, graduated from CSU Los Angeles with a BS in Criminal Justice, Golden Key International Honor Society. **Stacey DeLay**, daughter of TOS Don DeLay, graduated from San Diego State University with a BA in Communications.

*High School Graduates* **Camille Jeanette Ellison**, daughter of TOS Robert L. Ellison, Jr., graduated from Sultana High School in Hesperia. **Joe V. Hernandez**, son of Stenographer Edith D. Villanueva, graduated from Covina High School.

## PERFORMANCE ANALYSIS & SYSTEM SUPPORT

*College Graduates* **Nicholas Blake**, son of Schedule Checker Holly Blake, graduated from Mt. San Antonio College in Walnut with an AA in General Education. **Mark Muncy**, son of Director of Service Performance and Analysis Ed Muncy, graduated from UC Irvine with a BS in Information and Computer Science.

## PERSONNEL

*Employee Graduates* **Shante Bell**, Personnel Administrative Intern, graduated from CSU Long Beach with a BS in Business Administration. **Pricila Hidalgo**, Personnel Administrative Intern, graduated from Woodbury University with a BS in Business Management. **Jose R. Lazaro**, Personnel Administrative Intern, graduated from California State Polytechnic University Pomona with a BS in Business Administration, Cum Laude. **Anne Nguyen**, Personnel Administrative Intern, graduated from CSU Los Angeles with a BS in Business Administration. **Monica Santos**, Personnel Administrative Intern, graduated from CSU Los Angeles with a BS in Business Administration.

## PRINTING SERVICES

*High School Graduates* **Julio Manuel Alvarez**, son of Printing Services Leadman Manuel L. Alvarez, graduated from West Covina High School with honors.

## PROCUREMENT & MATERIAL MANAGEMENT

*Employee Graduates* **Ella Faye Brown**, Assistant Contract Administrator, graduated from the University of Phoenix with a Bachelor's Degree in Business Management.

## RAIL OPERATIONS CONTROL

*College Graduates* **Sabrina Chavez**, daughter of Rail Transit Operations Supervisor Julio C. Chavez, graduated from USC with a BS in Public Policy and Management.

## REAL ESTATE ADMINISTRATION

*High School Graduates* **Steven N. Dominguez**, son of Real Estate Officer Diane H. Dominguez, graduated from Don Bosco Technical Institute in Rosemead.

## RECORDS & MAIL SERVICES

*College Graduates* **Ana Maria Aquino Mendoza**, daughter of Mail Carrier Oscar Mendoza, graduated from UCLA with a BS in Mathematics and a minor in Spanish.

## REGIONAL REBUILD CENTER

*College Graduates* **Jeaneen Taylor**, daughter of Mechanic Leadman Phillip Taylor, graduated from CSU Dominguez Hills with an MA in Sociology.

*High School Graduates* **Cameron M. Frison**, goddaughter of General Clerk III Brenda A. Cummings, graduated from King-Drew Magnet High School. **Heidi Anne Humberstone**, daughter of Equipment Maintenance Supervisor Frank Humberstone, graduated from St. Lucy Priory in Glendora. **Lindsey Jean Maddox**, daughter of Receiving Clerk Anthony P. Maddox, graduated from Wilson High School in Hacienda Heights. **Darrell C. Portis Jr.**, son of Support Shops Service Attendant Darrell C. Portis, graduated from Garey High School in Pomona. **Sal Perez**, son of Mechanic "A" Salvador Perez and Customer Service Representative Maria Diaz, graduated from La Serna High School in Whittier. **Phillip Taylor II**, son of Mechanic Leadman Phillip Taylor, graduated from Diamond Bar High School.

## REVENUE COLLECTION

*High School Graduates* **Kandyce A. Jenkins**, daughter of Cash Clerk/Mopper Waxer Jerome Jenkins, graduated from LACES in Los Angeles. **Brandon R. Woods**, son of Cash Clerk Gail Y.



Woods, graduated from Canyon Springs High School in Moreno Valley with a basketball scholarship.

### RISK MANAGEMENT

*High School Graduates* **Andre Knox**, son of Sr. Risk Analyst Susan Franklin, graduated from Palos Verdes High School.

### SECURITY & LAW ENFORCEMENT

*College Graduates* **Sa'Brina Lynette Tasker**, daughter of Security Dept., Senior Secretary Janene Lynette Henderson, graduated from CSU Long Beach with a BS in Management Information Systems, Cum Laude.

*High School Graduates* **Crystal Grant**, daughter of Senior Security Officer Arthur Grant, graduated from Brethren Christian High School in Huntington Beach.

### SERVICE PLANNING

*High School Graduates* **Kyle Andre Montgomery**, son of Service Planning Administrative Analyst Dixie M. Dorsett, graduated from South High School in Torrance.

### STOPS & ZONES

*Employee Graduates* **Raymond L. Baldonado**, Equipment Service Supervisor, graduated from CSU Northridge with an MA in Art History.

### SYSTEMS ENGINEERING

*High School Graduates* **Vipul K. Sampat**, son of Construction Mechanical Engineer Sam Sampat, graduated from South Hills High School in Covina City, 4.0 GPA and Varsity Team Cross Country Runner.

### TRANSIT SERVICES BUREAU

*College Graduates* **Ashley Brooke Nitz**, daughter of Sheriff's Sgt. Sandy Nitz, graduated from UCLA with a BA in Psychology and a BA in Spanish Literature.

### TREASURY

*College Graduates* **Eric Jerome Hunter**, son of Senior Secretary Avis N. Brame, graduated from the University of Idaho with a BA in General Studies.

### WAYSIDE SYSTEMS

*Employee Graduates* **Ed Langer**, Wayside Systems Administrative Aide, graduated from CSU Los Angeles with an MA in History.

## OPERATING DIVISIONS

### CENTRAL CITY DIVISION 1

*College Graduates* **Ulysses L. Lee III**, son of Bus Operator Ulysses L. Lee Jr., graduated from Cerritos College with an AA in General Studies. **Candice Warren**, wife of Bus Operator Juan Rivas, graduated from Cerritos College with an AA in Psychology.

*High School Graduates* **Monica Barbosa**, daughter of Mechanic "A" Jose Barbosa, graduated from St. Paul High School, California Scholastic Federation, National Honor Society and Perfect Attendance. **Sonny Graciano**, son of Bus Operator Rosa Chavez and stepson of Bus Operator Alfonso Chavez, graduated from South Hills High School in Covina. **Lisa A. Henderson**, daughter of Bus Operator Ulysses L. Lee Jr., graduated from Bishop Montgomery High School in Redondo Beach. **Dartagnan Dupree Johnson**, son of Bus Operator Carl Johnson, graduated from Newport Harbor High in Newport Beach. **Danielle Lloyd**, daughter of Service Attendant LaTanya Brown, graduated from Manuel Arts High School in Los Angeles. **Ramon Martinez**, son of Equipment Maintenance Supervisor Rene Martinez, graduated from West Covina High School. **Kimberly Montano**, granddaughter of Bus Operator Robert Duarte, graduated from Montebello High School.

### CROSSROADS DIVISION 2

*Employee Graduates* **Joboe N. Dargbe**, Bus Operator, graduated from America Inter Continental University with a Masters in Business Administration.

*College Graduates* **Carlo Dayrit**, son of Mechanic Gilbert Dayrit, graduated from CSU Long Beach with a BA in Management Information Systems. **Noureena K. Martinez**, daughter of Bus Operator Regina Marin, graduated from The Art Institute of California in Orange County



with an AA in Culinary Arts Professional Chef. **Jennifer P. Taala**, daughter of Bus Operator Andrews F. Taala, graduated from CSU Dominguez Hills with a BA in Accounting.

*High School Graduates* **Michelle Jacobs**, daughter of Bus Operator Rolando Jacobs, graduated from Eagle Tree High School. **Juley L. Franden**, daughter of Equipment Maintenance Supervisor Richard Franden, graduated from Chino High School. **Michael J. Martin**, son of Bus Operator Charles Martin, graduated from Moreno Valley High School. **Yanet Z. Mercado**, daughter of Bus Operator Gloria Mercado, graduated from Lincoln High School in Los Angeles. **Danielle Moore**, daughter of Bus Operator Kim Hunter, graduated from George Washington Preparatory High School. **Jabez Ross**, son of Assistant Manager Margo Ross and Division 9 TOS Odell Ross, graduated from Canyon Springs High School in Moreno Valley with Honors. **Kevin Lawrence Walker**, Bus Operator Robert Walker, graduated from Santa Monica High School.

### LOS ANGELES DIVISION 3

*Employee Graduates* **Raul Ferrell**, Service Attendant, graduated from Los Angeles Trade Tech. with a certification in Electrical Construction and Maintenance.

*College Graduates* **Linda Asencio**, mother of Mechanic "B" Tyrone Asencio, graduated with an AA in Social and Behavioral Science. **Valerie V. Goytia**, daughter of Equipment Maintenance Supervisor Ruben V. Goytia, graduated from CSU Northridge with a BA in Education. **Jason Holland**, son of Assistant Manager Bob Holland, graduated from UCLA with a BA in World History and a minor in Theatre, high honors. **Charmaine N. Jackson**, daughter of Bus Operator Joann Jackson, graduated from Claremont Graduate University with a PHD in Political Studies.

*High School Graduates* **Katherine Arely Espinosa**, daughter of Mechanic "A" Frank Espinosa, graduated from Bloomington High School in Bloomington, Calif. with honors. **Leah Graham**, daughter of TOS Catherine Graham, graduated from John Muir High School in Pasadena. **Gabriel Reyes**, grandson of Bus Operator Sara O. Bernal, graduated from Montclair High School. **Julian Luis Wright**, son of Bus Operator Lourdes M. Pagan, graduated from Paramount High School.

### NON-REVENUE DIVISION 4

*High School graduates* **LaCoyia Patterson**, daughter of Service Attendant LaVette Brown, graduated from the City of Angeles School in Los Angeles, Honor Roll.

### ARTHUR WINSTON DIVISION 5

*College Graduates* **Eric M. Grubb**, son of Mechanic "A" Leader Adam M. Grubb, graduated from the University of Phoenix with a BS in Business Management.

*High School Graduates* **Artrell De'veon Allen**, grandson of Bus Operator Arrie Allen, graduated from Leuzinger High School in Lawndale.

### VENICE DIVISION 6

*Employee Graduates* **Raven Sanders**, Bus Operator, graduated from USC with a BS in Molecular Biology and an emphasis in Forensic Science, Salutatorian and Summa Cum Laude.

*High School Graduates* **Brandon Richard**, son of Service Attendant Rosalind Richard, graduated from Compton High School.

### WEST HOLLYWOOD DIVISION 7

*College Graduates* **Estuardo Ponciano**, son of Bus Operator Estuardo Ponciano, graduated from Brigham Young University with a Juris Doctorate.

*High School Graduates* **Jackie Marie Martin**, **Jennifer Renee Martin** and **Joyce Denise Martin**, triplet daughters of Bus Operator Abraham Thomas Martin, graduated from Leuzinger High School in Lawndale. **Ashley Gladys Sheppard**, daughter of Operator Jural Joseph Sheppard, graduated from Communion Christian Academy in Los Angeles, Salutatorian.

### WEST VALLEY DIVISION 8

*Employee Graduates* **Michael Kalustian**, Bus Operator, graduated from CSU Los Angeles with a BA in Communications.

*High School Graduates* **Ronald Earl Brim Jr.**, son of Equipment Records Specialist Lisa Gregory, graduated from Compton High School with honors.

*College Graduates* **Paolo J. De Guzman**, son of Bus Operator Cesar De Guzman, graduated from UCLA with a MA in education.

#### **SAN GABRIEL VALLEY DIVISION 9**

*College Graduates* **Anita Nicole Newman**, daughter of Bus Operator Kathleen Newman, graduated from UC Irvine with a BA in Social Science and a minor in African American Studies. **Sharonda Schumaderer Thomas**, daughter of Bus Operator Sharon Schumaderer, graduated from Central Methodist College in Fayette, Mo. with a BA in Ethics and a BS in Criminal Justice.

*High School Graduates* **Marlene Rita Barajas**, daughter of Bus Operator John Ortiz Barajas, graduated from Abraham Lincoln High School in Lincoln Heights, J.R.O.T.C. awards, Principal's Honor award. **Samantha Lynn La Patka**, daughter of TOS Thomas La Patka, graduated from Bonita High School in La Verne, California Scholarship Federation. **Ashley Eileen Prudence**, daughter of Bus Operator Mary Prudence, graduated from San Dimas High School, President's List and The Heart Award.

#### **GATEWAY DIVISION 10**

*Employee Graduates* **Aretha F. Bull**, Bus Operator, graduated from Compton Community College with an AA in Child Development. **Marco Pedemonte**, Equipment Maintenance Supervisor, graduated from Pasadena City College with an AA in Business Administration. **Kevin D. Smith**, Service Attendant, graduated from Los Angeles Technical Trade College with a certificate in Plumbing.

*College Graduates* **Ada-Victoria Cervantes**, daughter of TOS Georgina Cervantes, graduated from USC with a BA in Psychology, BA in English and a minor in French. **Cen-Cre Cooks**, granddaughter of Bus Operator Robert W. Cooks, graduated from Florida State University with a BS in Criminology. **Anthony Davon Dandridge**, son of Bus Operator Mary L. Franklin, graduated from Alta Loma High School in Alta Loma. High School **Jennifer L. Anaya**, daughter of Bus Operator Guillermo Anaya, graduated from Ramona Convent Secondary School in Alhambra.

#### **METRO BLUE LINE DIVISION 11**

*College Graduates* **Juanita E. Burris**, daughter of General Clerk III Gloria Mitchell, graduated from Oakwood College in Huntsville, Ala. with a Bachelor's in International Marketing.

*High School Graduates* **Maureen Elizabeth Andrade**, daughter of Train Operator Gladis Nuila-Andrade and Division 3 Bus Operator Mauricio Andrade, graduated from Walnut High School in Walnut, Honor Roll. **Falisha S. Washington**, daughter of General Clerk III Gloria Mitchell, graduated from Narbonne High School in Harbor City.

#### **EAST VALLEY DIVISION 15**

*College Graduates* **Maria Garcia**, daughter of Bus Operator Carlos Garcia, graduated from CSU Los Angeles with a BA in Social Work. **Rikeshia L. Stamps**, daughter of Bus Operator Lolita A. Dolliole, graduated from Los Angeles Mission College with an AA in Sociology. **William Shamoun Jr.**, son of Bus Operator William Shamoun, graduated from Woodbury University with a BA in Fine Arts. **Ramona Shamoun**, son of Bus Operator William Shamoun, graduated from Woodbury University with an MBA. **Cherie Walker**, daughter of Stenographer Darlene Blake, graduated from CSU Bakersfield with a BA in Mathematics and Teaching Credential, Alpha Chi National Honor Society.

*High School Graduates* **Charles Boayue**, grandson of Bus Operator Charles Maddox, graduated from Howard High School of Technology. **Raul Estevane Jr.**, son of Bus Operator Raul Estevane, graduated from San Fernando High School. **Patricia Garcia**, daughter of Bus Operator Wilfredo Garcia, graduated with high honors from Highland High School in Palmdale, valedictorian and member of California Scholarship Federation. **David R. Jacobson**, son of Equipment Maintenance Supervisor Bruce Jacobson, graduated from Sherman Oaks Center for Enriched Studies in Tarzana with honors. **Kelia S. Young**, daughter of Mechanic James Robinson and Equipment Records Specialist Wendy Robinson, graduated from Quartz Hill High School in Lancaster, Deans List in Math and Science.

#### **SOUTH BAY DIVISION 18**

*High School Graduates* **Anthony E. Cabada**, son of South Bay Rail TOS Manuel Cabada, graduated from St. Paul High School in Santa Fe Springs. **Karla Fuentes**, daughter of

Mechanic "A" Carlos Fuentes, graduated from Gardena High School. **Montoya Hall**, daughter of Bus Operator Tonya Yates, graduated from Gardena High School. **Toneisha Lasha Lindsey**, daughter of Bus Operator Tonny W. Lindsey, graduated from Carson High School. **Andrew Rodriguez**, son of Mechanic "A" Johnny Rodriguez, graduated from Los Altos High School in Hacienda Heights with honors, First All Team City Defense Lineman of the year. **Roderic Anthony Turner**, son of TOS Renee Dixon-Turner, graduated from Crenshaw High School.

#### **METRO RED LINE DIVISION 20**

*Employee Graduates* **Mercedes Meneses**, Rail Transportation Administrative Analyst, graduated from Mount St. Mary's College in Los Angeles with a BA in Liberal Arts and a minor in Psychology.

*College Graduates* **Lisa Patricia Hawk**, daughter of Secretary Joanne Harper, graduated from Woodbury University in Burbank with a Bachelor's in Business Management, Cum Laude.

**Kristopher Roger Serrano**, son of Rail Mechanic Leader Roger Serrano, graduated from CSU Long Beach with a BA in Business Finance and Marketing

*High School Graduates* **Duprice J. Billups**, daughter of Train Operator Douglas C. Billups, graduated from San Pedro High School. **Pilar Gose**, daughter of Property Maintainer Dieter Gose, graduated from Adolfo Camarillo High School in Camarillo, California Scholarship Federation. **Natalie Rosales**, daughter of Rail Operations Executive Secretary Stephanie Kaping, graduated from La Puente High School. **Jason Bryan Serrano**, son of Rail Mechanic Leader Roger Serrano, graduated from Diamond Bar High School with high honors.

#### **METRO GREEN LINE DIVISION 22**

*High School Graduates* **Anthony E. Cabada**, son of Rail Transit Operations Supervisor Manuel Cabana, graduated from St. Paul High School in Santa Fe Springs. **Porscha Singh**, daughter of Stock Clerk Anita Stephens, graduated from King-Drew Medical Magnet High School in Los Angeles, Principal's Honor Roll.

#### **METRO GOLD LINE MAINTENANCE**

*College Graduates* **Srikant Duggirala**, daughter of Rail Fleet Services Supervisor Prem Duggirala, graduated from University of California, San Diego with an MS in Biological Sciences, admitted to School of Medicine at Tufts University in Boston.

#### **METRO SOUTH BAY**

*Employee Graduates* **Jon R. Vandercook**, Senior Safety Specialist, graduated from the University of Phoenix with a Master's Degree in Business Administration.

*High School Graduates* **Margaret Morallo**, daughter of Community Relations Manager Rich Morallo, graduated from Torrance High School with honors.

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[OBITUARY](#): see metro.net report June 6, 2003: "Ed Vandeventer Led SCRTD Rail Operations During Metro Blue Line Startup"

## Remembering Ed Vandeventer

Employees share their memories of working with Ed Vandeventer:

### **Larry Haynes, Transit Operations Supervisor, West Valley Division 8:**

"Father of the Renaissance of Rail in Los Angeles" is an appropriate title for a man who was a tireless and impassioned supporter of rail transit in Los Angeles. In another area of transportation that did not fare as well, I had the good fortune of being recruited by Mr. Vandeventer to provide a few ideas on the ill-fated trackless trolley program, which MTA's forerunner, SCRTD, had hoped to establish on its most heavily traveled routes. During a visit to Division 15, about 12 years ago, Mr. Vandeventer discovered that I'd been a trolley operator in Seattle, Washington, and soon afterwards, invited me to join a group of consultants to contribute my experiences in a quest to bring modern trackless trolleys to Los Angeles, which were last used here in 1963. In short, methanol-powered buses became the vehicle of choice and the notion of electric transportation on the city's streets died. Although he did not succeed in this venture, he will be missed by all who knew and worked with him and all who shared with him his ideals for enlightened transit.

Posted: June 12, 2003

### **Maria Reynolds, Asst. Transportation Manager, West Valley Division 8:**

I have very fond memories of Ed Vandeventer. I recall back in October 1990 when I ran into Ed's office (3rd Floor of the RTD Building on 425 Main Street) to give him the news of my surprise proposal for marriage from my husband, Rich.

I announced my engagement to Ed and he was overjoyed with the news. Ed continued to keep me in his office with useful information about child-rearing. By the way, I live by his advice to this day. Ed shared with me his experiences with his kids and that the key to raising children, was to keep them tired, tired, tired!! These seems to work for my boys!

I have often thought of Ed fondly, in fact, as recently as last month. I will miss him very much, along with many others that were fortunate enough to work with him.

Thank you for the opportunity to travel through memory lane.

Posted: June 11, 2003

### **Joel Woodhull, retired MTA technical planning manager:**

I'd like to add a few more details about Ed Vandeventer's professional achievements. I recruited him from Caltrans in 1975 after hearing about his already legendary transit knowledge. He worked with me until 1986.

While in the Service Analysis Section, he developed the computer software system that generated reports for service performance analysis, including line profiles and area accounts. Thanks to Ed's work, primarily, we knew more about our bus system performance than was known about any other transit operation in the U.S. at that time.

When it came to fare restructuring, Ed was able to use this information to make very accurate projections of fare revenue and ridership changes resulting from complex changes in fare structure.

His masterpiece was the hybrid fare system mentioned in the obituary. What it did was remove the fare system complications from 90 percent of the system operation, where the complexity brought little return, anyway, and put the complexity where it paid off. This brought significant additional revenue with little loss of ridership.

In the Scheduling Department, Ed had primary responsibility for managing the installation of the state-of-the-art computerized scheduling system. The changeover was a little tough on the schedulers, but my impression was that most of them came to like it.

In addition to these major accomplishments, there were countless smaller ones. There were numerous occasions when I would talk to him about something that the department needed. He would frown at first, maybe grumble a little. Then he'd go away for a while. Inevitably, he would return later with an elegant solution.

#### **Alan Weeks, retired MTA schedule maker:**

Shirley McKinzie (retired MTA schedules supervisor) told me that many nights she and others stayed until midnight helping Ed install the new MiniScheduler. She said Ed would have pizza brought in for all of them. Bob Holland told me that it would not have worked without Ed.

We all have our different memories. There was the different Ed that I worked with for twenty years at the Railroad Museum. Ed saw the late Louie Maspero and (me) walking around the museum one Saturday.

Ed grabbed Louie and myself and said. "I need you to operate rail cars." So Louie and I went into training and I operated with Ed for twenty years. Ed was a great contributor and will be missed.

Posted: June 10, 2003

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The Metro Gold Line Midway Yard consists of three separate buildings that provide a place for the cleaning and maintenance of light-rail vehicles and office space.



PHOTOS BY ADRIENNE FIGUEROA

## **Metro Gold Line Midway Yard Construction Completed**

By ADRIENNE FIGUEROA

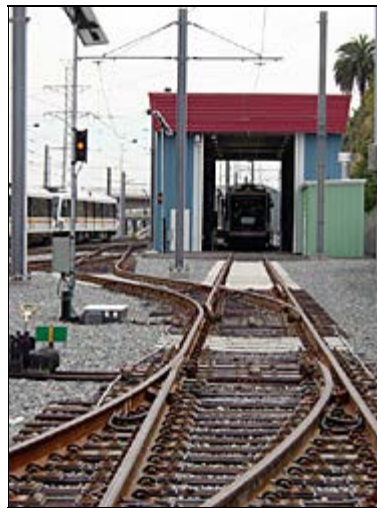
(June 3, 2003) After more than a year of operating on a bare-bones system that included the absence of telephone hookups and other small luxuries, Metro Gold Line crews finally witnessed the completion of the Midway Yard last month.

Located just off North Spring Street between the Los Angeles River and Elysian Park, the Metro Gold Line Midway Yard is substantially completed, with the exception of a few touch-ups on the signaling systems, SCADA system and power lines.

The Midway Yard has been under construction since January 2002. During that time, supervisors and team members had to conduct their work in an environment without accommodations.

"We had no amenities," said Rail Fleet Services Manager Tom Lingenfield. "People were carrying around lunchboxes and bottled water, but everyone had a great attitude about it. They were there to do a job."

Metro Gold Line Operator Michael Lespron didn't consider the lack of amenities as a condition that



Metro Gold Midway Yard is located just off North Spring Street between the Los Angeles River and Elysian Park.





couldn't be handled. As a member of the Metro Green Line construction team, he had worked in a similar atmosphere.

"I don't mind getting a little dirty," he said. "That's what Start-Up is all about."

The Midway Yard consists of three separate buildings that provide a place for the cleaning and maintenance of light-rail vehicles, as well as office space and break areas for those who work on the line.

Other than its brightly colored exterior, a few aspects of the Midway Yard set it apart from the Metro Red, Blue and Green Line yards.

The 14,927-square-foot shop was initially supposed to be about two times larger. The smaller size means that when Metro Gold Line cars require heavy rail repairs, paint or body work, the cars will be transported to other rail yards.

"Creativity and planning will have to come into play," says Lingenfield.

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LASD Deputy Gary Debondt of the Sheriff's Transit Services patrols the El Monte bus terminal aboard a Segway.



### **Sheriffs on Segways Patrol El Monte Bus Station**

By LISA HUYNH

(June 3, 2003) Sheriff's deputies rolled into El Monte Bus Station the last week of May aboard Segways, bringing a new level of safety and security along with the advanced technology glide of the latest in human transporter devices.

"This is part of the Sheriff's efforts of providing security at the bus terminal and at the San Gabriel Valley Sector," said Community Relations Manager Helen Ortiz.

Deputy Gary Debondt and Sergeant Paul Henry from the Sheriff's Transit Services Substation in El Monte circulate the terminal on Segways on a regular basis. The attention-getting scooters facilitate and even generate interaction with the passengers.

The Segway scooters were first used at train stations in a pilot program earlier this year. Lieutenant Mike Herek of the Sheriff's Transit Services Eastside Bus Operations directed efforts to put the human transporter devices to work at bus terminals.

"There are hundreds and hundreds of people that go to the El Monte station," said Lt. Herek. "The Segways provide another level of safety."

"We've gotten a lot of positive feedback from the passengers when we deployed the Segways at the terminal last week," said Lt. Herek.

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## Funeral Services Set for Roy Barnes

- Sr. 3rd Party Administrator in Environment Services started with MTA in 1973.
- Services will be held in Inglewood on Thursday at 9:30 a.m.

(June 4, 2003) Funeral services for Environment Services administrator Roy Barnes, who died Sunday, June 1, are set for Thursday, June 5, in Inglewood.



Roy Barnes

Services will be conducted at 9:30 a.m. at Inglewood Southside Christian Church, 3947 West 104th Street (at Prairie Ave.) in Los Angeles.

A viewing is scheduled for Wednesday, June 4, until 9 p.m. at Angelus Funeral Home, 3875 Crenshaw Blvd. in Los Angeles. For information, phone 323-296-6666.

Memorial cards provided by colleagues in Environment Services are available for signing today. Employees are invited to the department on the 16th floor to sign the cards; they are located on a credenza in the northeast corner.

Barnes, 61, joined SCRTD in 1973 as an assistant engineer. He has worked in Environment Services as a senior third party administrator for the last three years.

"Roy was an excellent employee who contributed his many skills and resources to his job," said Manager John Higgins. As an administrator, Barnes coordinated activities for major capital projects and also reviewed other projects that might impact services or facilities of MTA.

Mr. Barnes is survived by his wife, Hughie. He was a resident of Inglewood, California.

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## MTA TEA Funding Restores Historic Depot in Whittier



### Restoration Project Saves Whittier Historic Depot

The 1888 Southern Pacific Railroad Depot, a two-story structure in the Victorian-era Stick style, was once the centerpiece of the new community of Whittier and its burgeoning citrus industry. After Southern Pacific curtailed its local service in the 1970s, the depot was privately owned and used as a warehouse. By the mid-1980s the Depot was in danger of demolition for a new shopping center. A grassroots citizens organization, the Save Our Depot Committee, helped rescue the structure, convincing the City of Whittier to assume title to the Depot and relocate it temporarily to a vacant parcel. In the 1995 Call For Projects, the Los Angeles County Metropolitan Transportation Authority awarded the City of Whittier \$1.241 million in Transportation Enhancement Activities (TEA) Funds for the restoration of the train depot.

The station was relocated and turned into the Whittier Transportation Center. As a bus transfer center and office for Whittier bus and dial-a-ride service, the Depot, relocated again to Greenleaf Avenue at the southern gateway of its revitalized "Uptown Whittier" District, has retained its historic link to transportation. The project has brought local history to life for Whittier residents and schoolchildren and is a testament to the power of local grass-roots activism and enlightened city leadership.

The City of Whittier has received three awards for the restoration work from the City of Los Angeles, the Los Angeles Conservancy, and the California State Legislature. -- *from James Rojas, Central Area Transportation Planning Manager.*

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## Ed Vandeventer Led SCRTD Rail Operations During Metro Blue Line Startup

- 'Father of the Renaissance of Rail in Los Angeles' Died Thursday at Age 61; [Memorial Service](#) is Thursday, June 12, in Hacienda Heights.

By GAYLE ANDERSON

(June 6, 2003) Gale "Ed" Vandeventer, who led the Rail Operations of the Southern California Rapid Transit District from 1985 through the mid-1990s – including the early days of Metro Rail subway and light rail planning - died Thursday, June 5, from a heart attack while in the hospital. Mr. Vandeventer, who suffered from the complications of diabetes, was 61 years old.

Mr. Vandeventer is survived by Phyllis Vandeventer, his wife of 37 years, and three sons, Robert, 32; Peter, 24, and Michael, 17. He is also survived by his father, Owen Vandeventer, of Apple Valley.

A memorial service is planned for Thursday, June 12, at 12:30 p.m. at St. Matthews United Methodist Church. The church is located at 15653 E. Newton in Hacienda Heights. ([Directions: 60 east. Take the Hacienda Blvd. exit. Stay in the right most lane of the off ramp. Turn left onto Three Palms, right onto Hacienda Blvd., right at Newton and continue for about four blocks to church.](#))

Mr. Vandeventer joined the RTD on July 7, 1975, as a planner. When his unit was transferred to the scheduling department, Mr. Vandeventer developed and coordinated the freeway fare increment system for RTD buses.

His next assignment at the SCRTD brought Mr. Vandeventer to the post of superintendent of instruction, where he helped start up the RTD Blue Line by training train operators and rail transit operations supervisors.

Mr. Vandeventer was named Superintendent of Rail Operations for RTD in 1985.

"He was the person who headed up the start up of rail," said Rita Malone, Rail Division Transportation Manager who served with Mr. Vandeventer on the original start-up team for rail operations.

When he took a medical retirement, leaving the MTA on Dec. 1, 1997, he had overseen the start-up of Metro Rail. All three lines – Blue, Red, and Green – were already making tracks.

"Ed was a hands-on manager. He would sign on operations radio at 4 a.m. and not leave until about 10 or 11 p.m. at night," said Malone. "He was on board with the patrons, with the operators, with the supervisors. Everyone on the railroad knew Ed. He accomplished rail operation in Los Angeles."



SCRTD Superintendent of Rail Operations Ed Vandeventer in 1991 photo.

### Viewpoint

#### [Remembering Ed Vandeventer:](#)

Former employees share memories of working with the former SCRTD Rail Chief.

In the years that followed his departure from the MTA, Mr. Vandeventer remained active in his interests. His life-long love of rail kept him a member of the Orange Empire Railway Museum, where he had previously served as superintendent of railway operations, vice-president of museum services, and as a member of the board for many years.

Born Jan. 21, 1942, in Denver, Colorado, he arrived in Long Beach with his parents at the age of one. He graduated from Millikan High School in 1959, and earned a bachelor's degree in civil engineering at the University of Southern California in 1964. He continued his studies while employed by the California Division of Highways, now Caltrans, and earned his master's in civil engineering in 1966 at USC.

A resident of Hacienda Heights since 1968, Mr. Vandeventer lived there with his family at the time of his death.

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## **San Gabriel Valley Division 9 Welcomes Transportation Manager Mike Greenwood**

By LISA HUYNH

(June 6, 2003) San Gabriel Valley Division 9, recently welcomed Mike Greenwood aboard as the El Monte division's new transportation manager.

Greenwood, a California native, worked at the Orange County Transportation Authority (OCTA) for nearly 14 years before he came to MTA.



San Gabriel Valley Division 9 Transportation Manager  
Mike Greenwood

"I made the move to MTA because I knew that it would offer me a lot of opportunities to be part of the team that makes MTA the best transportation agency in the country."

Greenwood began his career in transportation as an intern at OCTA. During the course of his tenure there, he served as an assistant transportation manager and also managed a variety of projects. As Special Projects Manager, he took charge of a countywide taxicab regulatory program for 29 Orange County cities. Promoted to Manager of Operations Planning and Scheduling, in 2001, he helped develop bus schedules and bus routings.

He graduated from the University of California at Irvine with a bachelor's degree in social ecology and earned a master's in business administration at California State University, Long Beach.

Greenwood counts customer service and employee morale as his top priorities in his new position. "It's important that employees work together as a team to provide our customers with what they need. I look forward to working at MTA."

Greenwood replaces former transportation manager Mace Bethel, a 28-year MTA veteran who retired earlier this year.

He lives in Brea with his wife, Jackie; son Collin, 6, and daughter Kyra, 3. The couple is expecting their third child in July.

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Rail Services Director Dave Kubicek and Rail General Manager Gerald Francis, back row from left, with top-scoring mechanics at MTA Rail Rodeo who went on to win the APTA International Competition: Front row from left, Glen Abraham, Ronnie Burt, and Eric Czintos.

### **MTA Maintenance Team Places First at International Rail Competition**

By ADRIENNE FIGUEROA

(June 10, 2003) While cloudy skies blanketed the Los Angeles area, last Saturday, MTA's Rail Rodeo winners shone brightly at the APTA International Rail Competition in San Jose.

The maintenance team took first place and the operator team came in ninth – collectively putting MTA in third place overall.

"This is a great honor," said Metro Red Line Director of Rail Services Dave Kubicek. "I'm very pleased. This is a good representation of our staff and our commitments."

Maintenance team members are Metro Red Line Maintenance Specialist Glen Abraham and Metro Blue Line Maintenance specialists Ronnie Burt and Eric Czintos. Last year's team took seventh place.

The operator team consisted of Metro Red Line operators Tu Phan and Robert Rodriguez. The two men placed first in last year's International Rail Competition – the first time an MTA team had won at the international level.

#### **Team awards**

Following the San Jose event, maintenance team members were awarded a plaque and a \$1,000 savings bond for each member.

"I couldn't be any prouder of those guys," said Rail Equipment Manager George Kennedy.

Kennedy attributes the rail maintenance team's achievement to hard work and more experience, since last year was the first time the maintenance team contended in the International Rail Competition.

"This year, they had a little more experience and held their heads high," he said. "Their dedication is what got them there."

When the winners return from San Jose this week, a cookout will be held in their honor at Metro Blue Line Division 11.

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Sheriff's Lt. Mike Herek helps partner Buffy, a yellow Labrador, get ready for her employee badge photo close-up.



PHOTOS BY JENNIFER YEH

## Sheriff's K-9 'Buffy' Trades Dog Tag for MTA ID Badge

By LISA HUYNH

(June 10, 2003) "Buffy," a yellow Labrador who works with the Sheriff's Transit Services Bureau, recently traded her dog tag for an MTA identification badge.

Buffy is the personal pet of Sheriff's Lt. Mike Herek, not a trained police dog. Her job description is "Public Relations K-9" and many days she can be seen patrolling the Metro Blue Line stations, especially around the holidays.

"The public assumes that she's out there searching for drugs and bombs, but she's really out there to make it appear like she's looking for something," says Herek. "We use her on a 'as-needed' basis."

Buffy, who is the first dog to receive an MTA identification badge, has been working as a doggy decoy for about a year. Herek says the purpose of the MTA badge is to provide credibility when she walks through a building.

"It not only shows that she's associated with the Metro system," he says, "but also is a partner with the Sheriff's Department and MTA."

A 26-year veteran deputy, Herek created the program to keep the transit system safe, and it has worked.



Buffy wears her badge while on duty.

"People throw drugs into the trashcans, just by seeing her from a distance," says Herek. "If Buffy and I can make a difference in any way, then we know that we're doing our job and that's good enough for us."

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## MTA's Barbara Trigg: Dedicated Volunteer at Metro Rail Openings

By ADRIENNE FIGUEROA

(June 11, 2003) The long-awaited opening of the Metro Gold Line this summer has attracted the interest of some 450 volunteers eager to offer help any way they can.

One of these individuals is MTA Records Clerk Barbara Trigg. She will be answering questions, handing out informational pamphlets and directing visitor traffic – all from the seat of her electric wheelchair.

As a child, Trigg was diagnosed with a genetic condition called osteopetrosis, a neurological muscular disorder that causes bones to be overly dense. The symptoms are opposite that of osteoporosis, which weakens the bones.

Despite the fact that she has been unable to walk for nearly 20 years, the wheelchair has not limited her interests and her ability to participate.

### 30 years of volunteering

Trigg discovered her fondness for volunteering about 30 years ago after donating some of her time at the Pasadena City Hall doing general office work.

"I just like helping people," she says.

Since joining MTA in 1984, Trigg also has volunteered for the Metro Green, Blue and Red Line openings. At the Metro Gold Line opening this summer, she will exchange her daily routine of handling employee files in order to handle the crowds of people expected to attend the event.

"It's a lot of fun," she says. "You get to meet a lot of people."

Trigg has enjoyed her past experiences as a volunteer and looks forward to seeing new faces at the Metro Gold Line opening. She also hopes that the other volunteers will share her joy in helping others.

"There's something we can all give to others," Trigg says. "Everybody needs something sometime. If we all volunteer, that's the best way to help people."

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MTA Records Clerk Barbara Trigg is one of 450 volunteers eager to participate in the opening of the Metro Gold Line this summer.



## Media Get Sneak Peek at Metro Gold Line, Rail History Exhibit

By JENNIFER YEH

(June 11, 2003) MTA offered local media a sneak peek ride on the Metro Gold Line, Tuesday, and a chance to explore years of rail transportation in Pasadena.

Reporters representing eight print and 12 broadcast outlets rode the Metro Gold Line from Union Station to Pasadena's Memorial Park Station, where they boarded a vintage 1950's transit bus to the Pasadena Museum of History.

Welcoming the new Metro Gold Line, the Pasadena Museum of History, along with the Los Angeles Railroad Heritage Foundation, is sponsoring a joint exhibition titled "Next Stop – Pasadena – From Red to Gold".

The gallery, which is scheduled to open this summer, will offer a unique collection of archival photos, miniature models and artifacts from the historic Pacific Electric Car trolley, Atchison Topeka and Santa Fe rail lines.

The Metro Gold Line is expected to open later this summer. The last Red Car serviced Pasadena in 1951. AMTRAK service to the city stopped in 1994.

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PHOTOS BY JENNIFER YEH



Local media representatives take a ride on the new Metro Gold Line from Union Station to Memorial Park Station in Pasadena.



Entrance to the gallery



The exhibit displayed a miniature model and photos of the Santa Fe Rail car.



Los Angeles Railroad Heritage Foundation President Josef Lesser describes the history of the Santa Fe Rail Line to a KCAL-TV reporter.

## Thursday is 'Metro Night' at LA Sparks – Indiana Fever Game

(June 11, 2003) Thursday is Metro Night at Staples Center, when the WNBA Western Conference champion LA Sparks host the Eastern Conference Indiana Fever.

Special discount coupons are available from MTA Employee Activities for the game, which begins at 7:30 p.m. Anyone who brings a Metro Night coupon to the game may buy one ticket and get a second ticket for free.

The Sparks and MTA have teamed up to ask fans to take Metro Rail to Staples Center for the team's home games.

The Sparks also help MTA promote bus and rail safety. Today, some 50 South Los Angeles middle school students visited the team to watch practice and learn about bus and rail safety rules.

The back-to-back champion Sparks top the Western Conference so far this season. Led by All-Star center Lisa Leslie and guard Tamecka Dixon, the team has a 7 – 0 record. Sophia Witherspoon, 2002 WNBA champion guard, has just rejoined the team.

The Indiana Fever, led by forward Tamika Catchings, are struggling in sixth place in the Eastern Conference with a 2 – 2 record.

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Bring this card to Sparks game and get a second ticket free.

## LA Sparks Score Big With Students at MTA's Safety Event

By LISA HUYNH

(June 12, 2003) MTA teamed up with the Los Angeles Sparks of the Women's National Basketball Association (WNBA), June 11, to kick off the second annual program to promote safety around the Metro Rail and Metro Bus systems.

"We chose the Sparks because they are the two-time defending champions," says Deputy CEO John Catoe. "We want MTA to be perceived as a winning team. Who better to emphasize safety with us?"

Approximately 50 students from Watts' Markham Middle School and South Los Angeles' Edison Middle School were invited to Staples Center to participate in the countywide safety program.



L.A. Sparks team members, above, and Deputy CEO John Catoe, below, bring Metro safety message to students from Markham Middle School and Edison Middle School at special presentation at Staples Center on Wednesday.



PHOTOS BY ADRIENNE FIGUEROA

Sparks representatives raffled team basketball jerseys and tickets to watch the Sparks in action against the Indiana Fever, at 7:30 p.m., tonight, at Staples Center.

Eleven-year-old Oscar Riley, who was among those who won four tickets to see tonight's game, also couldn't pass up the opportunity to make a buck. "I sold two tickets to my friend for a dollar."

Students got to eat lunch in the Chick Hearn pressroom and were later taken to the locker rooms, which the LA Lakers and Sparks share. They also got front row seats to watch the Sparks practice and some even had a chance to shoot baskets with the team.

Forward/Center Jennifer Gillom and Guard Nikki Teasley stuck around after practice to answer questions from the students.

"Our relationship with MTA has been great," says Cindy Jarvis, community relations director for the Sparks. "We've been able to put some advertisements up on the trains and buses."

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**Station Managers:** (June 12, 2003) With the start of Metro Gold Line service just up the tracks, a group of MTA volunteers met, Tuesday, to review plans for the Grand Opening weekend. Members of the group will be responsible for managing events at the seven host stations, including directing some 100 other volunteers in distributing rail safety and promotional literature. Communications Manager Fran Curbello of MTA Communications Services is coordinating the Grand Opening events.



PHOTO BY BILL HEARD

Members of the group shown here, from left rear, are Tony Hernandez, Angela Pina, Fran Curbello, Al Rangel, Sheriff's Sgt. Ronald Williams. Center row, from left, Barbara Burns, Jami Carrington, Liz Armijo, Helen Ortiz, Susan Gilmore and Teresa Milliken. Front row, from left, Marta Maestas-Mack, Yvette Robles, Cathy Manzo and Jody Litvak. Not shown: Valarie Harrison, David Sutton and Danielle Grossman.

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^ West Valley Division 8, Maintenance, goes "100."



## Valley Divisions Hit 100-Day Goal with No Lost-Time Injuries

By ERIC RAPP

< East Valley Division 15, Maintenance, digs in.

(June 12, 2003) MTA's Safety's First program is having a real impact at San Fernando Valley divisions 8 and 15.

Improvements in equipment and procedures have enabled the maintenance departments at both San Fernando Valley divisions to reach their goal of 100 days without lost work time injuries.

To celebrate, both divisions threw barbecues for their employees, cooking up feasts of barbecued beef, chicken and ribs, with sides from local restaurants.

Maintenance managers Jim Pachan of Division 8 and John Roberts of Division 15 are proud of their team's safety records, and the strides that both have made in the past year.

Between January and April 2003, Division 8 Maintenance had an 85 percent reduction in OSHA recordable injuries and reduced its lost work day cases from six to zero, compared to the same period in 2002.

Division 15 Maintenance had similar results: a 71 percent reduction in OSHA recordable injuries and an 83 percent reduction in lost workday cases during the same time period.

"We're always striving to do better and be safer here, and I think this shows that we really are," says Roberts of the

Division 15 team.

His counterpart at Division 8 agrees. "We're already well on our way to our next accident-free hundred days," says Pachan.

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## Board's June Committee Agendas Have Items of Interest

- [Transitional Duty Program](#)
- [Development Guidelines](#)
- [Transit Funds](#)
- [California Maglev](#)
- [Uniform Rental](#)

(June 13, 2003) The MTA Board's schedule of committee meetings, next week, will include consideration of a motion for adoption of a new transitional duty program for employees injured on the job and a motion on Metro Rail station development guidelines.

Committee meetings will be held Wednesday and Thursday.

CALENDAR
June 18, 1 p.m. / Wednesday <b>Planning &amp; Programming Committee</b>
June 18, 2 p.m. / Wednesday <b>Construction Committee</b>
June 19, 9:30 a.m. / Thursday <b>Finance &amp; Budget Committee</b>
June 19, 10:30 a.m. / Thursday <b>Executive Management &amp; Audit Committee</b>
June 19, 11:30 a.m. / Thursday <b>Gold Line Transition Committee</b>
June 19, 1 p.m. / Thursday <b>Operations Committee</b>

- **Executive Management & Audit Committee, Thursday, June 19, 10:30 a.m.**

**Item 27, Transitional Duty Program.** The committee will consider adopting the Transitional Duty and Safety Patrol Program. Under the proposed program, contract and non-contract employees who are eligible for Workers' Compensation benefits also would be eligible to participate in temporary special limited duty assignments patrolling select Metro Bus and Metro Rail stations, MTA parking lots and other facilities.

Employees assigned to the Safety Patrol would be responsible for reporting safety problems and suspicious activity at the assigned locations. The program would be managed jointly by Risk Management's Workers' Compensation Division and the Security Department.

- **Planning & Programming Committee, Wednesday, June 18, 1 p.m.**

**Item 6, Development Guidelines.** The committee will consider adopting conceptual guidelines for development of MTA property at the Vermont/Sunset, Vermont/Santa Monica and Vermont Beverly Metro Red Line stations.

The guidelines envision mixed-use, medium-density development with multi-family housing whose residents could walk to retail and other commercial firms, including low-impact industrial enterprises.

**Item 11, Transit Funds.** The committee will consider allocating approximately \$1 billion to LA County transit operators and cities for FY 2004. The funds are provided from Proposition A and C, the Transportation Development Act and other sources. The Finance and Budget Committee also will consider this item.

- **Construction Committee, Wednesday, June 18, 2 p.m.**

**Item 13, California Maglev.** The committee is scheduled to hear a

report on the California Maglev Deployment Program and see a video presentation on the world's first commercial high-speed Maglev system now in operation in Shanghai, China.

- **Operations Committee, Thursday, June 19, 1 p.m.**

**Item 35, Uniform Rental.** The committee will consider awarding a five-year, \$2 million contract for rental of mechanics' uniforms and shop towels.

MTA is required by its collective bargaining agreement with the ATU to provide uniforms and laundry service for ATU members. For many years, MTA has purchased uniforms and shop towels and outsourced the laundry services. Staff research indicates a more reliable and less costly alternative would be to rent the uniforms and towels from a company that also would provide laundry service.

Other committee meetings:

- **Finance & Budget Committee, Thursday, June 19, 9:30 a.m.**
- **Gold Line Transition Committee, Thursday, June 19, 11:30 a.m.**

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## ATMS Project 'On Track, Under Budget' and Due This Fall

By BILL HEARD, Editor

(June 17, 2003) "On track, on schedule and under budget," says ATMS Project Manager Tom Pope, describing the progress MTA is making with implementation of its new, state-of-the-art ATMS bus communications equipment.

The ATMS – Advanced Transportation Management System – package includes new voice and data radios, a Global Positioning System (GPS) vehicle location, and automatic passenger counting, and automatic announcement system, and a computer-aided dispatch center.

Pope, along with executives from ATMS contractor Motorola, demonstrated the systems, last Friday, for CEO Roger Snoble, Deputy CEO John Catoe, Chief of Staff Maria Guerra and others.

Contractor crews are scheduled in September to begin converting the entire 2,350-bus fleet to ATMS. The installations will be conducted in the maintenance shops at inactive Division 12 in Long Beach.

### 30 conversions a day

Pope says the ATMS conversions will begin with buses from divisions 10, 6 and 7 and proceed at a rate of 30 buses a day. The Regional Rebuild Center will provide 30 refurbished TMS diesel coaches for use as substitutes while division buses are being converted.

With compatible equipment installed in both buses and road supervisors' cars, communications and data transfers among Bus Operations Control dispatchers, bus operators and road supervisors will make it easier to locate a bus in trouble or to react more quickly to street blockages and detours.



TOS Kevin Dukes of the ATMS team demonstrates the bus equipment for CEO Roger Snoble.



ATMS Project Manager Tom Pope indicates that the automatic voice annunciator provides both audio and digital announcements of upcoming bus stops.



Lorenzo Lopez, equipment engineering supervisor on the ATMS team, notes that the front passenger seat has been removed in this road supervisor's test car to accommodate a computer terminal, GPS terminal and an array of radios

"ATMS gives us a tool to enhance the quality of customer service," says Snoble. "We'll know where the buses are, know what's happening and we'll be able to bring all this information together to improve service and make life better for our operators and dispatchers."

The New Technology and Systems Implementation Department is coordinating the project. Project managers have saved some \$550,000 on the \$96 million contract, Pope says, by avoiding duplication of hardware, re-evaluating the number of ATMS units needed and finding ways to save time on bus installations.

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Guide Dogs for the Blind leader Pat Whitehead, foreground, leads a gaggle of guide dog puppies and "raisers" on a Metro Rail journey from Long Beach to Union Station. Background, front row center, retired rail instruction coordinator Bob Johnson arranges the special event for MTA.



PHOTOS BY GAYLE ANDERSON

**Metro Rail’s Cutest Customers Take Annual Trek Downtown**

By GAYLE ANDERSON

(June 17, 2003) Guide Dog puppies, Metro Rail’s cutest customers, and, arguably, the most well-behaved, boarded a Metro Blue Line train in Long Beach, June 7, bound for Olvera Street and glory.

Some 30 puppies-in-training were on the Guide Dogs for the Blind’s eighth annual trek to Union Station and Olvera Street for a socialization outing with their “raisers.”

Bob Johnson, a rail instruction coordinator who retired from MTA in 2002, has arranged for the annual trek for the past seven years. What began as a special event track allocation task, has evolved into an active volunteer opportunity for Johnson, who has enlisted his son, Johnny, 14, and niece, Sarah Coromina, 11, into the service of L.A. Southwest Guide Dog Raisers, a local element of the Guide Dog organization that provides canine guides and companions for the blind.

Johnson rolled out the rail carpet for the group, some of whom came from faraway places like Phoenix, Apple Valley and Riverside.

**Foster parents to puppies**

Raisers are volunteers who act as



Sarah Hirsch and Glee, official Guide Dog Pup.



foster parents for the first 15 months of a guide dog's life. Although the real training for navigation skills comes later at a special training facility, life with the raisers is like an ideal childhood where the pups learn good manners, socialization, bonding, and how to recognize and deal with all the different sights, surprising sounds and unexpected textures of the big world outside.

A photo opportunity and media blitz arranged by José Ubaldó of MTA Media Relations launched this year's adventure. One of those interviewed was 15-year-old Sarah Hirsch and her guide dog puppy, Glee, who, at nearly 15 months, is approaching the next step in training, a "college" for serious guide dogs.

Sarah got Glee when the pup was only eight weeks old.

"Most of our training is socializing. We take them out in public and get them used to people", said Sarah. "We teach them the basic commands, such as sit, stand, come and teach them how to walk next to people. I take Glee to restaurants, bowling alleys, even to my dance class."

The two seem to be inseparable: "She sleeps on a pillow next to my bed," says Sarah.

Sarah's parents, Karen and Manny Hirsch, help the endeavor on a daily basis, so much so that Glee is a bonafied member of the family.

"It will be hard when Glee leaves for guide dog training; we'll miss her, but we think of it as sending our children off to college," says Karen Hirsch. "You worry about how they'll do and, at the same time, you're confident that everything will be great."

### **Doggie trek yields rail results**

Guide Dogs for the Blind leader Pat Whitehead coordinated the doggie trek on Metro Rail, bringing together some 10 local clubs for the annual event.

Over lunch in Olvera Street, former MTA Rail Instruction Coordinator Bob Johnson, center, enlists niece Sarah Coromina and son Johnny into service.



BOB JOHNSON PHOTO

There's a right way to ride Metro Rail and there's a wrong way to ride Metro Rail.



Pups exit the Union Station Metro Rail Station en route to Olvera Street.



What's wrong with this picture: Nothing. Neither dancers, drums, children, crowds nor wafts of chorizo shall distract this guide dog pup.





Raisers line up puppies in training exercise.

"We assess how the dogs do on the platform, how they do inside the cars: can they settle down? We teach them how to sit with their head facing outward," said Whitehead. "We teach the raisers how to have them get in and out of a car. We take care to make sure the tail is out of the way of walking passengers. One puppy was looking around a little longer, panting a little, then relaxed and promptly fell asleep, very comfortable. Now, that's a good puppy."

The trek to Olvera Street was Glee's first ride on a train, not counting the Monorail at Disneyland. Seats are cramped, so dogs are taught to sit under the seats between their caretaker's legs facing the aisle. Glee already knows to wait at the door and stop at the steps, said Sarah.

### **What it takes to raise a puppy**

"It takes praise and consistency, some correction, and more praise to raise a guide dog puppy and lots of love," said Whitehead.

"That's the standard," she added. "In this first phase of training, we teach the raisers techniques to train the puppies in situations such as close dog proximity, how to be around food and ignore it, how to ignore little children who want to play."

After the pups complete the "raising" phase, state licensed trainers will teach harness training, which involves heights, curbs, up and down, judging distances of potential hazards such as overhangs and tree branches, crossing streets, and a wonderful concept known as "intelligent disobedience."

"That's when you direct the dog to cross the street but the dog sees a car coming. The dog, seeing the car that you don't see, will stay in place rather than go forward," she explained.

"You have to have this amazing trust."

The result is a partnership of immeasurable proportions. "The guide dog gives a blind or visually impaired person independence and dignity, she says. "With a guide dog, they can be on their own."

Everyone gathers for giant group photo in an Olvera Street plaza.



After a rousing afternoon at Olvera Street sampling the food as well as a performance of colorful dancers, drumming and a giant group photo in the plaza, Bob Johnson herded the group back safely on the Metro Red Line.

"It's a long way to Long Beach, but we know how to get there safely," said Johnson. "We'll be back next year," he promised.

And, seven years counting, he's a man of his word.

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## Jim McElroy is New Transportation Manager at Division 7

By FRANKLIN A. HOLMAN

(June 18, 2003) Jim McElroy recently took the driver's seat as West Hollywood Division 7 transportation manager.

McElroy comes to MTA from Davis, west of Sacramento, where he served as General Manager of Unitrans, overseeing maintenance, operations and administrative duties.

"I'm what you call a transit guy," he says.

McElroy's involvement in transportation began as a youth. His career route started with driving family-owned trucks as a teen and progressed to working as general manager of Unitrans.

As general manager, McElroy converted the entire fleet to natural gas. Under McElroy, Unitrans recently received the City of Davis' annual Environmental Recognition award.

His love for transportation also led him to serve as chairman of the California Transit Association (CTA) and chairman of the Sacramento region's transit management coordinating committee.

He served four terms on CTA's Executive Committee and two terms as chairman of the Small Operators Steering Committee.

### MTA 'represents the best'

McElroy, who replaces former Transportation Manager Ron Reedy, came to MTA because he feels the agency represents the best in transit. "MTA has exciting people, exciting services and an exciting future."

McElroy appreciates diversity in the community and among employees.

"I love working with the people who come together as a team to make a transit system work," he says.

McElroy, a native of Los Altos, earned a degree in civil engineering from UC Davis and has taken graduate courses in administration.

He enjoys exploring the outdoors, running, cycling and whitewater kayaking. McElroy was a ski instructor for three years and has two levels of certification. He looks forward to times of change and growth at MTA.

"The most exciting times will be making changes that have a positive impact," McElroy says. "My vision for MTA is to provide the absolute best transit service, highly regarded by the general public as well as

PHOTO BY FRANKLIN A. HOLMAN



West Hollywood Division Transportation Manager  
Jim McElroy.

our employees.”

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## Metro Gold Line Poised to Open to the Public on Saturday, July 26

By RICK JAGER



PHOTO COURTESY OF MTA DESIGN STUDIO

- **Adds 13.7-Miles to Metro Rail System**

(June 18, 2003) Pending final approval from the California Public Utilities Commission (CPUC), MTA is poised to open the Metro Gold Line on Saturday, July 26.

The new light-rail line spans 13.7 miles linking Union Station in downtown Los Angeles and Sierra Madre Villa in East Pasadena. The opening of the Metro Gold Line will expand Metro Rail to a total of 73.1 miles.

"Mobility throughout the region is about to get kicked up a notch with the opening of the Metro Gold Line," said Board Chairman Hal Bernson.

In the first year of operation, the Metro Gold Line is expected to carry between 26,000 and 32,000 average weekday boarding passengers. Cost of the system including rail cars and various improvements to the line is estimated at \$859 million.

"The Metro Gold Line has been a long-awaited project and, with its opening, will link communities to the rest of the Metro Rail system by providing a real transportation alternative," said Supervisor Gloria Molina. "Early next year, we hope to break ground extending the Gold Line from Union Station to East Los Angeles."

### **'A vital link'**

"The Gold Line is a vital link in the County's multi-modal transportation system – efficiently serving the needs of commuters in Los Angeles, Chinatown, Lincoln Heights, Highland Park, South Pasadena and Pasadena," said Supervisor Michael Antonovich.

The Metro Gold Line has 13 stations and will operate service from 3:35 a.m. to 2 a.m. seven days a week. Trains will operate at 10-minute headways during weekday peak morning and afternoon periods. Trains will operate every 12 minutes during mid-day and every 20 minutes during late-night hours.

"Rain or shine, commuters using the Metro Gold Line can expect to get from East Pasadena to downtown Los Angeles and vice versa in approximately 36 minutes without the traffic hassles of the Pasadena and 210 Freeways," said CEO Roger Snoble.

The Metro Gold Line will use 26 state-of-the-art rail cars. Each 76-

passenger rail car costs \$3.75 million. The scheduled capacity for each car during rush periods is a total of 144 passengers, including standees.

When Metro Gold Line service starts, MTA expects to deploy 39 full-time train operators and two part-time operators. MTA plans to operate two-car trains.

### **Pre-revenue testing**

The rail line was turned over to MTA in mid-April for testing. MTA plans to conduct extensive pre-revenue testing up to the public opening on July 26.

Many Metro Bus improvements have been made in the San Gabriel Valley to better serve the Metro Gold Line by providing direct bus service to various stations along the alignment.

Parking will be available around some Metro Gold Line stations, including a 1,000-space parking structure adjacent to the Sierra Madre Villa station in East Pasadena. There will be approximately 1,100 paid parking spaces at Union Station.

Limited parking spaces will be provided at Lincoln Heights/Cypress Park station (100), Heritage Square/Arroyo station (145), Fillmore station (160), and the Del Mar Station (600). In addition, MTA is working to secure some parking adjacent to the Lake Avenue station.

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## BOC Manager Ellis Kyles Retiring After Almost 30 Years

By JENNIFER YEH

(June 19, 2003) Bus Operations Control Manager Ellis Kyles is retiring after almost 30 years with MTA.

Kyles plans to relax, work on some projects around the house and travel.

"I plan to take some cruises, especially to Puerto Rico and the Caribbean," he says. "I've been watching the Travel Channel a lot to get some ideas on where I want to go now that I will have all the time to do those things."

"For the first time in my life I won't have to be somewhere," he adds. "I can wake up now and just go to the gym to get back into shape. I'll have time for that now."



Bus Operations Control Manager Ellis Kyles is retiring after almost 30 years with MTA.

Kyles has come a long way since he started working for MTA in January 1974. He worked as a bus operator for 10 years, servicing Divisions 5, 7, and 3. Prior to becoming Bus Operations Control manager he was a Division Dispatcher, Radio Dispatcher and Senior TOS.

"The fact that I came in as a bus operator and worked my way up over the years to supervisor, to senior supervisor and to manager is an accomplishment for me, " he says.

Before coming to MTA, Kyles worked at the Hallmark Greeting Cards plant for eight and half years.

'Miss all the friendships'

"The worse part about retirement," he says, "is that I'm going to miss all the friendships I've made over the years."

"One of the many things that I am proud of in my career at MTA is that I had the opportunity to promote the first woman – Patricia Royster – to a managerial position in Bus Operations Control."

Kyles also remembers the challenges. He recalls the crisis activities he helped manage, especially during the Los Angeles riots, the Northridge earthquake and the Y2K scare.

He also has enjoyed seeing the new advancements in technology that the agency has adopted throughout the years.

"We now have the ability to monitor the buses in real time with updated cameras and new radio systems," says Kyles. "I'm proud to be a part of all those things."

Although his last day at MTA is June 27, Kyles still has a farewell celebration to look forward at Luminarias Restaurant, June 28. Patricia Royster (922-4634) and Nikki Bynum (922-4648) are coordinating the event.

"I've been very fortunate that I've been able to stay at this agency as long as I have," he says. "I'm very proud of the impact I've had on my colleagues and my contribution to improving the job and work conditions."

"I'll definitely come back to visit from time to time, but I will miss seeing the people I usually see on a day-to-day basis."

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**Graphic Kaleidoscope** New graphics program under review includes a plan to repaint Metro Buses and Metro Rail cars in colors that would clearly identify each vehicle with the type of service it would provide.



PHOTO BY LAURA WOODWARD

## **‘Identity Crisis’ Clouds Image of MTA’s Transit Services**

By BILL HEARD, Editor

(June 19, 2003) Believe it or not, MTA suffers from an identity crisis.

Compared with other transit agencies here and abroad, MTA’s buses, trains, stations, bus stops, transit passes and literature are clad in an array of colors, logos, type fonts and signage.

This graphic kaleidoscope prevents MTA from projecting a clear image to potential customers, the Communications staff believes.

On Thursday, the staff presented major elements of a new graphics program to the MTA Board’s Executive Management and Audit Committee. The staff recommended a comprehensive plan that would give a unified visual appearance to all MTA services and supporting materials. The Board is expected to discuss the proposal at a future meeting.

The program includes a plan to repaint Metro Buses and Metro Rail cars in colors that would clearly identify each vehicle with the type of service it would provide.

While bright red would continue to herald the successful Metro Rapid service, California poppy orange would denote local bus service and a crisp blue would be used on freeway express buses. All Metro Rail cars would either be painted silver or would retain their stainless steel appearance.

### **Improve safety and visibility**

The base color to be used throughout the bus and rail fleets would be silver. When paired with reflective decals signifying service type of Metro service, the design would improve safety and visibility on the street, especially at night.

Color schemes on bus stop signs would echo the bus service colors, making it easier for riders to match the route number with their bus.

MTA designers already have begun redesigning agency literature and plans to introduce a new look for the Metro “M” to distinguish it from others.

Customer surveys show that 57 percent of respondents associated the “M” logo with Metro or MTA – a figure the staff believes would increase with consistent use of a more distinctive design.

"The proposed graphics program is broad," says Deputy Executive Officer Maya Emsden, Creative Services. "It would touch everything we do."

### **Sweeping visual transformation**

While changing the appearance of everything from buses to brochures can be planned rather quickly, actually making such a sweeping visual transformation in the nation's second largest transit fleet would take several years.

A three-year implementation plan has been developed to convert to the new design scheme.

Beginning as early as this year, existing buses and trains could be repainted in their normal rotation. Three buses already have been repainted as prototypes of the new design.

New buses – such as the 45-foot NABIs and articulated coaches now in the procurement process – would enter the fleet with the new paint schemes.

A similar procedure would be in effect for Metro Rail cars. And both projects would be accommodated within fiscal year budgets.

To Chief Communications Officer Matt Raymond, the proposed new color schemes and graphics designs signal something larger – a rethinking of MTA services to better meet the needs of transit users.

"This isn't just about painting buses," he says. "This is a change in how we do business."

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**Library to Host  
'ID the Photo'  
Open House  
Wednesday, June 25,  
from 2 to 4 p.m.**

(June 20, 2003) The Dorothy Peyton Gray Library and Archive will conduct an "ID the Photo" open house on Wednesday, June 25, from 2 p.m. to 4 p.m. The Library is located on the 15th floor of MTA Headquarters.

Many photographs donated to the Library have no identification or information associated with the people, places, events, and equipment depicted.

In this, the third in a series of "ID the Photo," Librarian Matt Barrett is asking current and retired employees to help the Library "fill in the blanks" in preparation for a future digital archive, as well as for MTA history displays within the library.

Close to 100 photos were fully captioned by employees attending the library's previous "ID the Photo" events in November and March.

Barrett encourages employees to stop by the open house to enjoy refreshments, check out the reconfigured library space and help with photo identification.

Additional "ID the Photo" events will be scheduled in the Library and at other MTA locations in the near future.

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**Get Ahead of the Game...**

**Fill in the Blanks:** Send your answers in an e-mail to [Library Archivist Jim Walker](#).



PHOTO #4: LACMTA days on the Red Line. Who is the gentleman at left? We identify Ed McSpedon, but not the gentleman next to Richard Alatorre. Last person at right is Franklin White. Who is at microphone? What was occasion? Where? Who is gentleman at left (with beard)?



PHOTO #2: SCRTD Group – We identify John Day, Director, and Sarah Villancourt (who is she?) but not the 3<sup>rd</sup> person, and Penny A. Landis. In top row is GM John Dyer and (?) The occasion was awarding of Accessible Service Awards (the plaques). When?

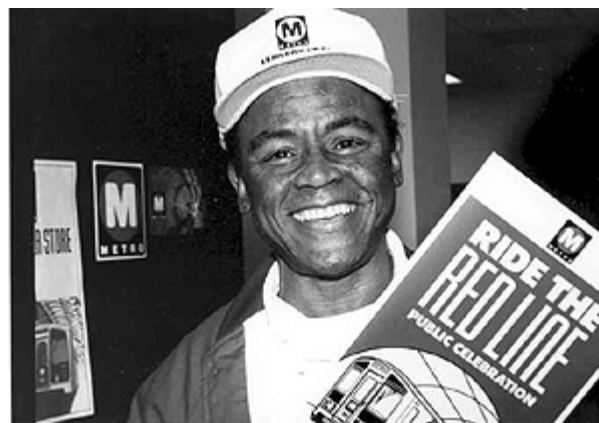


PHOTO #20: Who has the Red Line sign?



West Valley Division mechanics and service attendants at the division celebrate "How You Doin' " trophy.



PHOTO BY ERIC RAPP

## **West Valley Division Claims 'Best Maintenance Division of the Month' Trophy**

By ERIC RAPP

(June 20, 2003) West Valley Division 8 Maintenance has picked up the award for Best Maintenance Division of the Month April's competition for the "How You Doin' " program.

Mechanics and service attendants at the division celebrated, Wednesday, with cake and ice cream.

"One of the keys to our win is that we're keeping our Workers' Compensation costs down," Maintenance Manager Jim Pachan said in a phone Friday interview. "We have a good safety program in place."

David Armijo, General Manager of Metro San Fernando Valley, briefly addressed the winners during the awards ceremony, saying simply, "You've been doing a great job, and it shows."

Transportation Manager Grant Myers, who also attended the celebration, agreed. "One of the reasons our division is the best is the quality and cleanliness of our equipment. Our operators appreciate the effort you make."

Division 8's Maintenance department is definitely on a roll, both in quality and in safety.

The "How You Doin' " award comes not long after the department threw a barbecue to celebrate 100 days without a lost-time work injury.

Now, they're close to doubling that 100-day goal – as of Wednesday, June 18, Division 8 Maintenance had gone 175 days without any lost-time work injuries.

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## Division 8 Operator Robert Riccio Retires; Was 9th Most Senior

By LISA HUYNH

(June 20, 2003) West Valley Division 8 Operator Robert Riccio has retired from MTA after more than 36 years of service.

One of the agency's most senior operators, Riccio, 63, retired at the end of April and was given a farewell potluck dinner, June 13.



PHOTO BY LISA HUYNH

Division 8's Robert Riccio has retired as a Metro operator.

Riccio was ninth in seniority among bus operators. The three most senior operators are Division 18's Donald Dube who has 45 years' service, Division's 18's Jack Bailey who has 44 years and Division 5's Sterling Hampton with 43 years.

Although his retirement has been relaxing, Riccio says he would love to come back to MTA and work as a supervisor, dispatcher or clerk.

"The first couple of months of my retirement were nice, but now it's starting to get to me," says Riccio, who stopped by Division 8 recently for an interview.

With all this extra time, he cleans the house, does the yard work and has learned to cook.

### 'Would mess up boiling water'

"About a year ago, I would mess up boiling water, but now I'm cooking all kinds of gourmet meals for my wife," says Riccio.

Riccio celebrates his 40th anniversary, next month, and plans to take a drive with his wife to San Francisco for a weekend.

The Riccio's have three daughters. One is a nurse, another is a sales representative for a cosmetic company and one just graduated from Cal State Northridge with a BA in accounting.

"Like I've always said, one will take care of me medically, one will take care of me cosmetically and the other one will take care of me financially," says Riccio.

Riccio says life is good. "I have a wonderful family. I had a great career as an operator with MTA. Maria Reynolds and Grant Meyers are, without a doubt, two of the best supervisors I've ever had. What more could I ask for?"

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## Deputies, LADOT Arrest 20, Seize 47 'Bandit Vans' in Sting Operation

By BILL HEARD, Editor

(June 24, 2003) In a joint operation begun in May by MTA's Transit Services Bureau and the Los Angeles Department of Transportation, investigators have so far arrested 20 unlicensed drivers and impounded 47 "bandit vans" used to carry passengers in violation of city and state laws.



Sheriff's deputies Oscar Nunez, left, and John McKain say LA's "bandit vans" are stealing MTA patrons and creating a safety hazard for riders.

The drivers weren't licensed, investigators said, and had no required city permits. Some had outstanding warrants. Weapons, usually baseball bats, were found in some of the vehicles.

The vans were registered to different people, but many documents listed the same individual as lien holder. LADOT believes that person may own as many as 60 vans that are rented to the drivers for \$400 a week. Investigators hope to obtain an "abatement" that would allow authorities to seize vehicles used in the bandit van operation.

"The drivers don't go through any safety checks, their passengers aren't protected and they don't pay taxes," says Sheriff's Lt. Pat Jordan. "They take money away from MTA and the legal taxicabs."

Metro Bus operators at Crossroads Depot Division 2 had complained to Sheriff's deputies John McKain and Oscar Nunez that the bandit vans not only were stealing their patrons, but also were creating a safety hazard by swerving in front of them at bus stops.

The deputies discovered that from about 5:30 until 8 a.m. and again between 4 and 6 p.m. every weekday, 15-passenger white vans with tinted windows – the bandit van "calling card" – were swarming downtown streets.

### 'Obviously very well organized'

"I'm looking at vans going up and down the street, picking up people, money changing hands," says McKain. "It was obviously very well organized."

The bandit vans allegedly were picking up passengers in the crowded neighborhoods east of MacArthur Park each morning and transporting them for \$1 each to work in LA's garment district. In the evenings, they brought passengers home again.

In some cases, parents were paying \$10 a week for the vans to take their children to school and back.

Following the MTA operators' complaints and their own preliminary investigation, McKain and Nunez of the Transit Services Bureau contacted LADOT Lead Investigator Robert Johnson and, together, the two agencies planned a series of sting operations to catch the bandit vans in the act.

For the past month or so, plainclothes LADOT investigators in unmarked cars have targeted the bandit vans as they boarded passengers at MTA or LADOT bus stops. One passenger from each van is chosen as a possible witness.

### **Booking the detainees**

Led by McKain and Nunez, a team of Sheriff's deputies in marked cars or on motorcycles stops the vans and takes the drivers into custody. Tow trucks take the vehicles to an impound area, while other deputies book the detainees.

Meanwhile, the LADOT investigators quiz their witnesses about the vans' drivers and operations, where pick-ups and drop-offs are made, and how much drivers charge for a ride – evidence prosecutors will need to prove a crime has been committed.

The deputies say bandit vans first cropped up on LA's streets following the 32-day strike by Metro Bus operators, mechanics and clerks in 2000. But, LADOT's Johnson says the sting operation has significantly reduced the number of vans and their hours of operation.

"We used to be able to find a bandit van within five minutes, now it takes us 35 to 40 minutes," he says. "The Sheriff's deputies are really making a dent in the situation."

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## **100-Plus Bus Service Changes Scheduled for June 29**

By DAVE SOTERO

(June 24, 2003) Beginning Sunday, June 29, MTA will implement more than 100 bus service improvements to better meet the needs of its transit customers and to improve the efficiency of its bus operations.

The changes will provide better connectivity between Metro Bus and Metro Rail service, consolidate underutilized or duplicative lines and add new bus service where most needed.

Countywide bus service improvements include integration of bus lines with the Metro Gold Line and the addition of two new Metro Rapid lines along Florence Avenue and Van Nuys Boulevard.

All service changes incorporate feedback from local transit customers made during public hearings held earlier this year.

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## **MTA, Big Blue Bus Team Up to Give Patrons Free Rides**

By FRANKLIN A. HOLMAN

(June 24, 2003) The Westside/Central Sector and MTA Communications teamed up with Santa Monica's Big Blue Bus, recently, to ease the transition for patrons affected by the cancellation of Metro Bus Line 22 later this month.

Metro Bus Line 22, which runs between Santa Monica Municipal Pier and Canon Drive along San Vicente Boulevard, is being cancelled because the line is nearly duplicated by Santa Monica Big Blue Bus Line 4, which runs between 4th Street and Sawtelle Boulevard along San Vicente Boulevard.

To make a smooth transition, MTA approached Big Blue Bus with the idea of offering free rides on Line 4, so that riders would have an incentive to try the alternate line.

Westside/Central Sector Schedules Manager Scott Page worked with Senior Communications Officer Donna Lafont to develop a suitable program offering free rides.

### **Teamed with Big Blue Bus**

With the program outlined, Page teamed up with Big Blue Bus Customer Relations Manager Joe Stitcher to finalize the arrangement.

"The fare partnership between MTA and Big Blue Bus is a way to say, 'thank you,' to our patrons, and it is an incentive for riders to try Line 4," says Page.

The resulting agreement will provide free rides on Line 4 from Sunday, June 29 through Thursday, July 3.

"This is a way to welcome riders from MTA's Line 22 to our Line 4," says Stitcher. "It will enable Line 22 riders to become familiar with Line 4 service at no cost to them."

After the free ride program, Line 4 will resume charging the normal 75-cent fare.

"The cooperation between MTA and Big Blue Bus demonstrates the commitment of both agencies to provide quality transit to customers," says Warren Morse, deputy executive officer, Marketing and Customer Relations.

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#### **4 Employees, STIP Team Honored for 3rd Quarter**

GO TO> ["Employees of the Quarter"](#)

(June 25, 2003) Four employees and the 10-member State Transportation Improvement Program (STIP) team have been named "Employee of the Quarter" for the third quarter of FY 2003.

The STIP team was honored for putting together a funding proposal to guarantee the delivery of MTA's highest priority regional transit projects. Due to the state's budget crisis, four critical projects were facing delays that could have severely jeopardized matching federal funds or could have raised the cost of the projects.

Members of the team are David Yale, Renee Berlin, Toye Oyewole, Mary Lou Williams, Gloria Anderson, Lori Huddleston, Suah Pak, Linda Hui, Kathleen McCune and Michael Turner.

Kathleen Kenealy was named by Operations for developing software that automates the bidding scheduling and payroll process for the Schedule Checking Department. Her program is estimated to have saved the department more than \$5,000 in FY 2003 and continued savings of more than \$25,000 a year.

Trudy Sealey and Bernard Noriega were selected by Operations for their work as equipment records specialists at Arthur Winston Division 5. With three of the division's five specialists on sick leave, the pair took the initiative to ensure that all vacant shifts were covered. They often worked double shifts seven days a week to provide necessary coverage and to make sure that the division's goals were met.

Raul Gonzalez, a senior systems analyst, was nominated by Procurement for developing production and management reports in addition to supporting the FIS Procurement module, all while juggling numerous requests from Procurement and Material.

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## Meet MTA's newest Metro Rail operators:



Graduating with the June 2003 class were rear row from left, Darryl Dorsey and John Gainer. Middle row, Felipe Corona, Edward Ponce and Ricardo Gomez. Front row, Eric Sanchez, Javier Galvan, Norma Carrasco, Maria Campos and Miguel Orozco. Pictured below: The three most senior graduates will be assigned immediately to Metro Rail service. They are, from left in uniform, Edward Ponce, John Gainer and Darryl Dorsey. With them at the graduation ceremony are Rail Transportation Director Melvin Clark, rear, and Division Transportation Manager Eugene Adams. GO TO > [Entire story](#)



PHOTOS: BILL HEARD

## Graduation Sets New Metro Rail Operators on the Right Track

By FRANKLIN A. HOLMAN

(June 25, 2003) MTA's newest Metro Rail operators are looking to their future with a new spirit of teamwork and professionalism toward their jobs, themselves and their colleagues.

The 10 classmates, who graduated last Friday, banded together to pull through the 16-week course that featured quizzes, hands-on physical training and comprehensive tests.

"The physical constraints are a challenge," graduate Norma Carrasco says. "During training, I had to close an emergency

hatch, which took every ounce of energy that I had.”

Graduating with Carrasco were Darryl Dorsey, Edward Ponce, John Gainer, Eric Sanchez, Javier Galvan, Maria Campos, Miguel Orozco, Felipe Corona and Ricardo Gomez.

By uniting as a team, students went beyond the normal expectations of the course. They took diagrams and graphic representations of rail cars and improved them by substituting their own pictures. They also created their own study guides and practice tests, reviewing them night and day.

### **‘A lot of teamwork’**

“We had a lot of teamwork,” graduate Maria Campos says.

“Whenever someone had difficulty, we came together and helped each other overcome it.”

The students helped each other learn standard operating procedures, rail safety, mainline and yard operation and vehicle troubleshooting.

“I have never seen such a cohesive team that helps each other get through the course.” Assistant Rail Division Manager Davide Puglisi says. “I want to see that perpetuated as they become operators.”

As train operators, the class has stepped into a new phase of their careers. In making the transition from bus to train, they will be responsible for handling vehicles with more weight, with much faster speeds and many times more passengers.

“The professional level is increased when the operator is responsible for more passengers,” Rail Transit Operations Supervisor Gerald Harper says.

### **Recertification is required**

Train operators maintain their knowledge of train operation by reviewing course material and by taking a recertification course, required every 60 days.

“There is always something new to be learned,” Campos says. “It’s like with anything you’re taught, there is always more to discover.”

Train operators Daryl Dorsey, Edward Ponce and John Gainer — the most senior members of the class — will be the first to switch from bus to train. The rest of the group will be integrated into Metro Rail as openings become available.

Whether starting now or later, all graduates were proud to be congratulated with course completion certificates at the June 20 graduation ceremony.

“The graduates of this class have distinguished themselves beyond the basic skills needed to succeed as a Metro Red Line train operators,” Puglisi says.

"I am deeply honored to have finished this course," graduate John Gainer says. "The rewards are great, and I have a bright future as a train operator."

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## Office of Inspector General Raising Profile with MTA Employees

By BILL HEARD,  
Editor

(June 25, 2003)

Most employees probably know that the MTA's Office of the Inspector General was formed to root out fraud, waste and abuse within the agency.



PHOTO: BILL HEARD

MTA Inspector General Bill Waters, center, with deputies Jack Shigetomi and Mimi Strauss. The OIG offices are at 818 West 7th Street in downtown LA.

Maybe they've even seen the OIG posters. But, as far as Inspector General Bill Waters is concerned, much of the time his department has been out of sight, out of mind.

"We need to develop more awareness and visibility among employees," says Waters. And that's exactly what he and his staff of investigators and auditors have been doing lately.

Since mid-May, a team has been visiting service sectors, operating divisions and MTA Headquarters offices to give presentations about the work of the Office of Inspector General.

The OIG vision, mission, goals and organization chart have been revised. The Internet web site has been updated (<http://mymetro/oig/Pages/default.aspx>)

### New OIG Hotline number

There's a new OIG Hotline number – 1-800-221-1142 – and a new address: P.O. Box 811190, Los Angeles, CA 90081-1190. Departments can schedule an OIG presentation by contacting Senior Investigator Charlotte Holmes at 213-244-7382.

The OIG also publishes a report each year of its activities. The 2002 Annual Report was issued March 19, 2003, and is available to employees and the public.

"We want to explain how we work, what we do and how employees and others can contact us," says Waters.

The Office of Inspector General was enacted by charter in 1993 under the same state legislation that merged the former SCRTD and LACTC into a single agency, the MTA.

"We're watchdogs for the taxpayers," says Waters, who is appointed by and reports directly to the MTA Board of Directors.

### Two primary sections

The OIG is divided into two primary sections with five auditors and a dozen or so investigators. Waters, two deputy IGs and a support staff

round out the 26-member organization, which is located at 818 West 7th Street.

The auditing staff is responsible for evaluating MTA policies and procedures, testing internal controls and recommending corrective actions that will better protect MTA from fraud, waste and abuse.

The investigations staff probes allegations of fraud, waste and abuse in MTA operations, programs and activities. The complaints may come from employees, the public or elected officials.

The introduction to the OIG's latest annual report says, in part, "... (W)e conduct investigations and audits to promote economy, efficiency and effectiveness in the MTA. We remain vigilant in our efforts to detect and deter fraud, waste and abuse...."

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More than 50 ninth graders from Polytechnic High School in Sun Valley took a "safety first" field trip on Metro Rail, June 25.



PHOTO BY LISA HUYNH

## 50 High School Kids Say 'Yes' To Safety

By LISA HUYNH

(June 26, 2003) MTA made it possible for more than 50 ninth graders from Polytechnic High School in Sun Valley to participate in a "safety first" field trip, June 25.

The kids took the Metro Red Line from the North Hollywood station to Union Station.

"It's important for these kids to know how to use public transportation," says Linda Storli, chaperone. "We've gone through safety talks with the kids so that they have a better understanding of the rules and consequences."

The students got to ride the Metro Red Line for free with the help of the San Fernando Valley Sector.

Ivan Mendoza, 15, says he's having a great time. "This is my first time on a subway. It's pretty cool."

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## Metro Rapid Lines Start Sunday on Van Nuys, Florence



PHOTO BY JOSE UBALDO



South Bay General Manager Dana Coffey spoke during a news event announcing the start, this Sunday, of Metro Rapid service on Florence Avenue and Van Nuys Boulevard.

By ED SCANNELL

(June 26, 2003) MTA's successful Metro Rapid bus program will reach another milestone Sunday, June 29, with the start of service on Van Nuys Boulevard and Florence Avenue.

"Metro Rapid continues to deliver on the promise its name boldly asserts," said Supervisor Yvonne Brathwaite Burke. "The new lines on Van Nuys Boulevard and Florence Avenue will bring the same fast and reliable service that passengers on Wilshire Boulevard, Ventura Boulevard, Vermont Avenue and South Broadway now enjoy."

The 21.4-mile Metro Rapid Line 761 will operate on Van Nuys Boulevard between Foothill and Ventura boulevards, then continue through the Sepulveda Pass to Westwood and connect to the Wilshire/Whittier Metro Rapid at Wilshire Boulevard.

The 10.3-mile Metro Rapid Line 711 will operate on Florence Avenue from Garfield Avenue in the City of Bell Gardens to La Brea Avenue in Inglewood.

MTA and LADOT anticipate that Metro Rapid service on Florence Avenue will result in a 20-25 percent improvement in travel time. A similar improvement is expected on Van Nuys Boulevard when the bus signal priority system becomes operational in September.

### 40 percent increase

Since June 2000, total bus ridership in the first two Metro Rapid corridors -- Wilshire/Whittier and Ventura Boulevard -- has increased by nearly 40 percent, with one third of the increase coming from passengers new to public transit.

Wilshire/Whittier Metro Rapid Line 720 currently has average weekday boardings of 45,000. Ventura Metro Rapid Line 750 averages weekday boardings of 9,000.

"Metro Rapid has consistently proven its value to our passengers as a

quick, reliable and safe means of travel to jobs, medical facilities and places of recreation," said CEO Roger Snoble. "We think Metro Rapid makes sense and clearly our customers agree."

The new lines, including one on Crenshaw Boulevard that will begin operations in December 2003, are part of an expansion of the Metro Rapid system. By 2008, a total of 27 Metro Rapid lines will crisscross Greater Los Angeles.

"The Rapid bus is better than the car which has become so expensive to drive with the cost of gasoline" says Maria Gaeta, an area resident. "Besides, the city has too much traffic. On the Rapid I won't have to drive."

The remaining corridors include Soto Street, Crenshaw-Rossmore, Pico Boulevard, Santa Monica Boulevard, Hawthorne Boulevard, Long Beach Boulevard, Hollywood-Fairfax-Pasadena, Western Avenue, Beverly Boulevard and Vernon-La Cienega.

Also, Atlantic Boulevard, Central Avenue, San Fernando-Lankershim, West Olympic Boulevard, Garvey-Chavez, Manchester Avenue, San Fernando Road (south), Sepulveda Boulevard (south), Torrance-Long Beach and Lincoln Boulevard.

The Metro Rapid bus program was recently selected as a semifinalist in Harvard University's 2002 Innovation in American Government Awards.

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- **READ ALL ABOUT IT**  
[MTA Sisters Find Success While Attending College Together](#)

**MTA Honor Roll 2003** On Friday, *metro.net* will post MTA Honor Roll, a listing of more than 160 employees, their children or grandchildren who graduated this year from high school, trade school or college. It's the most comprehensive listing of graduates yet! Copies of MTA Honor Roll also will be distributed both at MTA Headquarters and at the operating divisions. Don't miss it!



## **MTA Sisters Find Success While Attending College Together**

By ADRIENNE FIGUEROA

(June 26, 2003) Three years ago, Rachel Bird and her sister, Regina – both MTA transportation operations supervisors – devised a plan on how to finish college. They would attend the same school with the same major at the same time.

After countless hours of toiling over term papers and exams, the sisters will graduate Cal State Dominguez Hills, this summer, with Bachelor of Science degrees in public administration.



Sisters Regina Bird, left, and Rachel Bird graduate this summer with Bachelor of Science degrees in public administration. Both are transportation operations supervisors at MTA.

"We figured if we did it together, we could get more support from one another," says Rachel, a TOS at Arthur Winston Division 5.

The sisters took about 90 percent of their courses together, yielding beneficial results in their academics.

"Studying with Rachel helped big time," says Regina, a TOS in Bus Operations Control.

### **3.0 grade point average**

Regina was able to maintain a 3.0 grade point average and landed a place on the National Dean's List. Rachel became an honor student with Alpha Gamma Sigma. Both sisters also received achievement awards from the Public Administration Alumni Society, Pi Alpha Alpha.

Although Rachel's success reflects a great deal of dedication, she was



not always interested in being a student. She remembers a period of time after high school when attending college was a decision she was not ready to make.

"I knew I should have gone to school, but the discipline wasn't there," she says. "Being younger, I didn't see the importance of an education."

Regina also shared Rachel's views on college following her high school experience.

"At 18 or 19 years old, I didn't appreciate college," Regina says. "Education has always been important to me, but it was just a matter of sticking to it."

Looking back, Rachel and Regina are happy with the choice they made.

"Now I have a feeling of accomplishment," Rachel says.

Both sisters would like to advance within MTA and use their knowledge of public administration to open a non-profit organization for children.

Rachel aspires to continue her studies and get a master's degree in public administration. Regina plans to spend more time with her two daughters.

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Deputy CEO John Catoe presents a commemorative Metro route sign to outgoing Board Chairman Hal Bernson.



PHOTO BY BILL HEARD

## Yaroslavsky to Take Reins as Board Chairman; Roberts and Hahn are Vice Chairs

By ED SCANNELL

(June 26, 2003) Supervisor Zev Yaroslavsky will become MTA Board chairman beginning July 1, succeeding Councilman Hal Bernson who is completing his term as chairman at Thursday's Board meeting.

Yaroslavsky, who has served as 1st vice chair since July 2002, was elected chairman, Thursday, to serve as chairman for a one-year term. Lancaster Mayor Frank Roberts was elected to succeed Yaroslavsky as the Board's 1st vice chair. Mayor James Hahn was elected 2nd vice chair.



Supervisor Zev Yaroslavsky becomes Board chairman, July 1.

"How to improve mobility in our region is our most daunting challenge," said Yaroslavsky. "My top priorities will be figuring out the most effective transit solutions for Los Angeles County, increasing our available funding, and guiding MTA through what I hope will be a year of great promise and achievement."

Yaroslavsky represents Los Angeles County's Third Supervisorial District, which comprises much of the City of Los Angeles including the San Fernando Valley, Hollywood and Los Feliz, the Wilshire corridor and West Los Angeles.

His district also includes the cities of Beverly Hills, West Hollywood, Santa Monica, Malibu, Agoura Hills, Calabasas, Hidden Hills, Westlake Village and San Fernando; and unincorporated areas including Topanga and the Santa Monica Mountains.

### Former city councilman

Yaroslavsky formerly served on the Los Angeles City Council. He was first elected in 1975 and was subsequently re-elected in 1977, 1981, 1985, 1989 and 1993. He was elected to the Los Angeles County Board of Supervisors in June 1994 and was re-elected twice, most

recently on March 5, 2002.

Yaroslavsky will take the gavel from outgoing Chairman Hal Bernson, who also is finishing his final term as a Los Angeles city councilman.

Highlights of Bernson's tenure included groundbreaking for construction of the San Fernando Valley Metro Rapidway, introduction of the Regional EZpass and expansion of the Metro Rapid bus program.

"Hal Bernson has worn many hats during his 24 years of public service," said Yaroslavsky. "We all owe him a debt of gratitude for his tireless efforts on behalf of the city and county of Los Angeles, Metrolink, Southern California Association of Governments and MTA."

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**MORE ON GRADS**

see [MTA Honor Roll](#): MTA Salutes the Class of 2003

**Salutatorian** Metro Bus Operator Raven Sanders was graduated with honors from USC.



PHOTO BY FRANKLIN A. HOLMAN

**Operator Raven Sanders, USC Grad, Aims for Medical Career**

By FRANKLIN A. HOLMAN

(June 27, 2003) Raven Sanders has always been head of the class. Her achievements show it. At age 21, she recently graduated with honors from USC as salutatorian and received a full scholarship to medical school — all while working as a bus operator at Venice Division 6.

In high school, she received the Who's Who Among Young Black American Scholars Award, a full-ride scholarship funded by Coca-Cola.

At USC, she became the first minority student to be named salutatorian — the student with second highest grade point average — in 16 years. She graduated college with honors and was the recipient of the Westinghouse Award, a full scholarship to medical school.

With her undergraduate degree in biology behind her, Sanders, who is newly assigned to Central City Division 1, can fulfill her childhood curiosity about how things work in a unique way — as a medical examiner.

In her field of study, Sanders has done research on body decomposition in Michigan, and has worked as an intern for USC Medical Center, investigating 45 murder scenes over a three-day period.

**Balancing school and work**

"I have always worked since I was 16, but I kept a balance between school and work," she says.

Becoming a bus operator encouraged Sanders to push herself to get a bachelor's degree.

"I got a class C license, something I thought I couldn't do, but accomplishing it showed me that I can obtain anything I put my mind to," Sanders says. "It showed me I can be good and successful at what I do, and it showed me that I can make similar achievements in my educational pursuits."

As a bus operator, Sanders encourages fellow employees to get a college degree.

"I told bus operators that getting a degree is easy," Sanders says. "The hardest part is starting. If it gets hard, keep looking at the end result."

Taking her own advice, Sanders plans to stay in school to get her master's degree, making her way to becoming a doctor and eventually practicing as an independent medical examiner.

### **Teaching forensic science**

For now, Sanders continues to work as a bus operator and teach forensic science at USC while working her way through school.

"It is very impressive that she was able to maintain a part-time job while attending college," says Michael Funnye, who was her manager while she was at Division 6.

Sander's family supports her educational and career goals. She grew up in Tyler, Texas. Her mother is 19th of 22 children, and her father is 11th of 13 children.

Unfortunately, Sanders only had 10 tickets to her graduation, but she is thankful for all the people that helped her make it through college.

"I thank the Lord for keeping me safe and focused, everyone at Division 6 for their support and excitement, and my family for their encouragement," she says.

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[MORE ON GRADS](#)

see [MTA Honor Roll](#): MTA Salutes the Class of 2003

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### Triple Graduates



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West Hollywood Division 7 Operator Abraham Martin proudly embraces his 17-year-old triplets – Jackie, Jennifer and Joyce – who recently graduated together from Leuzinger High School in Lawndale. The young women all won college scholarships and will enter King-Drew Medical School this fall to begin fulfilling their ambition to become physicians. In addition to school, they work part-time at LAX restaurants and are interested in modern dance, modeling, church choir and other activities. "They stick together and even talk in unison," Martin says. "They're some real good girls." (6/27/03)

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