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Editor's Note: This article first appeared in the April 2004 edition of *The Planning Report*, published by ABL, Inc. It is used courtesy of Publisher David Abel.

The Urban Environment

Los Angeles Set for New Urban Transformation

- Urban Livability Topic of Upcoming National Rail-Volution Conference in Los Angeles

By *ROGER SNOBLE, Chief Executive Officer*

Los Angeles has undergone a series of transformations in its long history involving transportation and urban development. Today, at the dawn of the 21st Century, L.A. County – indeed, all of Southern California – is experiencing a new urban transformation, one that is both multi-modal and multi-ethnic, and it's again leading the region to reinvent itself based on new imperatives.



Metro CEO Roger Snoble

A brief look at history proves the point. When the Southern Pacific Railroad arrived in 1876, there were barely 8,000 residents living in the city of Los Angeles. Thirty years later, in 1920, Los Angeles boasted one of the most extensive electric trolley systems in the nation, and the population reached half a million people. This electric trolley transit system laid the foundation for growing several L.A. County cities.

By the late 1950s the electric trolleys were totally dismantled and by the late 1960s, one of the nation's largest freeway systems now defined Los Angeles and Southern California. A growing population quickly made Los Angeles the second largest city in the United States. It has taken 20 to 30 years for these major developments to transform the region.

Today, we are experiencing a new urban transformation, and once again transportation is playing a fundamental role. The difference this time is that the challenges are far more daunting, the variables are much more complex, and the urgency to take action is far more critical. The potential, however, to affect positive outcomes and the resources to implement changes and direct an urban renaissance in Los Angeles and Southern California are within our reach.

An ideal laboratory

Our region is an ideal laboratory to test new tactics and strategies to integrate transportation and urban development. Simply put, if building livable communities through transit can be accomplished in Los Angeles, it can serve as a model for other growing cities throughout the country faced with similar challenges.

Metro has done much to revitalize urban communities along its transit system. Metro is expanding its urban rail system and consolidating into a core urban rail mass rapid transit system connected to an extensive local bus network. This network is also interfaced with bike routes and pedestrian corridors. Reconnecting communities and offering mobility alternatives through transit has been a major aspect of planning the expanding Metro system.

This year Metro is hosting Rail-Volution, Sept. 19-22. This international conference, first launched in Oregon in 1995, will bring together a diverse group of people from around the world to discuss cutting-edge ideas for reinventing our communities through transit.

Everyone – from concerned citizens to business leaders, academics to elected officials, planners to transit operators – is invited to participate in this year's conference.

Variety of conference sessions

Conference sessions will be focused on educating attendees on the importance of smart land use decisions, the social and economic benefits of transit-oriented development, the environmental benefits of expanded transit usage, and how the policies of smart growth and livable communities can contribute positively to their overall quality of life.

Metro will also be providing mobile workshops that give participants an opportunity to visit many fascinating transit-oriented projects within the Los Angeles area. Proposed transit-oriented development tours are scheduled for Hollywood, Pasadena, East Los Angeles, Long Beach, the San Fernando Valley and Claremont Village. Other mobile workshops planned are Metro Rapid Tours, walking and bike tours.

Now is the time to discuss policy and programs needed to create livable communities within the Los Angeles County Area. We encourage everyone to learn about the rich and diverse resources that a world city like Los Angeles can muster to reinvent itself for a better quality of life for all Californians.

Please visit the Rail-Volution web site at www.railvolution.com for additional information.

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Sun and Fun



Brothers
Darian,
11, and
Adjrian
Ganai, 3,
enjoyed
the fun
house
slide.

2004 Raildeo Brought Metro Families Together

By BILL HEARD, Editor

(May 4, 2004) If you didn't get a sunburn at the 2004 Metro Raildeo, you weren't trying. And many of the 200-plus employees, family members and friends who turned out for the annual event went home with glowing arms and faces.

The day's hot weather was reflected in the Metro Red Line Division 20 rail yard where 19 Metro Rail operators engaged in a sizzling competition to make the team that will represent the agency at the APTA International Rail Rodeo in June.

"This is more than just a rail rodeo," said General Manager Gerald Francis. "It's a family outing, an opportunity for employees and their families to mix together and have a lot of fun."

PHOTOS BY BILL HEARD



The inflatable fun house was a favorite of the kids.

While the competitors focused on the demanding events, kids were wearing themselves out jumping and sliding in the inflatable fun house. Most took an air-conditioned break to view the rail safety video in the "Metro Experience" mobile theater.

There also was plenty of music: live, recorded and karaoke.

The joint was jumpin'

The salsa band, "El Chicano," led by Metro Rail Operator Mickey Lespron and his partner, singer Ersi Arvizu, kept the joint jumpin' with a variety of tunes.

A 25-year veteran bus and rail operator, Lespron and the band have played for the Metro Red Line opening to Hollywood, for the Metro Gold Line opening and for a number of employee holiday parties.

The part-time musician also has competed in several rail rodeos, usually placing within the top five. "The first year, I was second to last. I didn't know anything!"

This year, he scored 447.5 points and was tied for 15th place with Operator Jesus Serrano.

"An event like this lets our Metro Rail employees fine-tune their skills," said Deputy CEO John Catoe. "But, it's also a fun thing, a time when our employees



The "Metro Experience" mobile theater provided rail safety lessons in living color and 3-D.



In-'n-Out Burger was prepared with 600 burgers, fries and drinks – and they served every one of them during the Raildeo.



Looking for some karaoke "R-E-S-P-E-C-T" are, from left, Anita Coleman, Oletha Smith, Dana Ganai and Dana Coffey. Anita Ramirez is operating the machine.



Families gathered under the tents for

can show their families where they work and just get together and enjoy themselves."

lunch and to avoid the bright sun.



"El Chicano," led by Metro Rail Operator Mickey Lespron and his partner, singer Ersi Arvizu, provided entertainment.

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RR Champs> Metro Red Line operators Tu Phan, foreground, Jesus Valdez, center, and Manjit Singh, at left, placed first, second and third, respectively, at the 9th annual Metro Raildeo. Rail Transit Operations Supervisor Esther Pippins, at right, who coordinated the event, will accompany the winners to the international competition in Miami as their coach.



PHOTO BY GAYLE ANDERSON

Metro Red Line Operators Claim Top Three Slots at 2004 Raildeo

By KIM SIM

(May 4, 2004) Call it a Red Line sweep.

Metro Red Line operators Tu Phan, Jesus Valdez and Manjit Singh placed first, second and third, respectively, at the 9th annual Metro Raildeo, held Saturday, May 1, at Metro Red Line Division 20.

Out of 1,000 possible points, Phan scored 835, while Valdez finished with 712.5. Singh rounded out the top three with 662.5 points.

Phan and Valdez will now advance to the American Public Transportation Association (APTA) International Rail Rodeo, June 2-9 in Miami, where they will compete among the best from across the United States and Canada.

Singh will serve as the team's alternate, in the event that Phan or Valdez is unable to compete.

PHOTO BY BILL HEARD



winner, Operator Tu Phan, studies where to place track warning flags during the efficiency test portion of the competition.

Phan’s fourth title

It was Phan’s fifth time competing and the fourth time he has topped Metro’s rail rodeo contest. In 2002, he placed second but made up for it by winning the International competition with fellow operator Robert Rodriguez. Rodriguez was unable to compete this year because of a broken leg.

“I’m trained to operate a train so I’m doing my daily duties,” Phan said, in between events. “I’m not doing anything different.”

Nineteen operators from all four Metro Rail lines participated in the event.

They were scored in five categories — uniform inspection, safety quiz, efficiency test, predeparture inspection and an actual operator’s course. Each component was worth a different amount, from 50 points for the uniform inspection to 500 for the actual course. All participants started with 1,000 points and points were deducted for errors.

Valdez, the second-place finisher, has entered the Raildeo four times. His finish on Saturday was the highest he has ever placed.

“I felt pretty good because this is the division where I worked at, so I had a pretty good chance of placing (in the) top three,” Valdez said.

‘Just the beginning’

Rail Transit Operations Supervisor Esther Pippins, who coordinated the event, will accompany the winners to Miami as their coach.

“The win here is not the end,” Pippins said. “It’s just the beginning because we’re going to take the Internationals.”

2004 Metro Raildeo Operator Competitors
Tu Phan, 835 pts.
Jesus Valdez, 712.5 pts.
Manjit Singh, 662.5 pts.
Jacqueline Luna, 660 pts.
Ramon Alvarez, 655 pts.
Michael Barnes, 637 pts.
John Davis, 627.5 pts.
Ramon Reilly, 612.5 pts.
Paul Arriaza, 582.5 pts.
Russell Caddell, 577.5 pts.
Mary Barrios, 571 pts.
Harry Schouten, 500.5 pts.
Ruben Ramirez, 475 pts.
Aaron Cain, 471 pts.
Michael Lespron tied with Jesus Serrano at 447.5 pts.
David Wilson, 432 pts.
Ernest Miller, 431 pts.

New to the operators' competition this year was the efficiency test, which tested operators' knowledge of rules and regulations, such as when to use a certain colored flag.

One of the changes to the actual operator's course was the inclusion of a slow zone, where operators had to maintain a steady speed of 10 miles per hour.

In judging for the actual course, judges placed a measuring cup a little over three-quarters full of water on the train to test for smoothness of operation. If the water line fell to below three-quarters but still more than half remained, 15 points were deducted; if the water sloshed to below half, 30 points were deducted.

Operator tests staged

There were also several "set-ups," or real-life scenarios.

One, to test for compliance with the American with Disabilities Act (ADA), involved a blind passenger missing his stop and dropping his cane. The operator was expected to be courteous and assist the passenger in retrieving his cane and giving him directions.

The second involved an unknown white powder on the train, to check operators' awareness of terrorism procedures.

The appropriate thing to do in such a case would have been to call Rail Operations Control, turn off the air conditioning to prevent the substance from blowing away, and evacuate the train, said Byron England, manager of instruction for the Blue Line.

Of the 500 points allocated to the actual course, operators were docked 30 points if they failed to answer the emergency intercom and 40 points if they failed to see the white substance and turn off the air conditioning.

Tests 'nothing new'

"With all the terrorist stuff that's going on, we put out a protocol that they check the train (for) any suspicious packages and those types of powdered substances," England said. "All of these operators at one time had to enroll through basic training to become train operators. (The tests were) nothing new."

Eugene Adams, Red Line transportation manager, said a celebration would be in order, sometime before the two operators and their coach leave for Miami on May 31.

"In 2002, we won the whole thing," Adams said, referring to the team of Phan and Rodriguez winning the APTA International. "We're going to try to do it again this year."

The operators' team will travel alone to this year's APTA international. No maintenance specialists participated in Saturday's Metro Raildeo.

The winning operators received an engraved plaque, a U.S. Savings Bond and a specially designed Raildeo jacket.

But for many of the operators at the competition, the Raildeo was not about winning but about having pride enough in their job to show up and want to do their best.

Said Metro Gold Line Operator Michael Lespron, "I'm here to represent the Gold Line and do my best I can for the guys."

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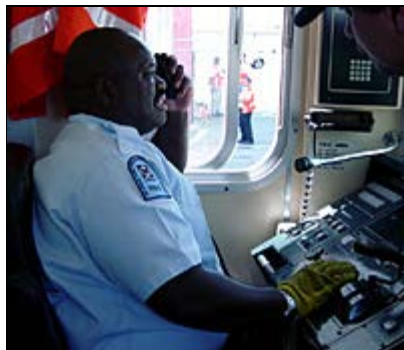
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Metro Rail Operator Russell Caddell checks with Yard Control before getting his train underway.

Rail Operator Russell Caddell's First Raildeo Competition

By LISA HUYNH

(May 4, 2004) Despite the warm weather at the 2004 Raildeo, Metro Rail Operator Russell Caddell managed to stay cool, calm and collected throughout the entire competition.

"Mr. Caddell is an ideal operator, in that he's very diligent, receptive, and retains information well," said Transit Operations Supervisor Gerald Harper, shortly before Caddell took his turn. "He excels in the classroom and I'm sure he'll do well in this competition."

It was an accurate prediction.

Caddell ranked tenth out of 19 competitors. Not bad, he believes, considering it was his first time competing. And, he has only been a rail operator for a little over a year.

Caddell, 45, started as a Metro Bus operator in 1997 and made the move to rail last year.

'Work on my skills'

"I decided to participate in this year's Raildeo because I thought this would help me work on my skills as an operator," said Caddell.

The toughest part of the competition was the obstacle course. The easiest was the uniform inspection.

"I did this competition for fun, experience and training," said Caddell. "I would love to participate again next year, as well as every year after that."

The only thing he would do differently next time is to work on executing smoother braking.

PHOTOS BY LISA HUYNH



Raildeo judge Davide Puglisi, right, evaluates Operator Russell Caddell's performance during his turn at the train controls.

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Retiring Transportation Manager Grant Myers serves a safety celebration breakfast to Division 15 operators. Joining him is incoming Transportation Manager Gary Spivack.

Safety Record Earns Division 15 Operators a Good Breakfast

By ERIC RAPP

(May 5, 2004) It may not have been "Breakfast at Tiffany's," but for Transportation employees at East Valley Division 15, April 28 started off right with a freshly cooked breakfast.

Starting at 3 a.m. and continuing until nearly 9 a.m., Division 15 Transportation management cooked up a full meal of eggs, home-made biscuits, bacon, and sausages for drivers getting ready to start their assignments.

"We cooked for a long time," said Assistant Manager Lorene Kelley, "but it was fun."

Heading the cooking crew was retiring Transportation Manager Grant Myers and his wife, TOS Janet Myers. Gary Spivack, the incoming transportation manager, joined the crew along with Kelley and Assistant Transportation Manager Barbara Maycott, as well as TOS Ethel Fields, Maycott's husband George, Stenographer Darlene Blake and Operator Inez Davenport.

They did it all

The team bought all the food, brought in their own utensils, and did all the cooking and serving themselves.

The breakfast wasn't just for fun, though. It was a reward for a great safety record – 30 days without a single lost time injury, for the second time in only a few months. An injury-free month is impressive for any transportation division, and even more so for one as large as East Valley Division 15.

Myers enjoyed being able to connect with the employees one last time before retirement, while celebrating their safe work.

"I promised the employees that if they made it another 30 days, we'd make them breakfast," he said. "I'm proud that they made it."

Getting acquainted

For Spivack, the incoming transportation manager, it was a chance to

meet some of the drivers he will be working with.

"I'm impressed with how conscientious and hard-working the employees of Division 15 are," he said. "I'm looking forward to working with them in the future."

San Fernando Valley General Manager David Armijo is also proud of the management team and employees at Division 15.

"This represents a commitment to working safely from the operators, TOS's, Instruction department and management staff of Division 15," he said. "This is truly a team accomplishment."

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Channel 36 Schedules Marathon *LA In a Day Via Metro* Showing

By ED SCANNELL

(May 5, 2004) Channel 36, the City of Los Angeles cable station, is set to air a four-hour marathon of the Metro Rail travelogue, *LA In A Day Via Metro*, on Sunday, May 9.

Series co-hosts Heather Hopper and Jeff Cole take viewers on a lighthearted romp to some of the LA area's most interesting and entertaining sites and showing viewers how convenient it is to get there via the Metro Rail system.

Destinations include Universal City Walk, Olvera Street, Chinatown, Plaza Mexico, Old Pasadena, the Aquarium of the Pacific in Long Beach and many other attractions near the Metro Rail system.

The viewing schedule for the May 9 marathon:

- 8 p.m. and 10 p.m. – *LA In A Day Via The Metro Gold Line*
- 8:30 p.m. and 10:30 p.m. – *LA In A Day Via The Metro Red Line*
- 9 p.m. and 11 p.m. – *LA In A Day Via The Metro Green Line*
- 9:30 p.m. and 11:30 p.m. – *LA In A Day Via The Metro Blue Line*

The series was produced by Gary Ghiaey in conjunction with Metro Public Relations. *LA In A Day Via Metro* airs quarterly on Channel 36. The show also is made available to more than three dozen other cable television providers throughout Los Angeles County.


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Metro to Hold Public Hearing May 20 on Proposed FY05 Budget

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- [Funding for streets and highway programs](#)
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By MARC LITTMAN

(May 6, 2004) Metro will hold a public hearing on a draft \$2.9 billion budget for fiscal year 2004-05 on Thursday, May 20, at 10:30 a.m. in the third floor Board room at Metro headquarters, One Gateway Plaza next to Union Station in downtown Los Angeles.

The public can review copies of the [budget proposal](#) on Metro's Internet web site at Metro.net or request a copy by calling Charlene Aguayo at (213) 922-2342.

Metro directors are expected to adopt the balanced budget at a special Board meeting at Metro headquarters starting at 9:30 a.m. Monday, June 7.

CEO Roger Snoble has proposed a spending plan that eliminates at least 233 jobs and sharply reduces administrative overhead to balance a structural operating deficit. Metro fares will remain the same.

"We have to live within our means," Snoble said in describing the austere budget proposal. "This is not a happy budget. Our efforts to improve mobility in Los Angeles County have been slowed, largely because we expect LA County to lose \$2.3 billion in state transportation funding between FY03 and FY09. However, we're still pushing forward with key projects such as the Metro Orange Line transitway in the San Fernando Valley and the extension of the Metro Gold Line to Little Tokyo and East Los Angeles."

The draft budget is for the fiscal year starting July 1, 2004. It is \$89 million more than the current budget. However, the cost difference is mainly due to the scheduled start of construction of the 6-mile Metro Gold Line Eastside Extension this summer as well as major construction work on the 14-mile Metro Orange Line transitway from Warner Center to the North Hollywood Metro Rail station. Metro also is facing higher costs for fuel and security.

To offset these higher costs and dwindling state transportation funding, the draft budget pared 11% from non-labor expenses. These included more than \$7 million from such categories as travel, training, materials and supplies.

Metro employees received no pay increase this year but are budgeted

for a modest 2.5% increase next year.

Snoble noted that there are several risk factors that could drive up Metro costs. These include the final settlement of health care contract issues with the union representing Metro maintenance employees, spiraling costs associated with the federal court Consent Decree order to improve Metro Bus service, workers compensation costs, and the volatility of energy prices to power Metro's Bus and Rail fleets.

More than \$1 billion for buses

Nearly half the budget -- \$1.387 billion or 48.5% -- is earmarked for Metro Bus operating and capital expenses and support for municipal bus operators and paratransit programs countywide. Metro will take delivery of 130 new high-capacity buses in the next fiscal year including 30 new 60-foot buses that can seat 50 percent more passengers than a standard size 40-foot bus.

Rail program expands

The second biggest slice of the budget pie -- \$525 million or 18.4% -- would go for Metro Rail operating, construction and capital costs. Another \$55 million -- 1.9% -- is LA County's subsidy for the Metrolink commuter rail network that serves LA and four outlying counties in the region.

Funding for streets and highway programs

The next biggest portion of the draft budget -- \$513 million or 17.9% -- is for highway and other regional transportation programs such as construction of freeway carpool lanes, freeway sound walls, street widening, better traffic signal coordination, grade separations at railroad crossings, bikeways, ride-sharing incentives, shuttles, and other local transportation programs.

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

Debt service up slightly

Metro's debt service next year will be \$306 million -- 10.7% of the budget. That's up \$9 million from this year for planned debt issuance primarily due to support the Metro Eastside Extension and the Metro Orange Line.

Rounding out the FY05 draft Metro budget are expenditures for other governmental programs such as transportation planning, capital projects such as warehousing, legal and other expenses. These expenditures total \$76 million or 2.7% of the budget.

Metro funding comes from the farebox, local, state and federal governments and other sources such as lease rentals, investment income and advertising revenue.


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Metro Moms Look at the Meaning of Mothers' Day

By FRANKLIN A. HOLMAN

(May 7, 2004) After a day's work driving a Metro bus or repairing a bus engine, any woman would deserve a break – and a nice Mothers' Day celebration.

Two among many of Metro's moms are Paula Osife, a bus operator and single mother of seven assigned to Gateway Division 10, and Eva Torres, a mechanic at Central City Division 1 and mother of two.

Osife's children – Frank, 23; April, 21; Angel, 19; Jackie, 16; Jonathan, 14; Caleb, 8; and Sarah, 6 – are proud of the fact that she works as a Metro bus operator.

"When I first started the job, Jonathan, my son, helped me learn my bus line, and he was so excited about it," Osife says. "When I dropped off things to him at school in my uniform, he would tell his friends, 'Hey that's my mom; she's a Metro Bus driver,' and you could see in his expression that he was proud."

Learns about motherhood

As a Metro bus operator, Osife learns a lot about motherhood while she is on the job. The different cultures and people that she encounters every day reinforce the importance of understanding diversity.

"I talk to my children about different cultures, the people that I meet on the bus, and the diversity of the city that I experience while I am driving the bus," Osife said. "I teach them to treat people the way that they want to be treated and to be considerate of the people that they meet."

Osife also considers the people at Division 1 an extension of her family.

"The drivers here all watch out for my son," she said. "The other operators all help me with advice and encouragement."

Helps her kids with school

Being a bus operator also helps Osife's children with school. As family members of an employee, her children can ride the bus for free.

"My kids love the bus, and my 13-year-old takes the bus to the library all the time," Osife said. "He calls his bus pass his freedom card."

Mechanic Eva Torres also feels that her motherhood has been positively influenced by her position at MTA.

"I want my kids to stay honest and be able to keep a steady job," Torres says. "Throughout my years here at Metro I've been able to keep those values up and I instill the same values in my children."

"There are a lot of challenges that I face at work and overcoming them has strengthened me," she adds. "Having overcome work challenges, I have become better equipped for challenges at home."

Children are supportive

Her children are very supportive of their mother working as a Metro mechanic. When they come to see her at work, they are proud that she has advanced in positions and that she also has the opportunity to continue to advance in position and pay.

"My kids are very proud, they like that I'm a mechanic," Torres said. "There are not too many women out there that are mechanics, driving tow trucks, and doing what we do."

All in all, Osife and Torres would agree with Kimberly Smith, a Metro service attendant and mother of four, who said, "Overall my job has made me a stronger mother and increased my faith in God. My kids know how thankful I am for my job and my family."

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SGV Staff, Bus Featured in Cinco de Mayo Parade

By LIZ ARMIJO-HOLBROOK

(May 7, 2004) The San Gabriel Valley Service Sector got a jump-start on Cinco de Mayo when they participated in the 11th Annual Cinco de Mayo Parade & Festival in Cypress Park on Saturday, May 1.

Parade guests included Los Angeles City Councilman Ed Reyes, Assemblymember Carol Liu and Senator Richard Alarcon.

As they have for many years, San Gabriel Valley DAC members from divisions 3 and 9 decorated a bus for the parade and hosted a booth at the festival. Decorations included balloons, streamers, and flags in the colors of both the United States and Mexico.

It was a family affair with the children of Metro Bus operators Socorro Alvarez, Cathy Hardway and Rosalia Medina, along with the daughters of Sr. Admin Analyst Emma Nogales assisting.

Dolls replicating children breaking a piñata were placed at the front of the bus. The design was the brainchild of Socorro Alvarez who spent many hours bringing her vision to reality. LASD Transit Services Explorers traveled alongside the bus on Segways with reserve officers following behind.

With temperatures in the 90s, parade observers lining the route clustered under trees or whatever shade they could find. Interestingly, the parade had been cancelled the year before because of heavy rains.



Dolls depicting children breaking a pinata adorn the front of a Metro Bus during the Cypress Park Cinco de Mayo parade. Pictured left to right are Christina and Olivia Nogales, Rosalia Medina, Socorro Alvarez, Liz Armijo, Emma Nogales and Juan Augspurger.



LASD Transit Services Explorers Karen Pena, Tracey Martinez, Edgar Che and Mirella Ortiz huddle under an umbrella with Kelly Hardway, Operator Juan Augspurger and Community Relations Intern Sebastian Hernandez.

Despite the heat, everyone enjoyed a day filled with music, food and community pride.

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SGV Staff Participates in Hollenbeck Career Day

By LIZ ARMIJO-HOLBROOK

(May 7, 2004) San Gabriel Valley Service Sector staff members recently had another opportunity to share their career experiences when they participated in the Hollenbeck Middle School Career Day.

Hollenbeck, located near Roosevelt High School in Boyle Heights, has a long and proud tradition in the community.

Several alumni returned to the school to pass down their knowledge to the 7th and 8th grade students.

Armando Smalling, a mechanic at Division 3, and Liz Armijo-Holbrook, sector community relations officer, stressed the importance of getting a good education.

Smalling, who holds two Associates degrees and will be receiving a BA soon, talked to the youngsters about making education a lifelong process. Cathy Hardway, an operator at Division 9, described how her job at Metro had enabled her to provide a good living for her family.

The highlight of the sessions for many students was receiving a Metro pop-up bus. Metro buses are a familiar sight in the area and the students were delighted with the cardboard miniatures.



Division 3 Mechanic Armando Smalling advised Hollenbeck Middle School students to make education a lifelong process.

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PHOTOS BY RICH MORALLO



Sgt Gaylord Imura and Transportation Operations Supervisor Joe Raigoza, along with other Transit Services Bureau and Metro South Bay teams, have formed a partnership to promote management and law enforcement visibility on the streets.

South Bay Line Checks Keep Everyone on Their Toes

By RICH MORALLO

(May 7, 2004) Metro operator Dwight Graham remembers the moment well. It was early on a Monday, about 7:30 a.m. as he was driving a Line 115 bus westerly on Manchester Avenue in Los Angeles.

"That's when I saw them, standing at the corner at Van Ness Avenue - one of our assistant managers from Arthur Winston Division 5, a transportation operations supervisor and a Sheriff's deputy," Graham recalls. "And they all wanted to board the bus."



TOS Joe Raigoza greets Metro Bus Operator Dionne Wood.

Graham described how the group spent a quick minute saying "Hi," to him and the passengers.

"That was a pleasant surprise. Metro is letting the public know that they are out there making sure everyone is OK," says Graham, a 21-year agency veteran.

Making sure everyone is OK is exactly what teams of South Bay Service Sector transit managers and Sheriff's deputies are doing weekly as they wait on street corners to board buses and greet operators and their customers.

Alternate line checks

"We started this program in December and alternate the line checks between the morning and afternoon," says Beth Kranda, a former assistant transportation manager at Division 5 and recently assigned to Division 1 as an assistant transportation manager.

The program has covered eight Metro bus lines, so far, and the managers pair up with the deputies to increase law enforcement visibility.

The deputies do a quick security check on the bus, and with their transit counterparts, board about 25 buses over a three-hour window.

"This is a good, cooperative experience as the deputies and transit supervisors learn each other's missions in mass transit," says Sheriff's Lt. Mike Herek, director of Metro Security with the Sheriff's Transit Services Bureau.

"At the same time, we want to stress to the operators the importance of complying with the bus schedule and keeping on time," says Kranda.

18 percent improvement

In February, the in-service on-time performance for Division 5 and Carson Division 18 improved more than 18 percent. The line checks have also helped deter operators from arriving too early at stops.

Kranda says operators like to see the teams out on the street and will often tell the supervisors and deputies what is happening along the streets and report transit and law enforcement issues.

Bertram Lyde, a lead supervisor with Long Beach Transit, recently went along on a line check to observe.

"This is the greatest thing since sliced bread," Lyde says, noting that the operation benefits the customers, the drivers and public transportation.

"Customers perceive that the transit system is safe and will ride the buses," says Lyde, who added that Long Beach Transit has begun following Metro's program of having teams check up on buses in the field.

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Third Annual Mobility 21 Transportation Seminar Set for August 3

- GO TO> [Mobility 21 Website Provides Direct Link to Legislators](#)

(May 11, 2004) Los Angeles' third annual transportation seminar – *Mobility 21: LA County Moving Together* – is scheduled Tuesday, Aug. 3, at the Hilton Burbank Airport and Convention Center.

The seminar, scheduled from 8:30 a.m. to 2 p.m., will be sponsored by Metro and Los Angeles Area Chamber of Commerce, in partnership with the Auto Club of Southern California.



CEO Roger Snoble challenges Mobility 21 participants to help secure transportation funds for the region at transit coalition.

Mobility 21 is aimed at bringing together transportation providers, business leaders, elected officials, local municipalities, academia and labor to develop solutions to the transportation issues facing Los Angeles County.

Topics for this year's session include land use; the promotion of sustainable trade focusing on freight movement and the economy; transportation funding initiatives, and transportation and traffic safety. The day will also feature several keynote speakers, as well as a lunchtime panel with state and federal elected officials.

More than 500 people attended the inaugural Mobility 21 summit in 2002. That event established the Mobility 21 Coalition to provide a broad-based consensus group to speak on behalf of transportation priorities at the state and federal levels of government.

500-plus members

The coalition now includes more than 500 businesses, transportation providers, nonprofit groups, environmental organizations, transportation users and labor officials.

The coalition has been active in advocating for the restoration of Proposition 42 funds approved by voters in 2002. Funds from the sales tax on gasoline purchases are to be used for transportation purposes, but have been diverted to the state General Fund for other purposes.

In their visits to Sacramento earlier this year, members of the Mobility 21 Coalition met with key legislators and discussed state budget issues with top deputies from the California Department of Transportation and the California Transportation Commission.

Coalition members also traveled to Washington, D.C. to meet with

federal lawmakers to advocate in support of the reauthorization of TEA-21 and the Los Angeles County's transportation agencies appropriations requests.

For more information the Mobility 21 transportation summit or to learn more about the coalition activities, log onto www.mobility21.com.

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Mobility 21 Website Provides Direct Link to Legislators

- New interactive software allows users to advocate for transportation issues



^ click on image to visit Mobility 21 website

- [Third Annual Mobility 21 Transportation Seminar is set for August 3](#)

(May 11, 2004) Internet users logging onto the Mobility 21 website at www.mobility21.com will find a way to speak directly to legislators on key transportation issues.

Web site users can send an e-mail letter to their local and federal representatives, check on transportation legislation or find the media outlets in a particular area.

The new interactive software lets users click on the latest news included in the site's action alerts and follow the latest state and federal legislative developments.

Also included on the website is information on the Mobility 21 Coalition advocacy activities; a calendar of upcoming meetings of the Mobility 21 planning group and information on the third annual Mobility 21 summit planned for Aug. 3.

The new, more interactive website is part of the Mobility 21 advocacy efforts aimed at bringing together transportation stakeholders to develop solutions to the region's traffic problems.

The initiative is being led by the Los Angeles Area Chamber of Commerce and Metro, in partnership with the Auto Club of Southern California.


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Graduation Celebration: Let's Honor Your Graduate

- Download and print your "[2004 Graduates Form](#)" here. (PDF)

(May 12, 2004) It's time once again to tell *myMetro.net* if there's a 2004 graduate in your family.

If you or someone in your immediate family graduated last winter or will graduate this semester from college, vocational school or high school, *myMetro.net* wants to know.

The names of MTA employees and the children, grandchildren and spouses of employees who graduated will be published in a special "MTA Honor Roll" and posted, June 24, on the myMetro.net web site.

To be included in the annual listing, employees must fill out and submit a "Graduation Celebration" form by June 17. Forms should be returned to Lisa Huynh at mail stop 99-19-8 or faxed to (213)922-2704.

Forms are being delivered to all work locations. They also are available in a .pdf file on the Intranet, in the MTA Research Center library, in the Employee Center and in the cafeteria lobby.

Graduation Celebration forms also are available by mail or FAX by contacting Communications Manager Bill Heard at 922-7479.

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Click on image to reveal the Mystery Commuter...

It Would Have Been a Sin Not to Have a Ticket!

By MIKE PARKER

(May 12, 2004) You never know who you'll meet on Metro trains and buses.

Sheriff's Transit Services Bureau personnel recently stopped a distinguished gentleman during a 100 percent fare check at the Civic Center Metro Rail station.

A tall man, he stood out in the crowd of commuters. As they approached him, the officers prayed that he had his Metro ticket.

And, thank heaven, he did! The officers didn't have to "collar" him.


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Employee Volunteer 'Characters' Needed for Day Pass Promotion

- [Which character do you want to play?](#)

By KIM SIM

(May 12, 2004) Metro is looking for 36 volunteers to participate in its upcoming press event to promote the \$3 day pass.

Volunteers will dress up as Lakers and Dodgers players or fans, restaurant chefs, surfers, musicians, shoppers, cyclists, human works of art, tourists and paparazzi, for the "\$3 Vacation Getaway" press event, to be held at 10 a.m., Friday, May 28.

The different "characters" represent attractions accessible by Metro Bus and Rail — among them, the Staples Center, Dodger Stadium, restaurants, the beach, the LA Philharmonic, Disney Hall and Hollywood Bowl, shopping malls, bike trails and art museums.

Participants should have their supervisor's permission to attend the two-hour event and be able to provide their own costumes. For those volunteering to dress up as human works of art, Metro will provide the picture frames.

Bus ride to Hollywood

All volunteers will meet at Patsaouras Plaza at 9 a.m., May 28, for a bus ride to Hollywood/Highland.

There, the "characters" will make their entrance on a red carpet in front of both real media and staged paparazzi, says Communications Assistant Jennifer Salamanca.

Employees interested in volunteering to become a "character" must contact Salamanca at 922-2263 or by e-mail at salamancaje@metro.net. The deadline to sign up is Friday, May 21.

"The event will remind people that the \$3 day pass can get them to an array of destinations around Los Angeles, and that's why we're including a lot of characters to represent these destinations," Salamanca said.

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Which Character Do You Want To Be?

Metro's "\$3 Vacation Getaway" event needs 36 volunteers to dress up as characters representing attractions near Metro Bus and Rail stations.

Read the list of attractions, below, to find a character you can be and the costume and prop requirements for each. Remember, the deadline to sign up as a character is Friday, May 21.

- **Staples Center** - Two Lakers players or fans: team jerseys, warm-ups, caps, pennants, wristbands, foam finger and other

related apparel.

- **Dodger Stadium** - Two Dodgers players or fans: baseball caps, uniforms and other related apparel.
- **Restaurants** - Two chefs: white long sleeve shirt and dark pants. Metro will provide long white butcher aprons and chef hats.
- **Beaches** - Two surfers: beachwear, sandals, sunglasses and boogie boards.
- **L.A. Philharmonic/Disney Hall/Hollywood Bowl** - Two musicians: Black or dark formal suit. Bow tie for men. Prop cases for large instruments, such as the cello, violin or guitar. It's not necessary to include the instrument.
- **Shopping Malls** - Two shoppers: Business or dressy attire. Metro will provide stuffed shopping bags.
- **Bike Trails** - Two cyclists: helmets, jerseys and biker shorts.
- **Art Museums** - Two picture frames (human works of art): one male, one female. Clothing details will be based on volunteers' wardrobe. Metro will provide picture frames.
- **Tourism** - 20 tourists who may also serve as paparazzi: Hawaiian shirts, shorts, flip-flops or sandals with black socks, oversized sunglasses, multiple cameras (video/still), straw hats or other related apparel.

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Funeral Services Set for Retired Operator Evelyn Davis

- Honored by KNX, Metro for delivering baby aboard her bus

(May 13, 2004) Retired Metro Bus Operator Evelyn M. Davis, who was honored as a KNX "Citizen of the Week" for her actions in delivering a baby aboard her Line 20 bus in September 2000, died Saturday, May 8.



Evelyn Davis

Funeral services for Davis are scheduled at 11 a.m., Saturday, May 15, at New Hope Baptist Church, 5200 South Central Ave., Los Angeles. The viewing is scheduled all day, Friday, May 14, at Simpson's Family Mortuary, 3443 West Manchester Blvd., Inglewood, at the corner of Manchester and Crenshaw.

In October 2000, KNX News Radio named Davis "Citizen of the Week." In March 2001, she was selected as one of Metro's "Best of the Best" and received the "Extra Mile" award, given for acts of courage, selflessness and extraordinary service.

The honors recognized her actions on the morning of Sept. 12, 2000, when Davis was asked to call paramedics for a passenger – Susana Millan – who was having labor pains.

Davis cleared the bus, but two women stayed aboard to assist the soon-to-be mother, who spoke only Spanish.

'I just had to react'

"I saw her water break and then I saw the baby's head coming," Davis said later. "I didn't have time to think about what to do – I just had to react."

Suddenly, the baby was resting in her hands. She placed the child, a healthy little boy his mother named Juan Jose, on the mother's stomach.

"He looked beautiful," Davis recalled. "His mom was fine and had a smile on her face. I gave her a hug and told her I was the godmother!"

Davis, 51, joined the SCRTD in January 1984, and served at Venice Division 6 and other operating divisions. She retired from Arthur Winston Division 5 in October 2003.



Metro Bus Operator Evelyn Davis visits mother and baby she helped deliver on bus.

A native of Monroe, La., she is survived by two adult children, Fabian Bernard Davis and Aminah Cunningham; three brothers and three sisters; her father, Eddie Davis; and six grandchildren.

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Crossroads Depot
Transportation Manager Thom
Pelk

Personal Challenge: Thom Pelk Will Bike 600 Miles for Aids/HIV Benefit

By FRANKLIN A. HOLMAN

(May 13, 2004) People who may be thinking about the challenges they could face during "Bike to Work Week", May 20, will appreciate the personal challenge Thom Pelk has committed to.

Pelk, transportation manager at Crossroads Depot Division 2, plans to ride his bike 600 miles from San Francisco to Los Angeles, next month, as a participant in the AIDS/Lifecycle fundraising event.

Pelk got the idea from a recent television show on PBS.

"A fellow on TV told an inspirational story about his AIDS ride experience," Pelk says. "I found it intriguing and thought riding from San Francisco to Los Angeles would be a challenge that I would want to take."

He also likes the idea of participating in a worthy cause. "I believe it is the responsibility for anybody with reasonably good health to do something to help people who aren't in that situation."

Pelk began cycling when he passed the 50-year mark.

'A more enriched life'

"Things you do in your 20s and 30s may not be as important to you as you get older and you want a more enriched life," he says. "This is the concept I am going for with exercise and diet – I'm just trying to enjoy every moment of life."

Pelk has been riding very seriously for about a year. "Then I felt the need for speed so I got a road bike, which I paid more for than some of my cars, but the need for speed was filled."

After he saw the documentary, Pelk found himself talking about

Pelk is training hard for the 600-mile ride from San Francisco to Los Angeles.



If you would like to help Thom Pelk raise money for this cause, you can contact him at (213) 533-1501, or log onto his Aids/LifeCycle homepage at <http://aidslifecycle.org/2125> to make a donation on-line.

the ride and entertaining the thought in his mind. He discussed the idea with his wife and other family members, who encouraged him to go forward with his plan.

Soon enough, he found himself going to the site to sign up.

"When I went to sign up for the ride, I saw a \$2,500 minimum that you had to raise in order to participate," Pelk says. "That kind of put a lump in my throat, but I thought, why should there be an obstacle. So I decided, there will be no obstacle because I am going to do this."

To train for the event, he has been riding approximately 40 miles during the week and tries to ride about 100 miles a day on Saturdays and Sundays.

Hopes to raise \$2,500 minimum

Pelk hopes for donations from family members, friends, co-workers and others to not only raise the \$2,500 minimum, but to collect as much money as possible for a serious cause.

In addition to raising money, the AIDS/Lifecycle event helps educate the public that the rate of HIV infection is increasing, particularly in communities of color and among individuals under the age of 25. In California, alone, more than 47,000 people are living with AIDS, and another estimated 94,000 to 130,500 living with HIV.

The Aids/LifeCycle ride begins, June 6, at San Francisco's Golden Gate Park and will last six days, covering about 100 miles a day. Participants will [camp along the way](#) and are provided with food, tents, hot showers, medical services and rest stops.

If you would like to help Thom Pelk raise money for this cause, you can contact him at (213) 533-1501, or log onto his Aids/LifeCycle homepage at <http://aidslifecycle.org/2125> to make a donation on-line.

Pelk plans to write an article about his six-day experience when he returns from his journey. The story will be posted on myMetro.net.

When he's not in training for the AIDS/Lifecycle fundraising event, Pelk is transportation manager at Crossroads Depot Division 2.



PHOTOS COURTESY OF THOM PELK

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Metro's Head Locksmith Charged with Grand Theft, Embezzlement

By BILL HEARD, Editor

(May 14, 2004) Metro's head locksmith was charged, May 8, with three felony counts of theft by embezzlement and commercial burglary for allegedly stealing agency-owned locks for use in a private business he was running on the side.

George Edmunds, 43, of Torrance, an employee since November 1993, has confessed to committing the felonies and remains in jail on a \$100,000 bond.

Sheriff's Detective Dan Regalado arrested Edmunds following an investigation by Senior Investigator George Coates of the MTA Inspector General's Office (OIG), who acted on a tip from a concerned Metro employee.

Investigators estimate the value of the locks, lock cores and keys at between \$800 and \$1,000. Edmunds allegedly accepted \$861 in payment from a private elementary school in Redondo Beach for installing the equipment.

The school was not aware the locks were Metro property, Regalado said.

'Unfortunate incident'

"This is an unfortunate incident that must not be seen as a reflection of how most Metro employees, and especially Mr. Edmunds' co-workers, conduct themselves," says CEO Roger Snoble. "This investigation demonstrates that when honest employees see something wrong, they contact the proper authorities who take action to correct it."

During his investigation, Coates also learned that in April 2003 Edmunds bought a marking machine with a Metro purchase card. Although he turned the machine over to his department, he allegedly kept a \$250 rebate card and used it to buy a \$150 DVD player.

Deputy Inspector General Mimi Strauss said Edmunds' activities continued until at least November 2003. Edmunds was arrested at 5 a.m., May 4, in the Regional Rebuild Center parking lot.

Citing cooperation between OIG and the Sheriff's Transit Services Bureau during the three-month investigation, Strauss said it was "a very successful joint operation. The cooperation level was extremely high."

The law enforcement team later recovered the locks from 30 different locations at the private school. Of special concern was the fact that the master keys that opened locks at the school also would open locks at Metro facilities.

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LACC Summer Students To "Go Metro" with Free Transit Pass

- "Metro I-Pass" pilot program is first of its kind.

By ED SCANNELL

May 14, 2004 – This summer Metro and Los Angeles City College (LACC) will launch a pilot program that will provide all of LACC's full-time summer semester students with a Metro transit pass. The Metro Institutional Pass, or I-Pass, will enable students who take four units or more in the summer session to commute to LACC via the Metro Bus and Rail System from mid-June through August. The \$25,000 pilot program is being funded by LACC.

"The Metro I-Pass guarantees that students will arrive at LACC without the stress or added expense of driving a car," said Deputy CEO John Catoe. "For less than the cost of a tank of gasoline, students will be able to use the Metro Bus and Rail System all summer long to get to their classes and anywhere else they wish to go."

"We're pleased to partner with LACC on this introduction of the Metro I-Pass," he added.

Student ridership increasing

PHOTOS BY GAYLE ANDERSON



LACC students Larisa Grigoryan and Jimmy Franco demonstrate new Metro I-pass which will enable students who take four units or more in the summer session to commute to LACC via the Metro Bus and Rail System from mid-June through August.



From left, LACC Vice-president Art Tyler, LACC President Doris Givens, Trustee Michael Waxman, LACCD Chancellor Peter Landsberger, Metro Deputy CEO John Catoe, Los Angeles County Supervisor Yvonne Brathwaite Burke, Board of Trustees President Mona Field and LACC Student Body President Jimmy Franco launch pilot program on campus May 14.

A recent LACC survey revealed that approximately 43 percent of its students currently ride the Metro system. This summer that percentage is expected to increase significantly because for the first time every student will receive a Metro Pass.

Students who enroll in two non-overlapping summer sessions can save up to \$90 if they take the Metro System instead of commuting to LACC by car.

It is expected that the program will help alleviate campus parking problems and traffic congestion that LACC has experienced recently due to increased enrollment and construction expansion projects. The Metro I-Pass will be valid from June 14 through August 28.

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Go Metro to NoHo Theatre & Arts Festival this Weekend

By RICK JAGER

Go Metro! That's the advice Metro and NoHo Theatre & Arts Festival officials had today for the thousands of people expected to attend this weekend's festivities in North Hollywood.

"There's no better way to go NoHo than my Metro, and that's especially true for the NoHo Arts Festival this coming weekend," said Los Angeles City Councilman and MTA Board Member Tom LaBonge. "Taking the Metro Red Line is easy, stress-free and just a hop, skip and jump away from all the festivities. You really can't beat the ease and fun of it."

The 12th annual NoHo Theatre & Arts Festival gets underway this weekend, May 15 & 16 from 11 a.m. to 8 p.m. The two-day event in North Hollywood is the only performing arts festival in Southern California to include theater, visual arts, dance and music.

The NoHo Theatre & Arts Festival is located on Lankershim Boulevard between Chandler and Magnolia Boulevards. Free Parking is available, however parking is limited. Metro encourages festival goers to use the Metro Rail or Metro Bus system to access the festivities in North Hollywood.

The Metro Red Line's North Hollywood Station, located at Lankershim and Chandler Boulevards, is the most convenient way to travel to this year's NoHo Theatre & Arts Festival.

Metro Bus service serving the NoHo festival this weekend include Metro Bus Lines 152, 154, 156, 166, and 183.

Metro's new \$3 Day Pass is the best transportation bargain for art festival goers this year. Patrons using the new \$3 Day Pass have unlimited use of both Metro Rail and Metro Bus service. Metro Monthly passes also are honored on all Metro Rail and Bus lines. Cash fare is

PHOTO BY JANE GALBRAITH



Go Metro to NoHo Theater & Arts Festival - From left, actor Steve Peterson, Metro San Fernando Valley General Manager David Armijo, entertainer and magician Brandon Scott, musician John R. Keller (with guitar) and Los Angeles City Councilman Tom LaBonge demonstrate easy access to annual NoHo Theatre & Arts Festival, which takes place May 15, 16 in North Hollywood.

\$1.25 one-way.

For information on the NoHo Theatre & Arts Festival visit their web site at www.nohoartsdistrict.com or call (818) 763-5273.

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FY 2005 Budget, Rail Priorities Among May Committee Items

(May 18, 2004) Adoption of Metro's proposed FY 2005 budget tops the list of issues on MTA Board committee agendas this month. Setting rail construction priorities and bus service expansion also will be discussed.

Finance & Budget Committee

FY 2005 Budget, Item 28: The committee will consider adopting Metro's FY 2005 budget with planned expenditures totaling \$2.9 billion. The proposed budget, which is \$89 million more than FY 2004, includes 8,820 full-time positions, a decrease of 233 from the previous fiscal year.

The proposed budget also includes \$977.9 million for bus and rail operations, \$836.1 million for regional programs and subsidies; \$679 million for capital projects; and \$306 million for debt service, among other expenditures.

The spending plan includes a 2.5 percent pay-for-performance salary increase for non-contract employees and wage increases for union employees according to labor agreements.

Planning & Programming Committee

Rail Priorities, Item 10: The committee will consider a motion by Directors John Fasana, Mike Antonovich and Frank Roberts that would establish the Exposition Line and the Metro Gold Line extension to Montclair as Metro's "next highest light rail transit priorities" after construction of the Eastside Extension.

Bus Service Expansion, Item 29: The committee will consider a motion to add 208,250 bus revenue service at a cost of \$11.3 million to meet Consent Decree requirements. The motion also calls 119 more bus operator positions, 12 service attendant positions and four more transportation operations supervisor positions.

The proposed service plan would add 83,000 revenue hours in June and 125,250 more hours between December and June 2005.

Board Committee meetings for May

- Planning & Programming, 1 p.m., Wednesday, May 19
- Executive Management & Audit, 2 p.m., Wednesday, May 19
- Finance & Budget, 10:30 a.m., Thursday, May 20
- Construction, 11:30 a.m., Thursday, May 20
- Operations, 1 p.m., Thursday, May 20

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Metro Orange Line Construction Manager Mark Van Gessel shows reporter Kim Sim the transitway's route through the San Fernando Valley.



Orange Line Pulling Out All Stops for Passengers

By KIM SIM

Metro Orange Line Special Report

- [Picking Up the Pace of Construction to Meet Completion Date](#)
- [Two-Lane Roadway is Orange Line's Centerpiece](#)
- Orange Line Pulling Out All Stops for Passengers

(May 18, 2004) Metro Orange Line is pulling out all the stops when it comes to passenger amenities.

An exclusive bus transitway in the San Fernando Valley that will run from the North Hollywood Metro Rail station to Warner Center, the Metro Orange Line is being outfitted with the passengers in mind.

Like light-rail stations, the stations for this Bus Rapid Transit system will feature covered waiting areas, ticket vending machines, bike lockers, artwork and landscaping. The Orange Line will also have electronic message boards for passenger information.



- The buses themselves are low-floor for easier boarding and will be articulated, or jointed, so that they can be longer (60 feet compared to the typical 40 feet) and carry more passengers.

As Senior Community Relations Officer Devon Brown says, "The Orange Line is going to be a lot more like a rail project than a bus project."

Traveling faster on Orange

Passengers will purchase their ticket in advance from ticket vending machines — the same way they do for subway fares.

“You don’t have to show your ticket to the driver, you don’t have to pay the driver,” Brown says. “It just makes it go a lot faster.”



Artist's rendering of Tampa Station.

There are three entrances to the new buses, and passengers can enter at any one of them — speeding up boarding times. Unlike conventional bus routes, the Orange Line is a dedicated bus line. There is no competing traffic.

Stations will have bike lockers and all buses will be equipped with bike racks. For passengers who plan to drive to the stations, there will be five parking areas, at the Van Nuys, Sepulveda, Balboa, Reseda and Winnetka stations.

New technology adds convenience

Passengers will be able to monitor the arrival time of the next bus by watching one of three double-sided electronic message boards mounted on each platform.

The message boards “will provide information (about) when the next bus will arrive at the station, if there’s any delay, any important messages,” says Systems Manager Leon Bukhin.

On an aesthetic level, the floor of each station will have a pattern of linking ellipses, made of terrazzo paving.

A 4-foot by 5-foot artwork displayed on porcelain enamel steel will greet passengers at the entrance to each of the 13 stations. Artworks will “bring a sense of place” to the stations, says Erik Qvale, public arts officer for Metro Art.

The Metro Orange Line landscaping will add 800,000 plants, 5,000 trees and art presentation gardens.



In addition, the project will be an extensive landscaping endeavor, adding 800,000 plants, 5,000 trees and art presentation gardens.

For the community

The Orange Line will also benefit the community as a whole.

A bikeway and pedestrian path will run alongside almost the entire 14-mile stretch of the Orange Line. Metro has also granted easements to the city to create left-turn pockets at certain intersections, such as Chandler and Laurel Canyon boulevards, to reduce traffic buildup.

Resident Phillip Vo welcomes the Orange Line, which will sit just yards from his house in a cul-de-sac off Bessemer Street.

Vo says the old rail right-of-way has been a "desert area." The new transitway and the daily activities it will bring will make the area cleaner and safer from crime.

But on a wider level, he says, "It's good because they can solve the traffic problem. It's convenient for people."



A bikeway and pedestrian path will run alongside almost the entire 14-mile stretch of the Orange Line.

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A Metro Orange Line paving crew pours concrete at Chandler and Laurel Canyon boulevards.



Metro Orange Line

Picking Up the Pace of Construction to Meet Completion Date

By BILL HEARD, Editor

Metro Orange Line Special Report

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(May 18, 2004) A paving crew was busily pouring concrete, one recent morning, at the intersection of Chandler and Laurel Canyon boulevards in North Hollywood.

A mile west, construction workers were building plywood forms in preparation for surfacing a new bridge over the Tujunga Wash at Coldwater Canyon Avenue.

In a two-year project to design and build the Metro Orange Line, these were minor milestones. But, contractor Shimmick/Obayashi and Metro could chalk them up as progress toward the projected August 2005 opening of the San Fernando Valley transitway.

And progress is appreciated.

Each day the contractor has five crews working at intersections, three grading crews and two paving crews on the job at various locations. Almost 90 percent of the project has been designed and 25 percent of construction has been completed.

A construction crew prepares the surface of the Tujunga Wash bridge at Coldwater Canyon Avenue for paving.

Construction activity

"We're now being driven by how fast we can construct, rather than how fast we can design," says Project Manager Roger Dames. "We have construction activities of some type going on now over approximately 70 percent of the 14-mile right-of-way."



Still, the \$330 million project is about four months behind schedule.

The delay is due in some measure to the need to remove soils contaminated during years when the Southern Pacific railroad used the right-of-way. But, there also have been design changes and some contractor delays, Dames says.

Metro Construction and Shimmick/Obayashi are now working together to get the project back on track. Fifty Metro Construction employees, augmented by about a dozen consultants, are assigned to the project.

"We're running a bit late," says Dames, who previously was the Metro Red Line Segment 3 project manager, "but we think we can recover that schedule."



The Metro Orange Line is a 14-mile landscaped transitway connecting Warner Center and the North Hollywood Metro Rail Station.

[click on image to view larger version.](#)

Project milestones

Major project milestones have included completion of the Los Angeles River bridge last December. In February, workers poured the first concrete at an intersection and placed the first asphalt on the roadway.

The first station platform and parking lots will be constructed sometime this summer and, in the fall, landscaping will begin in some areas.

As he drove along a street paralleling the right-of-way, recently, Construction Manager Mark Van Gessel talked about the good things the Metro Orange Line is doing – and will do – for the community.

Close to 700 workers – laborers, carpenters, ironworkers, landscapers and other trades – will be employed during construction, he says. Several thousand other suppliers and sub-contractors also will profit.

Their work will result in a first-in-California Bus Rapid Transit system that will carry patrons across the Valley much quicker than a motorist could cover the distance. And do it in an attractive setting of strikingly

designed stations, landscaped pedestrian paths and bikeways.

But, beyond the passenger amenities, says Van Gessel, "I believe the residential areas adjacent to the busway will enjoy substantially better conditions than what they had previously."

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PHOTOS: BILL HEARD

< A paved section of the Metro Orange Line transitway looking west from the North Hollywood station.

Two-Lane Roadway is Orange Line’s Centerpiece

Metro Orange Line Special Report

- [Picking Up the Pace of Construction to Meet Completion Date](#)
- Two-Lane Roadway is Orange Line’s Centerpiece
- [Orange Line Pulling Out All Stops for Passengers](#)

(May 18, 2004) The centerpiece of the Metro Orange Line will be a 26-foot-wide, two-lane roadway for the 60-foot-long articulated buses that will carry commuters across the Valley. The buses will stop at 13 stations along the way.

The right-of-way, which varies from 40 feet to 200 feet wide, begins across the street from the North Hollywood Metro Rail station and courses west through residential neighborhoods, commercial

zones and parklands finally to terminate at Warner Center.

A construction crew prepares a section of two-lane roadway for paving. >



Pedestrian paths and bikeways will flank some stretches of the roadway. In residential areas, landscaped berms will be topped by concrete sound walls reaching 12 feet above the surface of the bus lane.

Much of the old rail route for years had been hard-packed earth and an unkempt tangle of weeds that often attracted homeless people and was a magnet for crime and drug use. It was cleared and some structures were demolished late last year.

Graders now have leveled the center of the right-of-way; earthen berms have been built; trenches dug and curbing poured in places. Drainage lines have been laid and conduits for fiber optic cable are being installed to transmit information to Orange Line controllers in the Bus Operations Center.

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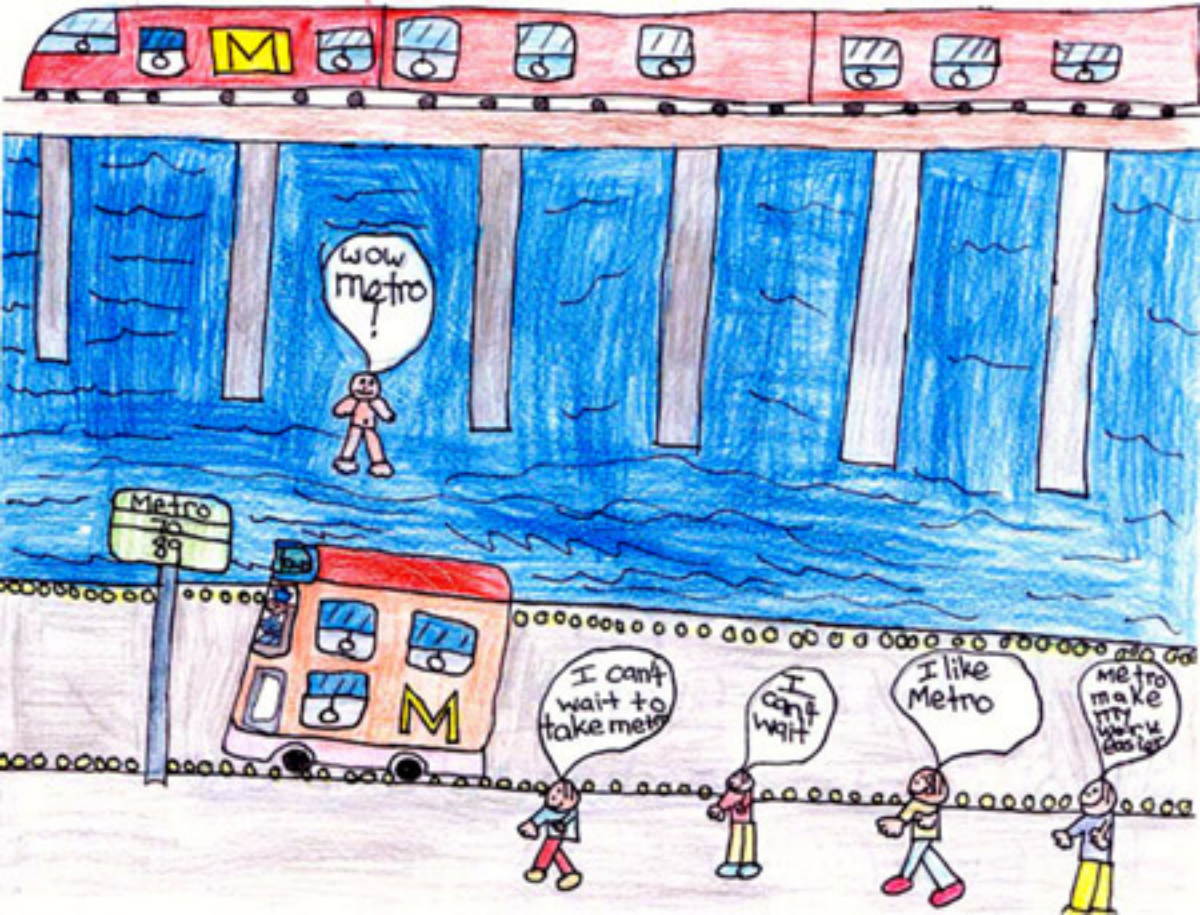
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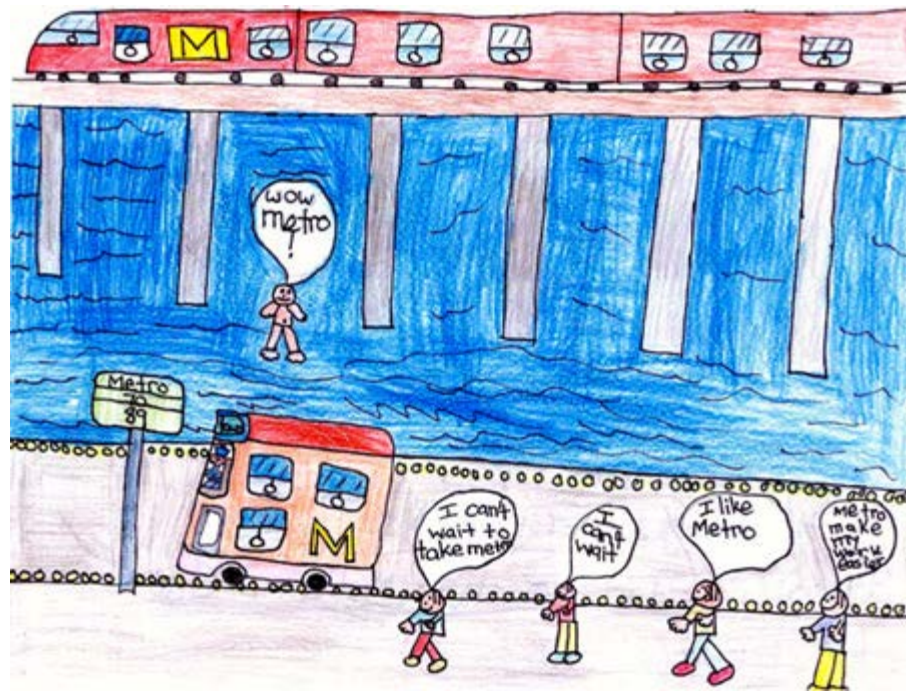
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Transportation artifacts recently donated to the MTA Research Center and Library include, at left, a destination sign from a Pacific Electric Red Car, held by Administrative Analyst Jim Walker, and a Los Angeles Transit Lines Yellow Car logo, held by Library Administrator Matt Barrett.



PHOTO BY BILL HEARD

Employees Donate Many of Library's Transportation Artifacts

By MATT BARRETT

(May 19, 2004) A great number of employees at the MTA have histories in transportation from LACTC, SCRTD, its predecessors, and even other transit companies that the SCRTD acquired years ago.

Over the years, many employees have collected key reports, memorabilia, and evidence of their having "been there" when important events occur. It may seem surprising, but over time, many of those items become valuable for both research purposes and public outreach about the key role public transportation plays in Los Angeles.

The MTA Research Center, Transportation Library and Archives has its foundations in decades of donations. Dorothy Peyton Gray, SCRTD/MTA Librarian, 1988-2001, was relentless in seeking items to document transit history from 1871 to the present.

The Library has continued with her vision and is grateful for the continuing stream of materials received, whether its a Pacific Electric document safe restored by MTA's Paint Shop, a dashboard from a 1940 Yellow Coach, a commemorative pass from the 1984 Olympics, a uniform patch, a photograph, a report detailing the first 20 years of the El Monte Busway or the latest Environmental Impact Report.

Evidence of dedication

It is all evidence of the dedication of transportation employees, the past,

present and future investments in local communities and service to the public.

It is important to note the differences between the missions of the Library and Records Management.

Records Management exists to keep MTA's records "manageable" according to adopted policy and legal requirements.

The Transportation Library and Archives exists to serve employees and the public as a research, technology transfer, education, cultural and public affairs resource. It is the only transportation library in Southern California, and the fourth largest collection in the U.S.

"While working at RTD and MTA, we collected pins, badges and various forms of fare media, which are now collectibles. They hold a lot of memories for us", said Joanne and Tom Longsdon, soon to be retirees. "However we could not think of putting them away in a photo box at home. We wanted to give them to the library. Now they will be on display, and many people can enjoy them for years to come."

Currently on display are items commemorating public transportation's success during the 1984 Olympic games held in Los Angeles, and other historic artifacts.

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CEO Roger Snoble with *Times in Education* manager Andrea Reinken at left, and Board Vice-chairman Frank Roberts with Metro Community Relations Manager Marta Mack, at right, flank elementary school-age winners of the "On the Move" art and essay contest at award presentation at the Los Angeles Times.



PHOTOS: GAYLE ANDERSON

Reading, Writing and Transportation?

- Metro and L.A. Times are "On the Move" in county classrooms.
- [Showcase](#): a sample of winning entries from the "Buses, Trains and Carpool Lanes" art and essay contest.

By GAYLE ANDERSON

(May 19, 2003) - In a room sometimes reserved for winners of the Pulitzer Prize and other prestigious journalists, CEO Roger Snoble and Board Vice-chairman Frank Roberts were handing out awards in the Harry Chandler Auditorium of the Los Angeles Times, May 6, to 25 school-age winners of the "Buses, Trains & Carpool Lanes" art and essay contest.

It was the crowning glory of a six-month education outreach program called "On the Move," which focuses on the issues and options of public transportation.

The innovative education program, which served nearly 70,000 students in Los Angeles County in its first year, was sponsored by Metro and developed in partnership with "Times in Education," an outreach program of the Los Angeles Times.

Vice-chairman Frank Roberts,

left, and CEO Roger Snoble present awards to grand-prize winners Krystin Uyema, center left, and Li Mei Situ.



"We like Metro!"

"Think of it," wrote Krystin Uyema, an eighth-grader at Casimir Middle School and the 2004 grand-prize winner for the "Buses, Trains and Carpool Lanes" essay contest. "There would be a lot less traffic every day.

"There would also be fewer accidents," she added. "For society taking the bus, train or carpool lane would save a lot of gasoline. By taking any of these transportation methods the world would be a lot better than what it is now."

Castelar Elementary School fourth-grader Li Mei Situ won the art contest with a colorful drawing that featured her school in the context of its neighborhood along the various avenues taken by public transportation. With a smiling sun beaming down on a tree-lined urban village, cartoon bubbles exclaim "Metro is the best!" and "We like Metro!"

The winning essay and drawing, along with the photo and name of the grand prize winners, were published in a half-page ad in the May 6 edition of the Los Angeles Times.



CEO Roger Snoble addresses assembly of "On the Move" students.

"It's important to be aware and understand the pivotal role transportation plays in our everyday life," Snoble told the students prior to handing out the awards. "We *can* ride together. In a car, we miss out on the joy of freedom that comes with traveling with people."

Learning their lessons

The program also gave Metro an innovative way to deliver the anti-graffitti, anti-vandalism and safety education messages.

With Metro as the curriculum and the Los Angeles Times newspaper as the textbook, students in classrooms throughout Los Angeles County took part in spirited discussions on public transportation, debating such issues as funding, traffic snarls, and environmental and social concerns.

Showcase - A sample of winning entries			
Grand Prize	Winner	Winner	Winner
			
Go, Metro! by Li Mei Situ	Metro is so cool! by Vickie Zhou	I can't wait to take Metro. by Hui Zhen Guan	I like Metro by Evelyn Yeung
Essays			
Imagine this... by Krystin Uyema	Traffic by Andrew Simnegar	Family Travels by William Edward Knowles II	Trains, Buses, and Carpool Lanes, oh my by Gloria Ahn

"On the Move" is one of several education programs offered by Times in Education and the first in Los Angeles County to focus on transportation issues. The program was launched in October 2003 with teacher recruitment ads in the Los Angeles Times and brochures and flyers distributed to Los Angeles County elementary and middle schools.

On the Metro side, the project was coordinated by Marta Mack, Community Relations Manager. Community Relations staff, led by Deputy Executive Officer Lynda Bybee, judged the essays submitted by sixth through eighth grade students. Metro Art staff, led by Art Manager Jorge Pardo and Maya Emsden, Deputy Executive Officer of Creative Services, reviewed and selected the winning art submissions from fourth and fifth grade students.

Back next year

"The 'On The Move' program, the first to be sponsored by Metro, is a new program for our Los Angeles County teachers and has been very well received, " said Andrea Reinken, the western zone manager of Times in Education.

Noting the success of the program, CEO Snoble announced that Metro will renew the contract with Times in Education to sponsor "On the Move" for the next school year.

"Congratulations to all the winners, their teachers, and parents, " said Roberts. " I am very pleased to know we will be back again next year."

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<p>Grand-prize Winner Krystin Uyema Casimir Middle School 8th grade</p> <p>Imagine this...You wake up to go to work. You do your usual everyday things:</p> <p>brush your teeth, eat breakfast, then get into the car for the usual 40 <i>dreadful</i> minutes to work. You proceed to get into your car and get onto the freeway. "Errr! I can't stand this anymore!" Yup, you guessed right, it's the everyday traffic that you can't stand. Everywhere you look there is traffic and cars, traffic and cars. People are</p>
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getting very frustrated by yelling and honking their horns. IT'S the traffic that you sit through everyday because there are WAY too many cars on the freeway. What a way to start off your day huh?

Now...Imagine this...you wake up to the lovely chirping of the birds. You get up and eat your breakfast and watch the news. Then you get ready and take your dog for a daily morning walk. You walk to catch the bus and get to work on time. You get to work so early you have time to catch up on the gossip at work. Now this is what I call a great way to start off your day. Don't you agree?

You can have this kind of life by simply taking the bus. You can even take the train or just take the carpool lanes. Think of it. There would be a lot less traffic every day.

There would also be fewer accidents. For society taking the bus, train or carpool lane would save a lot of gasoline. By taking any of these transportation methods the world would be a lot better than what it is now.

Personally, I think I would take the bus, not only because there are many more buses than trains, but buses are a lot easier for transportation. Taking the bus and train cost you a lot less than owning your own car. Since gas prices are going up, you would save more money. If you take your car to work every day, you use up gas which equals spending more money. Who would really want to do that? If you take the carpool lane, then it would be faster because most people don't have two people or more in their car. You can carpool with someone to work every day and be at work a lot faster. Say you have to go to a wedding; you take the car. Of course! Bad idea though. More and more people are moving to California which means more and more people are buying cars. If more and more people buy cars and take them out of the house then there is a lot more traffic. If you carpool with 3 other people then that is 3 fewer cars out on the road causing pollution. Pollution causes health problems and makes the air very dirty. It also causes people to suffer from breathing problems. It affects the ozone layer. If you take the bus or the train and you didn't finish some work, then you can just work while riding to work. You can also do things like sleep if you didn't get enough sleep the night before because you go to work late because of the traffic. Which causes you to have to do work at home, and stay awake until twelve o'clock at night! All because of the traffic! By taking the bus or the train and not taking your car you don't have to worry about paying for car insurance. You also don't have to pay for registration or maintaining your car. I bet that would save you a whole lot of money. You also don't have to worry about the yucky parking. Parking is no longer a problem by taking the bus or train.

You get exercise by walking from the bus/train stop to your destination. You also get to meet new people when you take those transportation methods. Imagine how much happier your life would be by simply taking the bus, train, or using the carpool lane!

After all these reasons I have given you to take the bus, train, or carpool lane I would hope you agree with me now. I mean, it just makes a lot more sense to do. Why do the impractical thing by taking your car to work EVERY single day? You have to go through the ugly traffic and pay for car insurance. You can immensely decrease the traffic in our country. If I were you I would make the better choice: less pollution, less traffic, less time rushing around in the morning equals a much better world. So in the end, I advise you to wake up to the lovely chirping of the birds, watch the news, and just leave your car at home.

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Andrew Simnegar
Paul Revere Middle School
6th Grade

Traffic

Traffic is a big problem in Los Angeles. On a day with traffic, it will take you about forty minutes to get from Sunset to Ventura on the 405 North. On a day without traffic, it will take you about 10 minutes. Traffic is a big problem in Los Angeles and there are ways to fix it. One way to fix it is by having trains from place to place. Another way is by carpooling with other people who are going the same place as you. A result of traffic is pollution and global warming. Traffic is a large problem in Los Angeles, and can be stopped by using non-polluting trains or by carpooling.

The first way to fix the problem is by having non-polluting trains. This will help because trains have different stops and different people get out at different places. This will stop pollution because the trains would use solar power or natural gas. Another reason the trains would be a big help is because there would be much less traffic, so you would get to your destination quicker and the earth will be saved from pollution. This is the only one of the many ways of fixing traffic.

Another way to stop traffic and pollution is by carpooling with schoolmates or co-workers. You could carpool with the people in your neighborhood and as a result there will be less cars. Another result of carpooling is being able to go into the carpool lane, which is when two or more persons are in a car and you go into a special lane, which is usually faster. Fewer vehicles are in this lane due to the restriction of persons. There is a large fine for illegally driving in this lane, so people do not risk driving in it. Carpools will help pollution, which is another problem due to traffic.

Another problem due to traffic is pollution. Pollution makes the sky dirty, and indecent. Have you ever looked down from a high place down at the city? If you have, you have seen pollution. It is a ugly sight and is bad for the air. A result of pollution is global warming, which is bad for the animals and humans. The Earth may also become less

pleasant because water in lakes, streams, ponds, and rivers will evaporate quickly. Traffic, pollution, and global warming all work in a process. They must be stopped from source, which is traffic.

In conclusion, traffic is a problem that can be fixed by non-polluting trains and carpools. A result of traffic is pollution, which causes global warming. Non-polluting trains will carry people to different stops, carpools will take schoolmates or co-workers in one vehicle, and pollution is caused by traffic and pollution causes global warming, which can be bad for humans and animals. Traffic, pollution, and global warming can be stopped with many solutions such as non-polluting trains and carpools. The future of traffic looks both optimistic and pessimistic because it is easy to carpool, but it can be hard to build non-polluting trains and installing them in different places.

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William Edward Knowles II
Discovery School
7th Grade

Family Travels

"What just happened?" asked the stunned teen driver.

"We just got hit, that's what happened!" said the increasingly red dad. It was torrid in the 100-degree heat of southern California when the incident occurred. "I have an appointment in an hour and William needs to be at baseball practice in two hours," Said the by-this-time-glowing-in-rage dad, "are you trying to kill me?"

"Is this a trick question?" asks the still rather disoriented daughter.

"No, I'm very serious," asserts the dad.

"Well then, no," replies the daughter who is coming to her senses.

"Go on—go apologize to the other driver and give him our number," says the disturbed father.

"Do I have to? Why don't you go take the blame—after all, you were talking when it happened," responded the belligerent daughter.

"What? Get out there NOW!" is the answer.

"But—"

"NOW!"

"Fine"

"What are we going to do?" asks the embarrassed daughter, "If I don't get to study soon, I'm going to fail my test, get a bad grade in school, lose all reason to go to college, and have no future."

Freeze! Okay let's see here. They seem to be totally out of options, don't they? Lack of a car and short on time, but there's always the bus. Action!

"The reality is, there's no car rental facility nearby, but we can call 1-800-COMMUTE and catch a Dash or bus," declares the father.

"No way am I getting on those," says the girl.

"And why not?" queried the dad.

"Cause."

"It's the perfect solution," continues the dad.

"OK," comes the petulant reply.

A few minutes pass.

"Well this is pretty nice, isn't it?" says the now cool and relaxed father.

"It's better than I thought, I guess," states the daughter.

"That's right, and I'll just make my appointment, too," says the father.

"Hey, isn't that Julie from English 101 and her mom over there?" the daughter continues, "I have a question from our last class."

"Sure, go say hi; I'm going to review notes for my meeting."

That's a great way to get two things done at one time: take the bus and bring your work.

Good—now he'll get to the meeting on time and prepared, but what happens after that?

*They could take **L.A. 's new inexpensive van shuttle** to the train, hop on, and make it home in time for dad to drive his son to baseball in the **double carpool lane**. Let's see how it works. Continue!*

"Now see? That worked out great: I got to my appointment and you got to study. Mom was able to pick us up, and thanks to the **new van shuttle** and **double carpool lane**, William gets to proactive on time," says the dad, now feeling optimistic. Okay, so what is dad gonna do with all that extra money he saved using public transportation, salvaging his daughter's future, and rescuing his career? Take me, the behind-the-scene genius out to dinner, of course...via the carpool lane.

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Gloria Ahn
Casimir Middle School
8th grade

Trains, Buses, and Carpool Lanes, oh my

Smoke, ash, pollution, birds dropping from the sky, okay so the last one was exaggerated, but that's how intoxicated our environment has become. Any surprise that car pollution is one of the leading causes of the situation we are currently in?

We have so many cars; we are mashed into a small cubicle not fit for the contamination and pollution. If you are worrying hysterically on how we can solve this growing problem. Chant with me this simple phrase: Buses, trains, and carpool lanes,

oh my. Buses, trains, and carpool lanes, oh my.

Yes, those are some choices and they are laughable simple. The bus has been a blessing, to those who take advantage of it. For simple thinkers, buses can take you places you don't know how to get to: a place to meet new people, where you can enjoy the scenery, and most importantly, it will save you a lot of MONEY!

On the average, most Americans spend around \$20-\$30 on gas a WEEK! Therefore, everyday Americans; are spending \$4-\$7 a day on gas alone, but if you go Metro and buy the \$3 all day bus pass you can save even a dollar a day.

When we think of trains, we usually think of those old clackety trains that have puffy black smoke trailing behind it. The trains nowadays have upgraded themselves. The train has been looked down upon, when it has some great accommodations, such as televisions, comfortable rooms, luxury suites, Internet hook-ups etc. The train is affordable, clean, and a great way to relax and enjoy the serene scenery.

The carpool lane, what is this odd compound work that often leaves us with visuals of automobiles sunbathing in a luxurious Jacuzzi? This lane on the freeway is like a doorway to freedom. Carpooling save parents a great deal of suffering. The kids grow firm relationships and friendships with each other, while the parents save money on gas.

There are approximately 300 million people in America. If 3/4ths of that have one car, that is around 200 million cars crowding around. If three families get together and carpool, that will reduce the number to about 70 million; or if a bus can fit 20 people, that lower the number to a decreases 10 million cars. This about how much lower the number would go if a train can fit 100 people? With less cars clogging up our air, we'll have to pay less tax on environment care, and we'd have more money in the end.

How can we promote this wonderful yet remote idea? How about advertisement that has worked for the longest amount of time: Word of mouth. People can encourage each other to ride the bus, carpool lane, or ride the train. It will become a domino effect of belligerent people working to improve conditions. So get up! What are you waiting for? Get up, stand up, and speak!

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The new "civilian" look for transportation operations supervisors, worn, at left, in this photo by Cora Hooks and Carlos Baez, is contrasted with the military-style uniforms worn by, at right, Lillian Omera-Ford and Harvey Brown.



PHOTO BY BILL HEARD

Military Look is Out, Professional Attire is In for Supervisors

By BILL HEARD, Editor

(May 19, 2004) Metro is retiring the military-style uniform worn for years by transportation operations supervisors. By Aug. 1, all TOSs will be turned out in smart blazers with gray slacks, white shirts and conservative patterned ties.

The change, which has been in the works for some nine months, is aimed at underscoring the supervisors' professionalism as a reflection of Metro's public image, says Mark Anderson, director of Operations Central Instruction and the person responsible for implementing the change.

"We want them to look less like operators and more like professional supervisors," says Anderson. "That means a less military look, while still maintaining a consistent appearance."

Supervisors have some options in choosing their new wardrobe. Wool blend or polyester blazers, both men's and women's, can be either black or navy. Slacks and skirts can be light gray or charcoal. There's a choice of plain collar broadcloth or button-down oxford cloth white shirts.

A touch of color

Adding a touch of color to the outfit is a selection of burgundy, silver, gold, blue or red patterned polyester clip-on ties for men. Women have a choice of large and small bow ties or tab ties in the five colors.

Supervisors who are assigned to Bus Operations Control or who work the desk at an operating division can wear a black or navy zipper or button sweater or a sweater vest.

To top off the new look, supervisors can choose a charcoal gray felt snap-brim hat for winter or a charcoal gray straw hat for summer wear.

The old uniform included a blue Eisenhower jacket and matching pants, a white military shirt with epaulets and patch pockets, and a black tie. Badges and service stripes were sewn on the sleeves.

Supervisors Cora Hooks and Brenda Esquivel both like the fit of the new women's uniform blazer and slacks, but neither has bought a skirt. Both items are lined and have pockets, which the women appreciate.

"The slacks are cooler than the old uniform and they're more dressy," says Hooks.

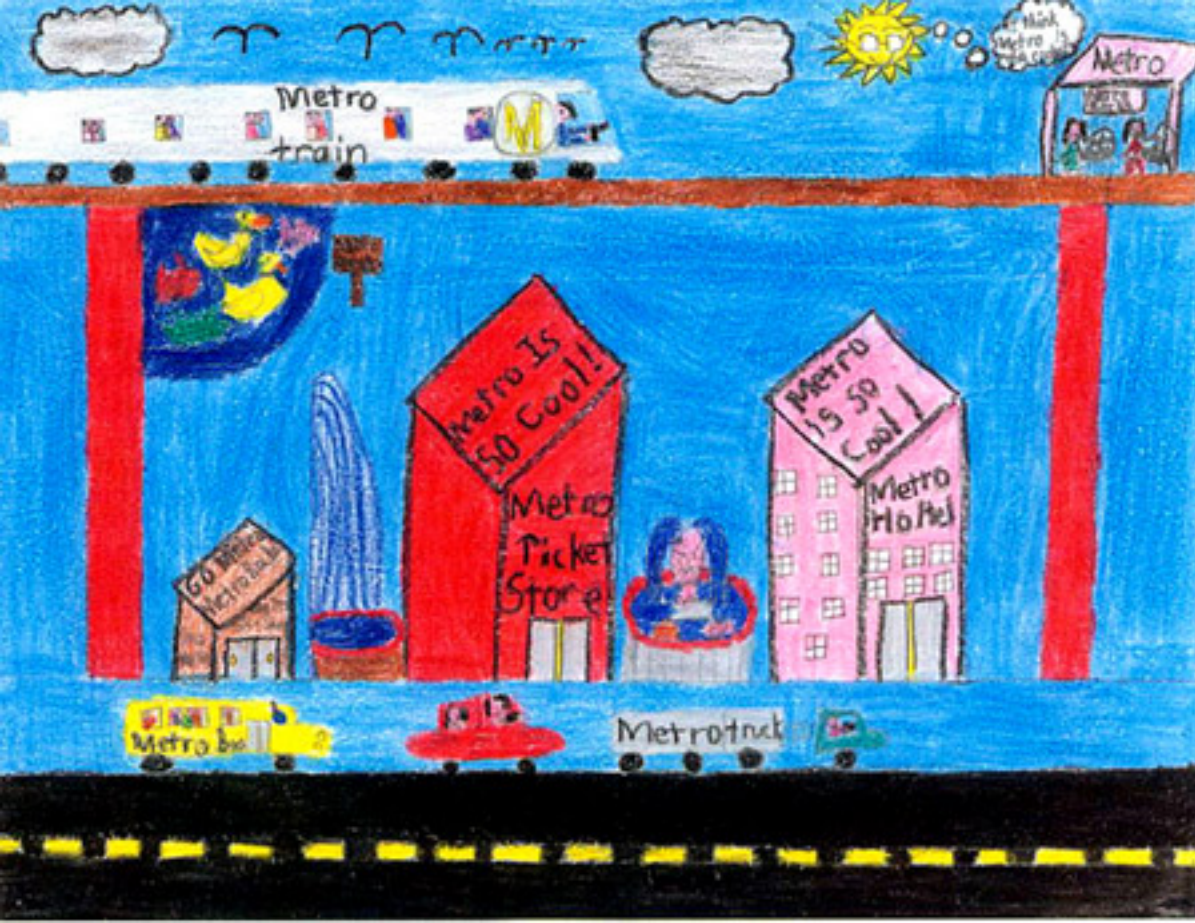
'More professional appearance'

Supervisor Carlos Baez finds the new look to be "more presentable. It gives us a more professional appearance."

Supervisor Mike Turk also likes the professional look, particularly the wool trousers, but would like to see more prominent identification for supervisors who work with operators and the public. The uniform policy calls for a bronze name badge for use on the blazer or shirt.

Metro and AFSCME, which represents supervisors, worked together to develop the new TOS uniform and update the uniform policy. Each supervisor receives an annual \$350 uniform allowance and another \$150 for safety shoes, if they are required on the job.

In addition to updating the supervisors' uniform policy, the bus operators' uniform policy is under review, says Anderson. A committee made up of Metro and United Transportation Union members is hoping to clear up any misconceptions or issues concerning the proper uniform for operators.





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Metro Employees Participate in 'Bike to Work Day'



A representative group of Metro employees gathered on the West Plaza, Wednesday morning for a bikers' breakfast and prize drawing. Each of these employees rolled to work on their bikes to show support for "Bike to Work Day."

Human Resources Director Stefan Chasnov congratulates Revenue Clerk Richard Beltran for winning the "Bike to Work Day" grand prize – a new Breezer Uptown commuter bike. Other winners in the drawing were Ramon Alvarez, Gayle Anderson, Jesse Becerra, Russell Bradshaw, Shelia Catchings, Karen Gorman, Jon Hillmer, Carrie Johnson-Bradford, Herbert Lewis, Gwendolyn Moss, Michael Payne, Keith Salazar and Sandra Sandoval. All won prizes that included bike locks, Metro bags, bike helmets and other gear.
(5/20/04)



PHOTOS: BILL HEARD


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Governance Council Meetings May Be Cut to 6 per Year

(May 20, 2004) Metro's five Service Sector Governance Councils would be funded for six meetings a year and a total of \$7,500 for travel under a compromise motion approved, Wednesday, by the MTA Board's Executive Management and Audit Committee.

The committee action, if approved by the full Board later this month, would not prohibit the councils from meeting more than six times a year, but would be required to stay within an annual budget. Members would be paid stipends for only six meetings.

The councils currently meet monthly and also conduct public hearings about proposed service changes.

The \$7,500 annual travel budget would be spread over all five Governance Councils, but any council member's travel would require the approval of the Board chair. The funds are intended for members' travel to transportation industry conferences.

The committee's motion also would allow the removal or replacement of Governance Council members by a majority vote of the Board and would permit amendments to Governance Council by-laws by Board majority.

The motion adds language to clarify that council members have no individual authority over MTA operations and must act only through their Governance Council.

The changes in Governance Council by-laws were approved by the Executive Management and Audit Committee, in part, to bring costs in line with other spending reductions in Metro's FY 2005 budget.

Despite cost streamlining, a Metro staff report to the Board says the councils would "retain their mission of being responsive to community-based transportation services..." and as a sounding board for local concerns.

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Metro Procurement Hosts NYC Transit Officials



Two procurement officials from New York City Transit were VIP guests, Wednesday, of Metro's Procurement and Material Management Department. David Levy and Bert Schepers, third and fourth from left, toured the Regional Rebuild Center and the Materials Department at Metro Red Line Division 20. The men were hosted by, from left, Metro's Procurement Executive Officer Lonnie Mitchell, Principal Planner Cathy Kaminski and Equipment Maintenance Manager John Petres. (5/20/04)

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PHOTO BY KIM SIM



The 'Ultimate Operator'

**Metro Red Line's
Tu Phan is a Winner**

- Tu Phan and teammate Jesus Valdez will represent Metro at APTA International rail competition.

By KIM SIM

(May 20, 2004) After finishing a recent run from Union Station to North Hollywood, Metro Red Line Operator Tu Phan was greeted by a "thumbs up" sign and shouts of thanks from a passenger who had just gotten off the train.

Phan, who will be in Miami to represent Metro at the American Public Transportation Association (APTA) International competition, June 2-9, is an eight-year veteran of Metro Rail. Before that, he worked for 10 years as a Metro Bus operator.

Phan is Metro Rail's shining star. He has won four of the five Metro Raildeo contests he has entered, dating back to 2000. He turned the only time he didn't win, a second-place finish in 2002, into a distant memory after winning the International competition.

Not that the winning is effortless for Phan.

"I always try to do my best in everything," he explains. "When I'm here, I put 100 percent into it."

'The ultimate operator'

Rail Transit Operations Supervisor Esther Pippins says she often sees Phan studying his course and training materials during downtime at the

PHOTO BY GAYLE ANDERSON



Tu Phan and teammate Jesus Valdez, at right, will represent Metro at APTA International rail competition.

yard.

"You didn't see too many of the other operators doing that," she says. "I think he took the (Raildeo) competition very seriously, like a real athlete competing for something."

Metro Red Line manager Eugene Adams calls him "the ultimate operator." Fellow Red Line operator Nick Rai jokes that the only way he would enter the next Raildeo was if Phan didn't.

In all aspects of the job — main-line operation, yard operation and yard duties — Pippins says, "He's a complete package. If I had to work with anybody, it'd be with him."

Phan's plaques denoting his Raildeo successes hang on the wall of his family study. He proudly wears the specially designed Metro Raildeo jackets he has been awarded.

More than a job

For Phan, train operation isn't just a job. It's a skill. He takes great pride in getting his passengers — as many as 1,300 of them during rush hour — to where they need to be, "in a safe and comfortable manner."

Says Adams, "He takes his job seriously. MTA has a lot to take its hat off to because I know he's going to represent us well in Miami." Phan's teammate at the international competition will be Metro Red Line Operator Jesus Valdez.

Phan works five days a week, from 1:30 p.m. to midnight. He alternates between roundtrips to Wilshire/Western and North Hollywood — three of the first and two of the latter — before wrapping up his operating duties at 8 p.m. After that, it's back to the yard to clean and store the trains and move any into the shop for repairs.

"It's a different kind of work," Phan says of operating a train. "It's less demanding, less stress. You don't have to deal with passengers, traffic. The best day on the bus does not compare to the worst day on the rail."

Strong mechanical skills

That said, train operation does require careful monitoring of the equipment. But Phan, a former machine technician who describes himself as "mechanically inclined," enjoys the challenge of keeping the trains running.

"(For the trains) you have to be more knowledgeable about rules and regulations," he says. "You have to personally monitor the train's performance, the radio. You can't daydream. You really do have to pay attention."

Except for the single white lights spaced throughout the tunnel, which create passing rings of light, it is dark underground. It is also noisy; the sound of whizzing trains clanging against the tracks echoes off the tunnel walls.

But Phan is used to it all. Operating a train now has become almost second nature for the decorated train operator. "I don't have to think about it."

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Commuters Combine Bikes and Metro on 'Bike to Work Day'

By KIM SIM

(May 21, 2004) Plenty of commuters turned "Bike to Work Day" into "Bike and Ride to Work Day," combining the bicycle with Metro to get to and from work, May 20.

While some were new to the concept of bicycling and riding Metro, others has been doing it for years. Whatever the case, commuters agreed it beat sitting in traffic.

Sarah Zadok, accounts supervisor for Metro Commute Services, has observed Bike to Work Day since its inception.

"I just saw so many people riding their bikes," Zadok said. "You had to be careful driving because they were going in and out on the streets, all around downtown."

Bike to Work Day encourages people to forgo private cars for a day and try alternative forms of transportation, such as the bicycle. But for those too far from their intended destination to simply bike there, adding Metro Buses and Metro Rail is an option.



PHOTO: LIZ ARMIJO-HOLBROOK

San Gabriel Valley General Manager Jack Gabig is ready to board a Line 268 Metro Bus for his afternoon commute on Bike to Work Day. In the morning, Gabig rode the six miles from his home in San Gabriel to the sector office in El Monte in just 25 minutes. Although he usually drives to work, Gabig enjoyed the bike ride and says he "may make it a habit."

"So much more fun than sitting in my car!"



PHOTO: KIM SIM

Eric Richardson regularly rides from a Metro Gold Line station to his workplace at Jet Propulsion Laboratory.

Jumped at the opportunity

When the Metro Gold Line opened last summer, Eric Richardson jumped at the opportunity to stop driving to work.

Each day, Richardson takes the Metro Red Line to the Gold Line, before embarking on a 30-minute bike ride to his workplace at Jet Propulsion Laboratory in La Cañada Flintridge.

Richardson, a regular bike-and-rail commuter, described his routine as "so much more fun than sitting in my car."

On the Red Line, heading to Union Station, Noe Huerta holds tightly onto his Trek bicycle. The monthly pass holder has been combining the bicycle and Metro to get to his workplace in Pasadena for six years.

"It's a hassle to drive a car," said Huerta, who takes three rail lines each morning — the Metro Blue Line, Red Line and Gold Line — before bicycling to work.

The word was 'free'

For bike-and-rail first-timers Chris Cabacungan and Roger Chou, interest in Bike to Work Day was spurred primarily by the word "free": all bicyclists got to ride Metro free for the day.

Instead of driving to work as they usually do, the two decided to "break the boredom of commute" by participating in Bike to Work, Cabacungan said.

Cabacungan and Chou, who work at an office building on Figueroa Street, biked seven miles to the Sierra Madre Villa station on the Gold Line. They then took the Gold Line to Union Station, where they rode the Red Line to 7th and Metro.

Chou enjoyed the change of pace. "It was a good workout," he said.

PHOTO: KIM SIM



Bike-and-rail first-timers Chris Cabacungan and Roger Chou reach their destination on the Metro Red Line.

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Procurement's Materials Management unit held a double celebration at the RRC, Monday. The cake on the left honors 15 employees who have been accident-free for five years or more. The "Welcome Back" cake on the right is held by Truck Driver/Clerk Willie Ruiz, who just returned from a year on active duty. From left are Joe Lopez, Joaquin Vasquez, Terry Edwards, Jose Borrego, Kris Karbowski, Frank Gatdula, Mike Quick, Marshall Griffin, Ruiz and Ed Marshall.



PHOTOS BY BILL HEARD

15 Materials Management Employees Honored for Safety Records

By BILL HEARD, Editor

(May 26, 2004) Marshall Griffin hasn't had a job-related accident or injury since he joined Metro in June 1984. Frank Gatdula has been injury-free since he was hired in August 1986.

Griffin and Gatdula, both clerks in the Materials Management Department, also have worked in other jobs where strains, slips, trips and falls are common hazards.

The men were among 15 Materials Management employees who were honored for their long-term safety records during a luncheon at the Regional Rebuild Center, Monday. All have been accident-free for five years or more.

Their achievements are a reflection of the 150-member unit's overall



Combining 37 years of accident-free service are Frank Gatdula, left, who hasn't had a lost-time accident since he was hired in August 1986 and Marshall Griffin, who has not been injured on the job since he was hired in June 1984.

safety record.

"We've had no lost-time injuries for 366 days now," said Dieter Hemsing, director, Inventory Management and department safety officer. "We want to honor the people who have high-risk jobs. They are our heroes when it comes to safety because they've led by example."

Honored at Monday's ceremony in addition to Griffin and Gatdula were Jose Borrego, accident free since May 1990; Santos Carillo, March 1999; Dante Dorsey, August 1998; Eddie Edgeston, September 1986; Terry Edwards, May 1996; Kristopher Karboski, January 1994; Jose Lopez, January 1999; Edward Marshall; September 1986; Michael Quick, April 1991; Joaquin Rosas, July 1990; and Bryan Wielandt, October 1989. Materials Manager Bill Kovach also has not had a lost-time accident since he was hired in November 1971.

"My job was tough and I'm glad to be back," Willie Ruiz told his co-workers in a brief speech during the Monday's safety celebration. Army Reserve Sgt. Ruiz led a squad of truck drivers based in Kuwait who made numerous logistics runs into neighboring Iraq. After a year's service, he returned to work May 24.



Accidents fell dramatically

For many years, Materials Management averaged between seven and 15 lost-time injuries a year. But once the Safety's First program began, Hemsing said, the accident rate fell dramatically. The last Materials Management employee to be hurt on the job suffered a shoulder injury on May 23, 2003.

"This has been a team effort," said Ted Montoya, deputy executive officer and department head. Montoya, who began as a bus operator and has worked 28 years accident-free, noted that safety information is posted and discussed regularly and that unit supervisors stay involved in the program.

Procurement and Material Management Executive Officer Lonnie Mitchell stressed the importance of leadership to the success of the program. "You need to take care of your people, and part of taking care of them is minimizing their exposure to injury in the workplace."

Marshall Griffin has his own formula for safety: "Whenever I walk through the warehouse, I'm always aware of what's around me."

Staying off the injured list is important to Griffin. During the basketball season, he's on the court almost every night refereeing high school games.

"I try not to get hurt refereeing basketball so I can work here," he said, "and I try not to get hurt here so I can work there."

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South Bay Ambassadors Fan Out to Community Events

By RICH MORALLO

(May 26, 2004) Division Ambassador Committee members fanned out across the South Bay, May 22, to promote safety and transit messages at three community functions on Saturday.

In South Los Angeles Louvenia Harris, Roszina Harris and Danielle Daniels set up an information table to support the City Lites 21-mile First Annual Inner City Bike Tour Festival.

"We also gave Metro Rail and Bus safety materials to people walking and exercising at Magic Johnson Park," said Daniels.

"The bike tour is a way to promote health in the neighborhood," said Lottie Cleveland with the Weingart YMCA, "and Metro is complimenting the effort with safety information around buses and trains."

Miles south of the bike event, other Metro South Bay employees had gathered to also promote safety and talk about Metro services to families visiting Carson's Recycle Awareness Day. Organizer Candace Bohanon said she and other environmental services staff were glad Metro was participating.

Useful information

"The transit staff can give useful information about the availability of public transportation to our residents," Bohanon said.

Operator Shirley Eddie, on vacation from Carson Division 18, took the first shift with mechanic

PHOTOS BY RICH MORALLO



South Bay DAC member Shirley Eddie helps fair goers during Carson's Recycle Awareness Day.



South Bay DAC members, from left, are Danielle Daniels, Roszina Harris and Louvenia Harris shown here at Magic Johnson Park.



DAC member Eric Smith explains a Metro Bus route map to a visitor at the Metro table.

Steve Clay. Operators Andre Molette, Milton Burnett, Shannon Holley and Dionne Graham staffed the Metro table through the afternoon.

"We ran out of some supplies," said Community Relations intern Mytika Williams at the Exposition Park community fair hosted by the LA Neighborhood Housing Services. At that event, the busiest of the three, hundreds of residents walking among the small tent city to visit a variety of public agencies.

Eric Smith, who recently had also helped staff a transit safety table at the Carson Shopping Mall, was back explaining bus routes and services to people dropping by.

"My mother is almost 80 years old and rides the buses and trains so I like to be supportive of our community outreach efforts in telling the public about how to use Metro," said Smith.

Also working in Expo Park that day were Duane Bonner, Charles Jackson, Tammy Bloer, Glenda Goines and Karmana Potts.

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Mayor James Hahn, joined by MTA Board Member Tom LaBonge, left, recently launched the "Watch the Road" program.



'Watch the Road' for Safe Driving Program

Watch the Road: [Top Ten Bad Behaviors](#)

By DAVE SOTERO

(May 26, 2004) Mayor James Hahn, joined by MTA Board Member Tom LaBonge and other public safety officials and experts from public and private transportation organizations, recently launched the "Watch the Road" program.

The program is an 18-month driver, bicyclist and pedestrian education and safety awareness campaign designed to reduce the bad behaviors by roadway users that contribute to traffic crashes in Los Angeles County.

In the past five years, 3,550 people died in traffic crashes in the county. Another 440,000 people were injured.

At a news conference May 18, officials unveiled the first two ads in the "Watch the Road" traffic safety education campaign: "Slow down, your family is waiting for you," and "It's better to lose one minute of your life than your life in one minute."



At a news conference May 18, officials unveiled the first two ads in the "Watch the Road" traffic safety education campaign: "Slow down, your family is waiting for you," and "It's better to lose one minute of your life than your life in one minute."

The ads will appear on Metro buses, bus shelters and benches throughout the county urging drivers, pedestrians and bicyclists to stop the behaviors that cause traffic collisions and lead to increased congestion, injuries and deaths.

'Top Ten' Bad Behaviors

- Driving too fast for conditions
- Aggressive driving
- Inattentive driving
- Not yielding to pedestrians
- Driving under the influence
- Driving through red lights
- Bicycling against traffic
- Bicycling through a red light
- Walking without looking
- Walking outside crosswalk.


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MTA Board Moves to Increase Presence of LASD Fare Inspectors on Metro Blue and Green Line Trains

By RICK JAGER

(May 27, 2003) The MTA Board of Directors has approved a modification to the security contract with the Los Angeles County Sheriff's Department to add 60 security assistants as fare inspectors on both the Metro Blue and Metro Green Lines during the new fiscal year that begins July 1.

The additional fare inspectors are in response to the success of the current fare inspection program which presently includes 50 fare inspectors that patrol the Metro Red and Metro Gold Lines.

The additional fare inspectors will provide a significant law enforcement presence on the Metro Rail system. They will be able to observe their surroundings for unusual situations and persons as well as perform fare inspection.

The 60 additional fare inspectors will enable deputies for the LASD, whose charge it is to maintain the safety and security of the entire Metro Bus and Metro Rail system, to place their prime focus on preventing crimes including terrorist acts.

A total of 36 fare inspectors will be deployed on the Metro Blue Line (Long Beach to downtown Los Angeles) and 24 fare inspectors for the Metro Green Line (Norwalk to El Segundo).

Cost of the additional fare inspectors is estimated at \$4.7 million for FY05 (July 1, 2004 – June 30, 2005). The entire security contract with the LASD for FY05 to secure all Metro operated trains and buses is \$49,054,950.

The Board also included \$500,000 in contingency funding to cover emergency security services required for heightened security in light of the recent terrorist acts that occurred earlier this year in Madrid, Spain.

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'Father of the Gold Line' is CAC's 'Person of the Year'



Citizens Advisory Council member Seymour M. Rosen presents "Person of the Year" Award to U.S. Congressman Adam Schiff, who authored the legislation creating what is now the 13.7-mile Metro Rail Gold Line.

(May 28, 2004) Congressman Adam Schiff (D-CA) received the 2004 "Person of the Year" award from Metro's Citizens Advisory Council (CAC). Congressman Schiff, the first recipient of the honor, accepted the award at the CAC's general meeting May 26.

"I am very grateful for this recognition," Schiff said. "Improving the ability of people to easily travel throughout the greater Los Angeles area is a top quality of life issue for me."

When serving in the California Senate, Schiff authored the legislation creating what is now the 13.7-mile Metro Rail Gold Line, serving commuters at 13 stations from Sierra Madre Villa in East Pasadena to Union Station in downtown Los Angeles – earning Schiff the nickname, "Father of the Gold Line." In Congress, Schiff has continued to focus on obtaining federal funding for the Gold Line and other mass transportation projects, and serves as a member of the House Commuter Caucus, the Livable Communities Task Force and the California TEA-21 Task Force.

PHOTOS BY KYUNG KIM



Pictured, from left, are CAC members Russ Davies, Peter Schick, Manoj Patel, Neil Bjournsen, Howard Sachar, CAC Vice-chairman Bill Latto, Seymour Rosen, CAC Secretary Roger Christensen, honoree Congressman Adam Schiff, CAC Chairman Jim Seal, and Michael Dickerson.

The CAC was created during the merger of the Los Angeles County Transportation Commission and the Southern California Rapid Transit District into the MTA. Its officers are: Jim Seal, Chair; Bill Latto, Vice Chair; and Roger Christensen, Secretary.

Congressman Schiff represents California's 29th Congressional District, including the communities of Alhambra, Altadena, Burbank, East Pasadena, East San Gabriel, Glendale, Monterey Park, Pasadena, San Gabriel, South Pasadena and Temple City.

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Metro Day Pass Stars in Big Hollywood Production



Celebrity look-alikes and Metro staff had supporting roles in press event that starred Metro Day Pass as the \$3 dollar vacation. Warren Morse, DEO Communications, (center with Marilyn Monroe look-alike Gailyn Addis), shared Master of Ceremonies duties with Honorary Mayor of Hollywood Johnny Grant, center at left.

Coming next week to a web site near you ...

The Anatomy of a Press Event - the true story of how Metro employees went Hollywood.

- \$3 Metro Day Pass makes it easy for parents, kids and out-of-town guests to visit nearly 1,000 local destinations, making Metro one of the cheapest ways to experience L.A. this summer

By DAVE SOTERO

(May 28, 2004) Metro today announced that it has the solution for countless Los Angeles County vacationers who could be forced to limit their vacation plans this summer due to the high price of gasoline, which could reach \$3 per gallon by summer's end.

For around the price of a single gallon of gasoline, parents, their kids and out-of-town guests can instead buy a \$3 Metro Day Pass, which will give them unlimited local access to the countywide Metro Bus and Rail system on a daily basis to reach their vacation destinations.

PHOTOS BY JUAN OCAMPO



Click on images to view in full.

MTA Board Member and Los Angeles City Councilman Tom LaBonge, right, and Honorary Mayor of Hollywood Johnny Grant flank Groucho Marx look-alike Michael Sherman. In the next scene, Universal Studios Hollywood Mummy warriors join ranks with Groucho Marx look-alike Michael Sherman, who flaunts Metro Day Passes.

"Don't let the high price of gasoline spoil your family's vacation plans," said MTA Board Member and City Councilman Tom LaBonge. "With a \$3 pass, Metro is one of the cheapest ways to experience L.A. this summer."

The Metro Day Pass gives sightseers the flexibility they need to jump on and off the transit system as their travel itineraries require. Vacationers can access Metro's 2,400 bus fleet and 73 miles of rail service with a single convenient ticket, taking them to downtown L.A., Long Beach, Chinatown, Pasadena, Hollywood, Universal City, North Hollywood, El Segundo, Norwalk and all points in between.

According to ExperienceLA.com, a new cultural destination and transit web site, there are nearly 1,000 cultural destinations accessible via Metro in the Los Angeles County area, with more added every day. These destinations include theme parks such as Universal Studios Hollywood, local beaches, shopping and entertainment centers such as Hollywood/Highland and Old Pasadena, sports centers such as Staples Center and Dodger Stadium and much more. The ExperienceLA.com web site provides searchable destination and event directories, interactive maps, and easy-to-use information on using public transit to get there.

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Governance Councils Schedule June Meetings

By RICK JAGER

(May 28, 2003) Three of Metro's community-based transit service sector governance councils will hold their monthly public meetings in June to discuss transit issues as they relate to their specific transit service sector.

Governance councils work closely with Metro's community-based service sectors in studying and planning service to improve the efficiency of Metro Bus operations in their respective service sectors.

Residents within the San Fernando and San Gabriel Valleys and the South Bay, who are interested in helping improve Metro Bus service in their communities are invited to attend the meetings.

Sector Governance Councils in the Westside/Central area and the Gateway Cities of southeast Los Angeles will not be meeting in June.

The following is a list of Metro governance council meeting times and locations:

- **Metro San Fernando Valley Sector**

Wednesday, June 2, 2004

6:30 p.m. to 8:30 p.m.

Marvin Braude Constituent Service Center Community Room

6262 Van Nuys Boulevard

Van Nuys

- **Metro San Gabriel Valley Sector**

Tuesday, June 8, 2004

5 p.m.

Metro San Gabriel Sector Office

3369 Santa Anita Avenue

El Monte

- **Metro South Bay Service Sector**

Friday June 11, 2004

9:30 a.m.

Carson Community Center, Room 209 A/B

801 E. Carson St.

Carson

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Career Day> Div. 9 Mechanic Jaime Lozano talks to Cleveland Elementary students. Operator Juan Augspurger, at left, is next up.



Metro SGV's DAC Members Visit Cleveland Elementary School

By LIZ ARMIJO-HOLBROOK

(May 28, 2003) Continuing Metro's tradition of supporting education, San Gabriel Valley Division 9 Operator Juan Augspurger and Mechanic Jaime Lozano, both members of Metro SGV's Division Ambassador Committee (DAC), joined intern Sebastian Hernandez and Community Relations Officer Liz Armijo-Holbrook at Grover Cleveland Elementary School in Pasadena for the Spring Career Day.

The event was sponsored by the "Friends of Cleveland," a group of concerned community members who support the school by organizing events that augment and enhance the educational experience for the children of Cleveland. The group also conducts fundraisers to provide the elementary school with supplies and equipment, such as computers, that the school would not otherwise be able to obtain.



Community Relations Intern
Sebastian Hernandez responds
to questions from students.

Operator Augspurger, Mechanic Lozano and Intern Hernandez spoke of their individual careers and stressed the importance of staying in school. They also impressed upon the youngsters the importance of safety

around buses and trains and reminded the students to be courteous to the operators as well as other passengers while riding Metro.

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