



[Metro.net](#) (web)

Resources

- ▶ [Safety](#)
- ▶ [Pressroom](#) (web)
- ▶ [CEO Hotline](#)
- ▶ [Metro Projects](#)
- ▶ [Facts at a Glance](#)
- ▶ [Archives](#)
- ▶ [Events Calendar](#)
- ▶ [Research Center/Library](#)
- ▶ [Metro Cafe](#) (pdf)
- ▶ [Metro Classifieds](#)
- ▶ [Retirement Round-up](#)

Metro Info

- ▶ [Strategic Plan](#) (pdf)
- ▶ [Org Chart](#) (pdf)
- ▶ [Policies](#)
- ▶ [Training](#)
- ▶ [Help Desk](#)
- ▶ [Intranet Policy](#)

Need e-Help?

Call the Help Desk
at 2-4357
[E-Mail Webmaster](#)

myMetro.net archives | Articles from August, 2005

Tuesday, August 31

Special 'Party' for Metro Employees at [Magic Mountain San Gabriel Valley](#) Kicks Off Series of Public Hearings
[Div. 8 Transportation Records](#) 257 Days with No Lost-Time injuries

Tuesday, August 30

[View from the 25th Floor:](#) Riding Metro with the Mayor: An Opportunity for Transit . And Good Luck to our Metro Bus Roadeo Team! A column by CEO Roger Snoble
[With Power Line Restrung,](#) Gold Line Trains Back on Schedule
[DPW Employee Pleads Guilty](#) to Defrauding Metro Rideshare Program
[Funeral Services](#) Scheduled for Technician Leader Phung Phung

Friday, August 26

[COUNTDOWN >](#) Follow the path of construction as the Metro Orange Line winds its way across the San Fernando valley. Photos by Ned Racine.
[Dream Machine:](#) Rudy Cardenas and his '39 Chevy

Thursday, August 25

Mayor and Board Members [Take Metro Gold Line to Work](#) to Demonstrate Ease of Public Transportation
[Leading the Way:](#) Metro's Rail Safety Program Expands Scope

Wednesday, August 24

[Metro Launches](#) Accelerated Plan to Vastly Upgrade Security
[Service Sector Governance Councils](#) Set September Meetings

Tuesday, August 23

[Metro Orange Line](#) to be Featured in Valley Phone Books
[COUNTDOWN:](#) Follow the path of construction of the Metro Orange Line as it winds its way through the San Fernando Valley. Photos by Ned Racine.

Friday, August 19

['Night of Stars'](#) Award Banquet Set for Friday, Sept. 16
Jake's Adventures: 'They Came from the Canyon' [Part 1](#)

Thursday, August 18

[Division 8 Operators](#) Training to Drive the 60-foot Metro Liner
[Metro's School Pool Program](#) Helps Parents Form Carpools

Wednesday, August 17

[Metro Asks Rep. Harman](#) to Seek Federal Funds for Security
Memorable News Video Inspires Young [Safety Contest Winner](#)

Friday, August 12

[Board Committees](#) to Consider Insurance Plans, Cafeteria Vendor, Rail Yard Development

[Metro May Begin Testing Buses](#) on Metro Orange Line, Aug. 21

Friday, August 12

[Metro Gateway Cities](#) to Hold Second Public Hearing on Proposed Metro Bus Service Modifications

[In the news:](#) Director Parks on Transit Funding

Wednesday, August 10

[Carol Inge](#) Named Interim Chief Planning Officer

Metro Mechanic Armando Urena Salutes Son Named ["Sailor of the Year"](#)

Tuesday, August 9

[Chief Planning Officer James de la Loza](#) Resigns to Join Private Industry

VIP Visit Caps DAC Workers ["Night Out" Experience](#)

Thursday, August 5

[Division 1 Gets 'Make-over'](#) with Expanded Bus Parking

Plus! [A Brief History of Division 1](#): From Horse and Carriage to High-Tech Buses

[Services](#) Saturday for Karen Pedini

Thursday, August 4

Yaroslavsky, Fleming Host [Metro Orange Line Test Ride](#)

[Transit Police Chief's London Visit](#) Was an Eye-Opener

Wednesday, August 3

Los Angeles County Secures \$4.5 Billion in [Federal Transportation Funds](#)

Plus! ["Every Dollar L.A. Receives is Important."](#) Mayor Declares

[Tommy Lasorda](#) Goes to Bat for Central City Division 1

Tuesday, August 2

[Morales, Warren, Vargas, Forde are Metro's 2005 Bus Roadeo Team](#) - Division 1 operator, Division 5 mechanics will represent Metro in Irvine, Dallas and Anaheim competitions

[Bus Roadeo Victory](#) is Sweet for Veteran Operator Sam Morales

[Choppers, Helos and Family Fun](#) at 2005 Metro Bus Roadeo

[Back to top](#)


[Home](#)
[CEO Hotline](#)
[Viewpoint](#)
[Classified Ads](#)
[Archives](#)
[Metro.net](#) (web)

Resources

[Safety](#)
[Pressroom](#) (web)

[CEO Hotline](#)
[Metro Projects](#)
[Facts at a Glance](#)
(web)

[Archives](#)
[Events Calendar](#)
[Research Center/
Library](#)
[Metro Cafe](#) (pdf)

[Metro Classifieds](#)
[Retirement
Round-up](#)

Metro Info

[Strategic Plan](#) (pdf)

[Org Chart](#) (pdf)

[Policies](#)
[Training](#)
[Help Desk](#)
[Intranet Policy](#)

Need e-Help?

Call the Help Desk
at 2-4357

[E-Mail Webmaster](#)

Classic Car Show winners are, from left, Romeo Cardoso, Rudy Cardenas, Jerry Valdez and John Pereira. They were joined by Deputy CEO John Catoe, rear, and Car Show coordinator Carlos Rojas. Photo by Bill Heard.



Choppers, Helos and Family Fun at 2005 Metro Bus Rodeo

[Plus! Car show results](#)

By ARLENE LIM

(Aug. 2, 2005) Music thumping, wheels turning, food cooking, and sun shining bright, Metro employees and their families were out in full swing, July 30, at the 2005 Metro Bus Rodeo.

As the operators weaved their way through cones, golf balls and barrels, and mechanics hurried to identify and fix engine component problems, Metro employees, their families and guests enjoyed the Metro Experience mobile theatre, a classic car show, and Bus Operator/DJ Richard Saiz, who filled the air with music.

From foreign imports to

PHOTOS BY ARLENE LIM



Stock Clerk Louie Vasquez's grandson and granddaughter sit inside the bus taking refuge from the sun. Below, Kyra Greenwood, daughter of Division 9 Transportation Manager Mike Greenwood took her turn learning how to

custom choppers, more than three dozen trucks, cars, and motorcycles were on display at this year's Rodeo. With no set criteria for entering the car show, everyone was welcome to show off any of their prize vehicle.

"Our motto is if you love it, if you maintain it, it should be here," said Equipment Maintenance Instructor and car show coordinator Carlos Rojas. "We want people to come out and have fun and enjoy the craftsmanship and labor that is put into the bikes, cars and trucks out here."

Also on display were several Metro buses, from the oldest to the newest addition – the 65-foot articulated Metro Liner.

ride the Segway.



Matthew Cardiel, son of Mechanic Edward Cardiel picked and prodded all the gadgets while sitting in the driver's seat.



Ayrick Kim, 7, at right, poses for a picture with Deputy Sheriff Crewman Larry McCabe after taking a tour of the helicopter. Not to be outdone by his grandson Ayrick, TOS Eugenio Villacorta, at right, gets his photo taken with Deputy Sheriff Crewman Larry McCabe.

Enjoyed the buses

Talitha Jones, daughter of Tonia Zanders, acting assistant manager at Crossroads Depot Division 2, enjoyed the buses so much that she kept coming back.

What drew the largest crowd was the Sheriff's helicopter which circled the Rodeo grounds several time before landing, but not before two of the crew rappelled to the ground.

Division 9 Transportation Manager Mike Greenwood's daughter Kyra, 5,

toured the helicopter and rode on a Segway, but asked whether she liked buses or helicopters the most, she excitedly said helicopters.

Actually, Kyra wasn't alone, both of Roadeo competitor Felipe Patlan-Gutierrez's daughters, Alejandra, and Sandra, picked the helicopter as their favorite, too.

CAR SHOW RESULTS



- **Best of Show Motorcycle**
 - Romeo Cardosa, 2005 Harley - Davidson Soft-Tail
- **Best of Show People's Choice**
 - Rudy Cardenas, 1939 Chevrolet Master Delux
- **Best of Show Truck**
 - Jerry Valdez, 1940 Willys Truck
- **Best of Show Custom**
 - John Pereira, 1957 Chevrolet BelAir

[Metro.net](#) (web)

Resources

► [Safety](#)

► [Pressroom](#) (web)

► [CEO Hotline](#)

► [Metro Projects](#)

► [Facts at a Glance](#)
(web)

► [Archives](#)

► [Events Calendar](#)

► [Research Center/
Library](#)

► [Metro Cafe](#) (pdf)

► [Metro Classifieds](#)

► [Retirement
Round-up](#)

Metro Info

► [Strategic Plan](#) (pdf)

► [Org Chart](#) (pdf)

► [Policies](#)

► [Training](#)

► [Help Desk](#)

► [Intranet Policy](#)

Need e-Help?

Call the Help Desk
at 2-4357

[E-Mail Webmaster](#)

Metro's team of, from left, mechanics Andrew Warren Jr., Rommel Vargas and Frank Forde, along with Operator Sam Morales, will carry the agency's flag at bus rodeos in Irvine, Dallas and Anaheim.



Photos by Bill Heard

Morales, Warren, Vargas, Forde are Metro's 2005 Bus Rodeo Team

- Division 1 operator, Division 5 mechanics will represent Metro in Irvine, Dallas and Anaheim competitions

By BILL HEARD, Editor

(Aug. 2, 2005) Operator Sam Morales and mechanics Andrew Warren Jr., Rommel Vargas and Frank Forde hit a triple when they won the 2005 Metro Bus Rodeo, July 30. They'll carry the agency's flag at not one, but three bus competitions over the next eight months.

First up for the team is the Southern California Regional Bus Rodeo, Sept. 10, hosted by OCTA in Irvine. Then, there's the APTA International Finals, Sept. 24, in Dallas. Finally, due to a change in APTA scheduling, the team will compete in April, 2006 at the APTA International Finals in Anaheim.

The next Metro Bus Rodeo, sponsored by the San Gabriel Valley Service Sector, will be held in the fall, 2006 to determine competitors for the 2007 APTA Internationals. This year's event was hosted by the San Fernando Valley Service Sector.



Enjoying their win for the "home team" are, from left Division 1 Transportation Manager Sonja Owens, Gateway Cities General Manager Alex Clifford, Operator Sam Morales and Deputy CEO John Catoe.

In Saturday's competition, Morales, a Central City Division 1 operator, squeaked past San Gabriel Valley Division 9 Operator Luduvico Castro by only the narrowest of margins – one point, 620 to 619.

PHOTO: GAYLE ANDERSON



Runner-up: San Gabriel Valley Division 9 Operator Luduvico Castro.

It was the third time Morales has won the annual event. Castro was the 2004 winner. Taking the number three slot was North Los Angeles Division 3 Operator Joe Acosta with 602 points.

Run-away score

Warren, Vargas and Forde – the Arthur Winston Division 5 team – posted a run-away score of 1,120 in the maintenance event. They bested by 200 points the Carson Division 18 team of Javier Soria, Mina Ros and Luke Logan.

Maintenance Division 18's score of 920, however, was only five points up on the 915 turned in by the third-place Division 1 team of Fred Hines, Gus Sanchez and Sergio Barron.

PHOTO: GAYLE ANDERSON



Mechanics Andrew Warren Jr., Rommel Vargas and Frank Forde of Division 5 captured the Rodeo's maintenance competition with a score of 1,120 out of a possible 1,550 points – 200 points ahead of the runner-up team.

Between 350 – 400 employees, their families and guests came out to Santa Anita Park for the annual event. The warm weather kept most in the shade of the large, white tents, but there were activities for the kids and plenty of barbecued beef, chicken, hot dogs and burgers.

Among the spectators were Metro's most senior employee, 99-year-old Arthur Winston, looking dapper in dark shirt, tie and snap-brim hat, along with all five service sector general managers and Deputy CEO John Catoe.

"Employees have worked hard through a lot of adversity this year," said Catoe. "The competition is serious, but this is a fun time and we need it."

The lone female bus operator competing this year, Mimi Pereira of East Valley Division 15, brought her son, Nicholas, and mother, Miriam Cristofalo. Pereira, who had placed 13th in the preliminaries scored 449 points for 24th place in the finals.



Division 2 Operator Ramiro Mota blasts through the barrels heading for an emergency stop, the final obstacle of the Bus Rodeo course. Mota placed 25th with a score of 438.

Bus operator results

Final results in the bus operator's competition showed Richard Lopez,

Division 9, in fourth place with 579 points; Juan Navarro, Division 3, in fifth with 576 points; and Mark Holland, Division 9, who has won the event five times, placed sixth with 574 points.

Also, Francisco Escareno, Division 10, 565 points; Ruben Flores, Division 1, 553; Jesus Valdes, Division 10, 530; Juan Serrano, Division 8, 530; Jesse Cervantes, Division 9, 521; Mario Madrid, Division 9, 507; Marcus Portillo, Division 1, 506; and Juan Medrano, Division 9, 505.

Also, David Hemion, Division 15, 504; Leyverth Rodriguez, Division 15, 482; Alberto Hinojos, Division 9, 482; Ricardo Martinez, Division 9, 474; Jose Sanchez, Division 2, 469; Maximiliano de Angelis, Division 1, 459; Francisco Gomez, Division 10, 456; and Felipe Patlan-Gutierrez, Division 1, 455.

Also, Hugo Mercado, Division 1, 452; Miriam Pereira, Division 15, 449; Ramiro Mota, Division 2, 438; Juan Romo, Division 7, 436; Joe Barbosa, Division 9, 394; Carlos Araneta, Division 9, 378; and Rene Caldera, Division 10, 349.



Division 10 mechanics, from left, Doug Creveling, David Klinkenborg and Saul Sanchez, work to start a bus engine during the Rodeo's maintenance competition. The team placed fourth with a score of 875.

Maintenance results

Taking fourth place in the maintenance competition with 875 points was the Division 10 team of Doug Creveling, David Klinkenborg and Saul Sanchez; Division 15's Kirk Langmayer, Brad Pardo and Ray Hilton, scored 815 points; Anthony Simiele, Dave Sweany and Yoon Oak, Division 8, 760 points.

Also, Naren Desai, Jesus Guerra and Jose Ramirez of Division 6, 695 points; Tim Wong, Francisco Sepulveda and Cristobal Hurtado, Division 3, 645 points; Omar Nomuro, Armando Martinez and Darrell Bishop, Division 9, 545 points; Baldemar Gonzalez, Christopher Valenzuela and Eric Benjamins, Division 7, 485 points.

[Metro.net](#) (web)**Resources**[Safety](#)[Pressroom](#) (web)[CEO Hotline](#)[Metro Projects](#)[Facts at a Glance](#)
(web)[Archives](#)[Events Calendar](#)[Research Center/
Library](#)[Metro Cafe](#) (pdf)[Metro Classifieds](#)[Retirement
Round-up](#)**Metro Info**[Strategic Plan](#) (pdf)[Org Chart](#) (pdf)[Policies](#)[Training](#)[Help Desk](#)[Intranet Policy](#)**Need e-Help?**

Call the Help Desk
at 2-4357

[E-Mail Webmaster](#)

With his wife, Veronica, and his family by this side, Operator Sam Morales celebrates his third Bus Roadeo victory. Also on hand providing congratulations was Deputy CEO John Catoe.



PHOTOS: ARLENE LIM

Bus Roadeo Victory is Sweet for Veteran Operator Sam Morales

- A one-point squeaker puts him in winner's circle after last year's fourth-place finish

By ARLENE LIM

(Aug. 2, 2005) "Last year, I ended up fourth place. I made a mistake and it cost me 25 points. Without that mistake I would have won," said Sam Morales as he watched his competition, last Saturday, at the 2005 Metro Bus Roadeo.

This year, there was no mistaking the Central City Division 1 operator's first-place finish, one point ahead of last year's Roadeo winner, Luduvico Castro of San Gabriel Valley Division 9.

Morales, a veteran of the Roadeo circuit has competed in every Roadeo since 1983. He's placed second at least four or five times - that he can recall - fourth in last year's competition, and has participated in two APTA



Central City Division Operator and
Rodeo champ Sam Morales.

International Rodeo finals.

Each year, as the Rodeo approaches, Morales says the streets he drives become a course. "On the street, I practice by pin-pointing little stuff, soda cans or paper and I try and hit it with the tire."

'It's a mental thing'

He says the biggest component is concentration. "It's a mental thing. It's not like driving on the street; you have to really know each obstacle. Know how to go in and out and set up for the next one."

Recalling his run on the course, Morales said the left and right turns were the hardest, while the reverse was the easiest.

Beyond the annual competition, Morales looks forward each year to seeing his fellow operators from the different divisions.

"I see them once a year, and this is it – the finals. We get together and discuss how we do every single obstacle differently," said Morales. "And that's one thing that we have – every year, we get to catch up on old times."

After hearing that he had won the coveted first-place spot, Morales was overjoyed.

'This one feels special'

"I've been in the top five most of the time. But this one feels special..." said Morales, who then took a moment to compose himself. "Because my whole family is here."

In fact, since his first Rodeo in 1983, his family has been at his side at each competition.

"Today, I'm going to celebrate with a barbeque and after that, we start thinking about the next competition – get ready for the next one. We want to take it all," Morales said.

The competition at the APTA Internationals is tough, so after the celebration comes practice.

"I'll be practicing every day as I work," said Morales. "The obstacles are exactly the same but the pressure is there."

Actually, the celebration isn't quite over. Division 1 Transportation Manager Sonja Owens says there will be a big party. "I'm elated for

Sammy. It's a good thing for him; it's a good thing for the division."

| [Home](#) | [Phone Directory](#) | [Forms Online](#) | [FIS Online](#)

[Metro.net](#) (web)

Resources

[Safety](#)
[Pressroom](#) (web)

[CEO Hotline](#)
[Metro Projects](#)
[Facts at a Glance](#)
(web)

[Archives](#)
[Events Calendar](#)
[Research Center/
Library](#)
[Metro Cafe](#) (pdf)

[Metro Classifieds](#)
[Retirement
Round-up](#)

Metro Info

[Strategic Plan](#) (pdf)

[Org Chart](#) (pdf)

[Policies](#)
[Training](#)
[Help Desk](#)
[Intranet Policy](#)

Need e-Help?

Call the Help Desk
at 2-4357

[E-Mail Webmaster](#)

Despite two terrorist incidents, Londoners continue to crowd into Underground stations and onto the red double-decker buses.



Photos Courtesy of Transit Services Bureau

Transit Police Chief's London Visit Was an Eye-Opener

- Finkelstein was impressed by British determination and high-tech surveillance equipment

By BILL HEARD, Editor

(Aug. 2, 2005) Londoners were still recovering from the first bombings of three subway trains and a city bus when Metro Transit Police Chief Capt. Dan Finkelstein visited the city in mid-July to meet with police officials. The second series of attacks occurred as he was flying home.

The fact-finding trip left him deeply impressed with the determination of British citizens to soldier on and with the actions of law enforcement in tracking down the terrorists. He was awed by the high-tech surveillance equipment that was a key element in their investigations.

During the week-long visit to London, Finkelstein, Lt. Leo Norton of the Metrolink security force, a sergeant from the Sheriff's Emergency Operations Center and a bomb squad sergeant, met with officers from the Metropolitan Police, the City of London Police and the British Transport Police.

They also talked with patrol officers who had responded within moments to the bombings and with those who directed the investigations.



Lt. Leo Norton, left, of the Sheriff's Metrolink Bureau and Metro Transit Police Chief Capt. Dan Finkelstein, far right, talked with members of the British Transport Police during their recent visit to London.

Powerful surveillance cameras

The exhaustive effort of identifying the first four terrorists and, later, the search for those involved in the second, unsuccessful attacks, were greatly aided by a highly sophisticated network of powerful surveillance cameras that can pan, tilt and – most importantly – zoom in tight on a person or object.

“I was highly impressed with the clarity of the cameras,” says Finkelstein, who watched as one camera zoomed in on tourists across the width of the Thames River. “You could see very small details from a distance. I could have recognized someone if I knew them.”

The camera system also allows officers working at a Metropolitan Police control center to select an Underground station, choose a station level and activate the exact camera needed to view an area. The system also continually records scenes for later review.

In the City of London financial district, cameras photograph the license plate of every car that drives into the one-square-mile area, Finkelstein says. Police immediately check for outstanding warrants against the owner and can follow the car – camera to camera – throughout the district. About 300 arrests are made this way each year.



Resolute Londoners placed this memorial at Tavistock Square, sight of the July 7 bus terrorist bombing. At right, a red, white and blue gesture of defiance hangs from a fence near the King's Cross Underground station.

Local businesses help

These cameras are supplemented by thousands of surveillance cameras used by local businesses that can be called upon to provide film to police during an investigation.

The City of London Police also operate a cell phone text messaging system that can instantly reach some 24,000 subscribers who commute by rail to and from the financial district.

"If something happens that patrons need to know – and it could be as benign as a train breakdown or as serious as a terrorist attack – the control center officer types out a short message and sends it to the list of subscribers," says Finkelstein. "That way to communicate with riders is something worth exploring."

As chief of the Sheriff's Transit Services Bureau with responsibility for security on Metro Buses and Metro Rail, Finkelstein believes the real value of his visit to London was to personally experience the aftermath of the bombing.

First-hand experience

"I needed to talk first-hand with riders and with police officers on the street," he says. "I needed to look at local newspapers to see the tone of the news about the bombings and watch the TV talk shows."

Finkelstein found that, despite the attacks, the trains were packed with commuters standing shoulder to shoulder. "They said, 'This is how we get to work. We will not change our lives, because that means the terrorists have won.'"

Since Finkelstein has returned to the office, the lessons from his London visit have come up many times in conversations with fellow law enforcement officers and during media interviews.

"Everyone wants to know what we're doing to protect our system here in comparison to London," he says. "I can speak to that a lot better now, because I was there and experienced it."

[Metro.net](#) (web)**Resources**▶ [Safety](#)▶ [Pressroom](#) (web)▶ [CEO Hotline](#)▶ [Metro Projects](#)▶ [Facts at a Glance](#)
(web)▶ [Archives](#)▶ [Events Calendar](#)▶ [Research Center/
Library](#)▶ [Metro Cafe](#) (pdf)▶ [Metro Classifieds](#)▶ [Retirement
Round-up](#)**Metro Info**▶ [Strategic Plan](#) (pdf)▶ [Org Chart](#) (pdf)▶ [Policies](#)▶ [Training](#)▶ [Help Desk](#)▶ [Intranet Policy](#)**Need e-Help?**

Call the Help Desk
at 2-4357

[E-Mail Webmaster](#)

Speaking in Watts, Mayor Antonio Villaraigosa said federal funding will relieve traffic congestion in the region. Joining him, from left, were Will Kempton, Caltrans; Congresswoman Linda Sanchez; Habib Balian, CEO, Metro Gold Line Foothill Extension Construction Authority; Estaban Torres, California Transportation Commission; Congresswoman Juanita Millender-McDonald; Deputy CEO John Catoe; Long Beach City Councilmember Bonnie Lowenthal; Dan Beal, Auto Club of Southern California; LA City Councilmember Janice Hahn; Fran Inman, LA Area Chamber of Commerce; and Christopher Martin, Los Angeles Area Chamber of Commerce.



Photo by Juan Ocampo

Los Angeles County Secures \$4.5 Billion in Federal Transportation Funds

- Mayor Villaraigosa, Rep. Millender-McDonald and others celebrate success during Watts event
- See also> [‘Every Dollar L.A. Receives is Important,’ Mayor Declares](#)

By MARC LITTMAN

(Aug. 3, 2005) Mayor Antonio Villaraigosa joined key members of Congress and local and state officials, Wednesday, in detailing Los Angeles County's success in securing an estimated \$4.5 billion in federal funding for highway and transit programs and projects.

This includes \$833 million for specific projects and highway and transit formula funds programmed by Metro. That's an increase over what the region received in the last major U.S. transportation funding measure approved in 1998.

Congress last week passed, and the President soon is expected to sign, a \$286 billion six-year (FY 2004 through FY 2009) federal transportation funding bill.

LA County will gain an estimated \$3.5 billion for maintenance and construction of bridges, highways and other transit facilities, bus purchases, and local transportation programs that help improve air quality.

\$1 billion for highways, transit

Approximately \$1 billion is earmarked for 156 highway and 45 transit projects spread throughout the county.

"This is a great day for Los Angeles," said Villaraigosa, during a news conference at the Metro Blue Line 103rd Street station in Watts. He thanked all 18 members of the local Congressional delegation, particularly Congresswoman Juanita Millender-McDonald, a senior member of the House Committee on Transportation and Infrastructure.

The mayor also cited local and state elected officials and the Mobility 21 lobbying coalition led by Metro, the Los Angeles Area Chamber of Commerce and the Automobile Club of Southern California and other organizations.

'Relieve traffic congestion'

"Working in partnership with Congress, especially our Los Angeles and California delegations, many important transportation projects were funded that will relieve traffic congestion and serve the transit dependent in the region," Villaraigosa said.

Millender-McDonald underscored the mayor's comments.

"To be sure, this transportation bill does not provide the funding levels needed to address all of our nation's critical transportation needs," she said. "However, given our current federal budget constraints, our record deficit spending and our ongoing commitments in Iraq and Afghanistan, it is a good start."

"This bill does provide mobility for millions of people, creates jobs, reduces congestion and improves the movement of our nation's goods," she added. "It will benefit the country and it will certainly benefit all of us in Southern California."

[Metro.net](#) (web)

Resources

► [Safety](#)

► [Pressroom](#) (web)

► [CEO Hotline](#)

► [Metro Projects](#)

► [Facts at a Glance](#)
(web)

► [Archives](#)

► [Events Calendar](#)

► [Research Center/
Library](#)

► [Metro Cafe](#) (pdf)

► [Metro Classifieds](#)

► [Retirement
Round-up](#)

Metro Info

► [Strategic Plan](#) (pdf)

► [Org Chart](#) (pdf)

► [Policies](#)

► [Training](#)

► [Help Desk](#)

► [Intranet Policy](#)

Need e-Help?

Call the Help Desk
at 2-4357

[E-Mail Webmaster](#)

Mayor Antonio Villaraigosa said the federal funding is "essential to keep our economy strong and our constituents moving."



Photo by Juan Ocampo

'Every Dollar LA Receives is Important,' Mayor Declares

- \$4.5 billion earmarked for county transportation projects
- See also > [Los Angeles County Secures \\$4.5 Billion in Federal Transportation Funds](#)

(Aug. 3, 2005) "Every dollar Los Angeles receives is important," Mayor Antonio Villaraigosa declared during a Wednesday news conference in Watts.

The mayor, federal, state and local leaders joined in welcoming the \$4.5 billion earmarked for Los Angeles County in a new six-year federal transportation funding bill.

Major federal funding earmarks are:

- \$130 million for construction of the I-405 northbound carpool lane from the I-10 to US 101;
- \$100 million for replacement of the Gerald Desmond Bridge spanning the ports;
- \$167 million for Alameda Corridor East construction from downtown LA to Barstow and Coachella that will reduce traffic delays due to rail freight traffic;
- \$400 million for the Metro Gold Line extension to East Los

Angeles;

- \$21 million for environmental and preliminary engineering studies and other advance work on a Metro Gold line Montclair extension;
- \$11 million for construction of the Exposition Line from downtown LA to Santa Monica; and
- \$7 million for the Crenshaw Corridor Bus Rapid Transit project.

There also are dozens of smaller projects, including:

- Enhanced pedestrian access to the Metro Blue Line train station in Watts;
- A new connector between the I-5 and SR-14;
- Off-ramp improvements on the Pomona Freeway;
- Funds to study the feasibility of building a tunnel extending the Long Beach Freeway in the South Pasadena area;
- Funding for bus purchases and construction of transit facilities for Metro and municipal bus operators; and
- Various road and technology improvements.

Besides direct funding, the multi-year federal transportation funding bill designates the I-710 Freeway corridor from Long Beach to SR 60 as a high priority corridor in the national highway system. That may position the corridor to receive substantial federal funding for a future retrofit to handle burgeoning truck traffic from the ports.

The bill also guarantees that by 2008, states will get back 92 percent of federal gasoline tax contributions. That's up from 90.5 percent today.

"(A)ll of us, at every level of government and in every community, must continue to fight for more federal and state funding for transportation projects," Villaraigosa said. "This funding is essential to keep our economy strong and our constituents moving."

[Home](#)[CEO Hotline](#)[Viewpoint](#)[Classified Ads](#)[Archives](#)[Metro.net](#) (web)

Resources

[Safety](#)[Pressroom](#) (web)[CEO Hotline](#)[Metro Projects](#)[Facts at a Glance](#)
(web)[Archives](#)[Events Calendar](#)[Research Center/
Library](#)[Metro Cafe](#) (pdf)[Metro Classifieds](#)[Retirement
Round-up](#)

Metro Info

[Strategic Plan](#) (pdf)[Org Chart](#) (pdf)[Policies](#)[Training](#)[Help Desk](#)[Intranet Policy](#)

Need e-Help?

Call the Help Desk
at 2-4357

[E-Mail Webmaster](#)

Supervisor Zev Yaroslavsky, second left, and Board Member David Fleming, right, hosted City Councilman Tom LaBonge, left, and former Assembly Speaker Bob Hertzberg. (Juan Ocampo photo)



Yaroslavsky, Fleming Host Metro Orange Line Test Ride

(Aug. 4, 2005) Supervisor Zev Yaroslavsky and Board Member David Fleming hosted City Councilman Tom LaBonge and former Assembly Speaker Bob Hertzberg, along with local media, Thursday morning, for a test ride on the Metro Orange Line.

Starting at the North Hollywood station, the group boarded a Metro Liner driven by Transportation Operations Supervisor Steve Rank for the trip to Warner Center.

Near the Laurel Canyon station, the group staged a demonstration for the media. The westbound bus pulled alongside an eastbound bus to show that there is sufficient



A 60-foot Metro Line waits at the North Hollywood station for the test ride along the 14-mile Metro Orange Line.

clearance on the 26-foot-wide transitway for Metro Liners to pass.

The Metro Orange Line is slated to open in late October, Yaroslavsky told the media. The test ride ended at Warner Center.



TOS Steve Rank pilots a Metro Liner along the Metro Orange Line approaching Warner Center.



A westbound and an eastbound Metro Liner pass on the Metro Orange Line transitway.



Yaroslavsky, LaBonge, and Hertzberg demonstrate that the articulated buses can easily pass on the transitway. (Juan Ocampo photo)

[Metro.net](#) (web)

Resources

► [Safety](#)

► [Pressroom](#) (web)

► [CEO Hotline](#)

► [Metro Projects](#)

► [Facts at a Glance](#)
(web)

► [Archives](#)

► [Events Calendar](#)

► [Research Center/
Library](#)

► [Metro Cafe](#) (pdf)

► [Metro Classifieds](#)

► [Retirement
Round-up](#)

Metro Info

► [Strategic Plan](#) (pdf)

► [Org Chart](#) (pdf)

► [Policies](#)

► [Training](#)

► [Help Desk](#)

► [Intranet Policy](#)

Need e-Help?

Call the Help Desk
at 2-4357

[E-Mail Webmaster](#)

Central City Division 1 Gets 'Make-over' with Expanded Bus Parking



Expansion began with grading of adjacent three-acre site that now provides new parking area for the Central City fleet.

- New area will hold some 250 buses, including Metro Liners
- New 3-acre site opened, street closed for the project

By DAVE HERSHENSON

(Aug. 5, 2005) Aging Los Angeles celebrities aren't the only ones getting a make-over these days.

Metro's oldest operating division, Central City Division 1, is being expanded to provide parking spaces for approximately 250 coaches, including 60-foot articulated Metro Liners, as well as on-site parking for employees.

Designed for 170 40-foot coaches, Division 1 was over capacity with a fleet of 181 buses before construction began.

Phase 1 of the expansion project included the purchase of an adjacent three-acre site on the south side of the division. Industrial Street, which runs between the old bus yard and the new property, was temporarily closed and fenced off. The division's fuel island also was expanded.

Street to be permanently closed

When Metro's permanent street closure request is granted by the city, Industrial Street will be permanently closed, regraded, paved over and walled in along with the rest of the new yard.

Between 450 and 500 bus operators and Transportation staff, along with more than 120 Maintenance staff are employed at the division. Currently, Maintenance employees park on the new lot, but most Transportation employees continue to park off-site.

Future project phases will include maintenance pit extensions and expansion of the Transportation building.

A master planning study, scheduled for completion this fiscal year, will evaluate how Division 1 operations can be improved, and the potential of such joint development projects as a parking structure and commercial outlets.



A congregation of buses align in parking formation mid-century. See ["From Horse and Carriage to High-Tech Buses"](#) article on the history of Division 1 property.

Construction was delayed

Although management had hoped to have the new bus parking area ready for the December, 2004 shakeup, construction was delayed by property acquisition and eminent domain issues.

While the Division 1 expansion was underway, an Auxiliary Division was created at Terminal 31 at the corner of Vignes and Cesar Chavez to accommodate the overflow of Division 1 buses.

The Auxiliary Division went into operation, Dec. 19, 2004 and was used until completion of Phase 1 of the division expansion project in June 2005.

The creation and operation of the Auxiliary Division was successful because of the teamwork of Metro departments, including the Gateway Cities sector staff, Division 1 management, San Fernando Valley sector staff, Facilities Engineering, Bus Operations Control Center, Non-Revenue Division 4, RRC management and staff, Procurement, ITS, Safety, the Transit Services Bureau and others.

Smoothly and effectively

Division 1 Transportation Manager Sonja Owens, former Maintenance Manager Donell Harris and their staffs set up and operated the Auxiliary Division smoothly and effectively.

"The supervisors were key to this project's success," said Owens, "They made it work." She particularly thanked Bill Wilkison, Cindy Oviatt, Yasmine Hayes and Eddie Gomez.

A lot of staff time went into coordinating the maintenance of buses at the Auxiliary Division.

"The project went a lot better than we first expected...", said Harris. "It took some time to work out some coordination issues... We also sent a cleaning crew to the Auxiliary Division each night to clean, count, and check...to make sure we always had the proper equipment to match their operational needs."

'A fantastic job'

"There is no way we could have pulled this off without the contributions of a number of the Division 1 Maintenance team," Harris added. "In particular, Assistant Maintenance Manager Bruce Crum, along with his supervisors and maintenance personnel, did a fantastic job overseeing the day-to-day activities involved in making everything work."

"The entire operation ran smooth from start to finish," Gateway Cities General Manager Alex Clifford said of the Division 1 employees. "All team members displayed a high level of professionalism and expertise."

"They adjusted to a wild set of challenges created when the Auxiliary Division buses had to be cleaned and fueled after their morning trippers," Clifford added, "while at the same time having to prepare a line of buses to be shuttled back to the Auxiliary Division by the operator who just completed the tripper. From start to finish, it was a job well done!"

[Metro.net](#) (web)

Resources

[Safety](#)
[Pressroom](#) (web)

[CEO Hotline](#)
[Metro Projects](#)
[Facts at a Glance](#)
(web)

[Archives](#)
[Events Calendar](#)
[Research Center/
Library](#)
[Metro Cafe](#) (pdf)

[Metro Classifieds](#)
[Retirement
Round-up](#)

Metro Info

[Strategic Plan](#) (pdf)

[Org Chart](#) (pdf)

[Policies](#)
[Training](#)
[Help Desk](#)
[Intranet Policy](#)

Need e-Help?

Call the Help Desk
at 2-4357

[E-Mail Webmaster](#)

The property now occupied by Central City Division 1 dates back to 1891, when headquarters for the Los Angeles Consolidated Electric (LACE) Railway were constructed at 648 South Central Avenue, above.



Photos courtesy of Jim Walker/Dorothy Peyton Gray Transportation Library Research Center

Central City Division 1: From Horse and Carriage to High-Tech Buses

By DAVE HERSHENSON

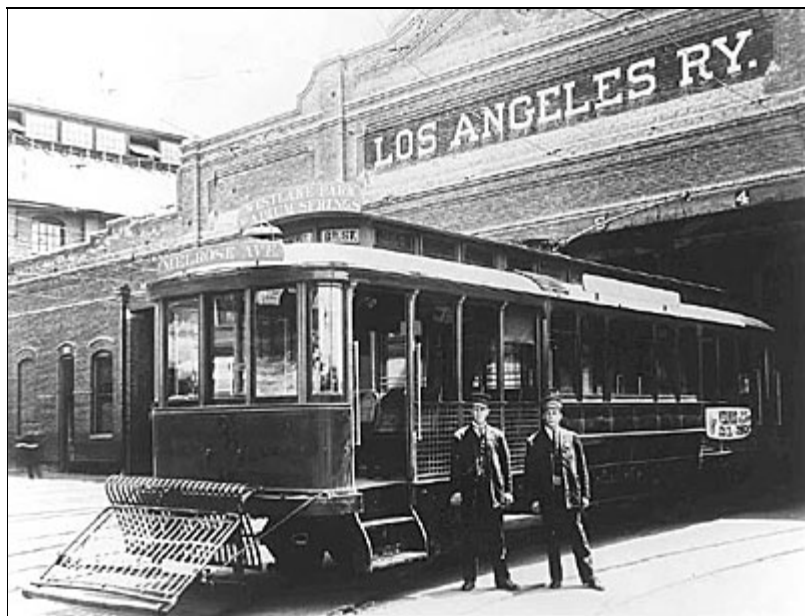
(Aug. 5, 2005) Division 1, between Central, Sixth St., Alameda St. and Industrial Street, is by far the oldest Division in the Metro system.

The property dates back to 1891, when headquarters for the Los Angeles Consolidated Electric (LACE) Railway were constructed at 648 South Central Avenue. The division is still at the same location, but the address has changed to 1130 East Sixth Street.



Tower wagons at the ready in the late 1800s.

Various entities have operated out of Division 1 over the years, including Los Angeles Railway (1898-1945 - Electric Streetcars), Los Angeles Transit Lines (1945-58 - Streetcars and later Trolley Buses), LA Metropolitan Transit Authority (1958-1964 - all Trolley Buses, then Trolley and Diesel Buses, then all Diesel Buses – Trolley service ended in 1963), Southern California Rapid Transit District (1964-1993 - all buses), and since 1993, the Los Angeles County Metropolitan Transportation Authority, which has converted the majority of the fleet to CNG Buses.



Division 1 circa 1909.

A new transportation building was dedicated on March 29, 1981, and in 1987 new facilities were added, including provisions for methanol fueling.

CNG fueling equipment was added in mid-2001. The decision to purchase three adjoining acres for division expansion was announced in 2001, and the first phase of the expansion project

was completed in June.

- Jim Walker of the Dorothy Peyton Gray Library contributed to this article.


[Home](#)
[CEO Hotline](#)
[Viewpoint](#)
[Classified Ads](#)
[Archives](#)
[Metro.net](#) (web)

Resources

[Safety](#)
[Pressroom](#) (web)

[CEO Hotline](#)
[Metro Projects](#)
[Facts at a Glance](#)
(web)

[Archives](#)
[Events Calendar](#)
[Research Center/ Library](#)
[Metro Cafe](#) (pdf)

[Metro Classifieds](#)
[Retirement Round-up](#)

Metro Info

[Strategic Plan](#) (pdf)

[Org Chart](#) (pdf)

[Policies](#)
[Training](#)
[Help Desk](#)
[Intranet Policy](#)

Need e-Help?

Call the Help Desk
at 2-4357

[E-Mail Webmaster](#)

Funeral Services Set for Karen Pedini-Impliazzo

(August 5, 2005) Funeral services are scheduled, Saturday, Aug. 6, for Karen Pedini-Impliazzo, who died today following a long illness.

Services will be held at 10 a.m. at Our Lady of Lourdes Catholic Church, 10321 Tujunga Canyon Blvd, in Tujunga. (Information: (818) 352-3218 Map: [Church website](#).)

Pedini, 55, joined RTD in March, 1984, beginning her career in Customer Relations. Most recently, she was employed as a stenographer at Division 8 before taking medical leave in June 2004. Three years ago, she married fellow employee Thomas Impliazzo, a bus operator at Division 8.

An active member of the Transportation Communications Union, Karen held the post of Financial Secretary Treasurer.

Karen is survived by her husband, Thomas Impliazzo, and son, Christian Pedini.



Karen Pedini-Impliazzo
1950-2005


[Home](#)
[CEO Hotline](#)
[Viewpoint](#)
[Classified Ads](#)
[Archives](#)
[Metro.net](#) (web)

Resources

[Safety](#)
[Pressroom](#) (web)

[CEO Hotline](#)
[Metro Projects](#)
[Facts at a Glance](#)
(web)

[Archives](#)
[Events Calendar](#)
[Research Center/
Library](#)
[Metro Cafe](#) (pdf)

[Metro Classifieds](#)
[Retirement
Round-up](#)

Metro Info

[Strategic Plan](#) (pdf)

[Org Chart](#) (pdf)

[Policies](#)
[Training](#)
[Help Desk](#)
[Intranet Policy](#)

Need e-Help?

Call the Help Desk
at 2-4357

[E-Mail Webmaster](#)

Chief Planning Officer James de la Loza Resigns to Join Private Industry



Chief Planning Officer Officer James de la Loza

(Aug. 9, 2005) Chief Planning Officer Officer James de la Loza has resigned effective Friday, Aug. 19, to take a job in private industry, CEO Roger Snoble has announced.

De la Loza will join CDM, an engineering consulting firm based in Cambridge, Mass., as vice president of transportation in the Los Angeles office. He will be responsible for expanding the firm's transportation consulting business on the West Coast.

"Jim truly made a difference in the lives of millions of Los Angeles County residents who benefit daily from the vast array of mobility improvements he helped plan and secure funding for," said Snoble. "He shepherded thousands of projects over the past 14 years including major street and highway improvements, the debut and expansion of Metro Rapid, the Metro Orange Line, the Metro Gold Line to Pasadena, the Metro Gold Line Eastside Extension now under construction, and many more."

CDM – Camp, Dresser & McKee Inc. – provides consulting planning and management services in water resources, wastewater, environmental, aviation and surface transportation and other areas of industry.

De la Loza joined the Los Angeles County Transportation Commission, a predecessor of Metro, in June 1991 as a senior project manager working on plans for a light rail line in the Exposition corridor.

In 1993 after the LA County Metropolitan Transportation Authority was formed, he was named Metro's director of planning for the Central Area. In 1995, he was promoted to deputy executive officer for planning. In 1996, he was selected as executive officer for planning.

Previously, de la Loza worked for six years in planning at the Los Angeles Community Redevelopment Agency and, prior to that, in various local planning and architectural firms.

[Metro.net](#) (web)**Resources**▶ [Safety](#)▶ [Pressroom](#) (web)▶ [CEO Hotline](#)▶ [Metro Projects](#)▶ [Facts at a Glance](#)
(web)▶ [Archives](#)▶ [Events Calendar](#)▶ [Research Center/
Library](#)▶ [Metro Cafe](#) (pdf)▶ [Metro Classifieds](#)▶ [Retirement
Round-up](#)**Metro Info**▶ [Strategic Plan](#) (pdf)▶ [Org Chart](#) (pdf)▶ [Policies](#)▶ [Training](#)▶ [Help Desk](#)▶ [Intranet Policy](#)**Need e-Help?**Call the Help Desk
at 2-4357[E-Mail Webmaster](#)

VIP Visit Caps DAC Workers 'Night Out' Experience

- Mayor, police chief and councilman drop in on event

By RICH MORALLO

(Aug. 9, 2005) Division Ambassador Council member Bobby Miles looked up from the Metro information table during the "Night Out" fair at Luther Burbank Middle School in Los Angeles and knew a VIP was in the area.

"I saw a police escort come down the road, so I walked across the playground to check it out," said the six-year Arthur Winston Division 5 operator, who as a DAC member volunteers to represent Metro at public functions.

Then Miles saw the VIP walking right at him. "Mayor Antonio Villaraigosa, surrounded by students and teachers, approached me," said Miles.

"You guys are hard workers," the mayor told Miles, who asked the mayor and Board of Directors chairman to pose for a picture with him. Other officials at the "Night Out" included Police Chief William Bratton and Councilman Ed Reyes.

'Safety speaks for itself'

"We were there to talk to the students about transit safety," said Miles. "Safety speaks for itself and we want to tell the youngsters how to use Metro to get home safely," he added.

Regional Community Relations Manager Helen Ortiz and intern Jessie Sanchez worked with Miles at the "Night Out", a public activity designed to strengthen neighborhood spirit and police-community partnerships.

"It is crucial that we go out and inform students and the community about the dangers that may arise when they are near, or on our trains and platforms," said Sanchez.



DAC member Bobby Miles of Arthur Winston Division 5 and Mayor Antonio Villaraigosa at the "Night Out" event. below, Community Relations Intern Jessie Sanchez staffs a Metro information table during the "Night Out."



'No one told me'

Sanchez added that people often admit to doing something dangerous around the tracks or trains because they "didn't know" or "no one ever told me" it was wrong.

"The Metro table was the most popular with the young and senior folks," said Ortiz. "The bus and rail timetables went quick and the MTA bags were visible from near and far."

The fourth member of the Metro outreach team was Roy Turner, a South Bay Division 18 mechanic working his second community event that day.

Earlier Turner and Miles talked to senior citizens about riding Metro Bus and Metro Rail at Independence Square just south of downtown Los Angeles.

| [Home](#) | [Phone Directory](#) | [Forms Online](#) | [FIS Online](#)

[Metro.net](#) (web)

Resources

► [Safety](#)

► [Pressroom](#) (web)

► [CEO Hotline](#)

► [Metro Projects](#)

► [Facts at a Glance](#)
(web)

► [Archives](#)

► [Events Calendar](#)

► [Research Center/
Library](#)

► [Metro Cafe](#) (pdf)

► [Metro Classifieds](#)

► [Retirement
Round-up](#)

Metro Info

► [Strategic Plan](#) (pdf)

► [Org Chart](#) (pdf)

► [Policies](#)

► [Training](#)

► [Help Desk](#)

► [Intranet Policy](#)

Need e-Help?

Call the Help Desk
at 2-4357

[E-Mail Webmaster](#)

U.S. Representative Lucille Roybal-Allard (D-34) joins proud parent Armando Urena to honor son Victor, named "Sailor of the Year" at ceremonies held in Washington, D.C.

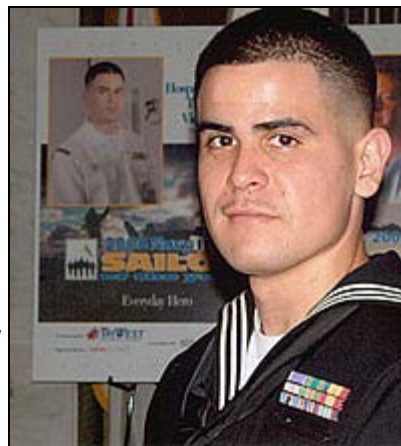


Metro Mechanic Armando Urena Salutes Son Named "Sailor of the Year"

By Perry Williams

(August 10, 2005) Raising his kids while working at Metro, Mechanic Armando Urena of Gateway Division 10 would never in his wildest dreams, have imagined that his son, Victor Urena, would one day be named "2005 Navy Times Sailor of the Year."

Hospital Corpsman Third Class Victor Urena was one of only five enlisted service members—one from each military service—to be honored by Navy Times and three other independent newspapers published weekly for members of the military. The 2005 selectees were featured in a special four-color insert in all four newspapers.



Victor Urena, the Navy's "Everyday Hero."

Petty Officer Victor Urena was honored by Navy Times for a heroic act of saving lives when his Marine combat patrol was ambushed.

"I still remember it like it was yesterday. April 6th 2004 was the first time I saw the trauma of Iraq firsthand," recalls Victor. One of the armored vehicles in the patrol unit was hit leaving some of the Marines trapped. "I didn't have time to get scared or freeze. I immediately jumped into the tank and began pulling them out and checking for a pulse."

Victor was deeply shocked when his best friend and fellow corpsman,

Fernando Mendez, didn't survive the attack. Mendez helped Victor with many things from proper weight -lifting techniques to advice on how to approach women who intimidated him.

"Mendez was like a big brother and, after he passed, I consoled myself by sleeping in his bunk every night and running my finger across the tape labeling his bunk," says Victor.

'Staying Grounded'

Victor says he is constantly asked about his feelings after receiving the Navy Times award. "I'm not saying this award was given because I was superman, I was just doing my job."

"Growing up in Downey, joining the military was the furthest thing from my mind," he says. "I would have never thought a young 20 year old like me would be chosen to receive this honor."

'Breaking the news'

When Victor told his parents that he was going to join the military, they didn't have a positive reaction.

"When watching the news all you hear about and see is the war and Iraq and the time Victor decided to enter, we were in the heat of the moment," says Armando Urena. "Regardless of me not liking it, Victor is my son and I had no choice but to support his decision."

Once on Navy active duty, Victor had begun adjusting to his military lifestyle when he received the news that he would be going to Iraq. "I actually shed a tear, because all I could think was that this is the last place I wanted to be assigned."

He began preparing himself mentally to tell his parents he was shipping out for Iraq as a hospital corpsman assigned to a Marine Corps unit.

"When he came home, opened the trunk with his supplies, I knew at the moment my son going to Iraq was a reality," says Urena.



From left, U.S. Representative Lucille Roybal-Allard, left, and Navy Times publisher G.E. Howard present "Sailor of the Year" award to Victor Urena, center.

'Arriving Home'

When he returned from Iraq and was selected as "Sailor Of The Year,"

Victor was invited to Washington, D.C., where he was honored alongside the others chosen as their military branch member of the year but he refuses to take all the credit and reminds people of his parents' support.

"My dad is and has always been a hardworking guy," he says. " He tells us that we can't just sit. I've learned from him to always be professional and act like you're enjoying work, because that's how things get accomplished."

'Back to Business'

Corpsman Urena chuckles every time he says even though he is "Sailor of the Year," he is still a kid at heart.

Some of the things he is planning to do in the near future are earning a degree in business and working in the Navy Recruiting Center in his hometown.

"Iraq was definitely a life and learning experience that I will never forget," says Corpsman Urena. "I plan on using what I learned there to give back to the community in any way possible."

| [Home](#) | [Phone Directory](#) | [Forms Online](#) | [FIS Online](#)


[Home](#)
[CEO Hotline](#)
[Viewpoint](#)
[Classified Ads](#)
[Archives](#)
[Metro.net](#) (web)

Resources

[Safety](#)
[Pressroom](#) (web)

[CEO Hotline](#)
[Metro Projects](#)
[Facts at a Glance](#)
(web)

[Archives](#)
[Events Calendar](#)
[Research Center/
Library](#)
[Metro Cafe](#) (pdf)

[Metro Classifieds](#)
[Retirement
Round-up](#)

Metro Info

[Strategic Plan](#) (pdf)

[Org Chart](#) (pdf)

[Policies](#)
[Training](#)
[Help Desk](#)
[Intranet Policy](#)

Need e-Help?

Call the Help Desk
at 2-4357

[E-Mail Webmaster](#)

Carol Inge Named Interim Chief Planning Officer

(Aug. 10, 2005) Deputy Executive Officer Carol Inge has been named interim chief planning officer while an outside search firm conducts a recruitment for a permanent replacement for Chief Planning Officer Jim de la Loza, who resigned the post, effective Aug. 19, to take a job in private industry. (See [myMetro.net report Aug. 9](#))



Carol Inge

Inge joined the SCRTD in 1987 as a joint development specialist, moving to the LACTC in 1990 as a senior project manager in the Planning Department. She was named director of the Westside Area Team in 1993 and was promoted to deputy executive officer for Transportation Development and Implementation in 2001.

She earned a bachelor's degree in sociology from Wellesley College in Boston and a master's degree in urban planning from UCLA.


[Home](#)
[CEO Hotline](#)
[Viewpoint](#)
[Classified Ads](#)
[Archives](#)
[Metro.net](#) (web)

Resources

[Safety](#)
[Pressroom](#) (web)

[CEO Hotline](#)
[Metro Projects](#)
[Facts at a Glance](#)
(web)

[Archives](#)
[Events Calendar](#)
[Research Center/
Library](#)
[Metro Cafe](#) (pdf)

[Metro Classifieds](#)
[Retirement
Round-up](#)

Metro Info

[Strategic Plan](#) (pdf)

[Org Chart](#) (pdf)

[Policies](#)
[Training](#)
[Help Desk](#)
[Intranet Policy](#)

Need e-Help?

Call the Help Desk
at 2-4357

[E-Mail Webmaster](#)

Los Angeles City Councilman and Metro Director Bernard Parks is interviewed by a television reporter while attending Metro South Bay Governance Council meeting.



Photo by Rich Morallo

(Aug. 12, 2005) Channel 9 caught up with Los Angeles City Councilman and Metro Director Bernard Parks at the Metro South Bay Governance Council meeting held last Thursday at the Arthur Winston Division. The news team was after Councilman Park's reaction to the news of \$4.5 billion allocated for Los Angeles County highway and transit programs and projects in the newly-signed federal transportation bill. During the interview, which aired on the 10 p.m. newscast, Parks noted the funds will help buy buses, make rail improvements and construct freeway expansions. The newscast indicated that the funding will cover several projects including the Alameda Corridor East, the Metro Gold Line Eastside Extension, the Exposition project to Santa Monica, the carpool lane along the 405 and 101 freeways, and the Crenshaw Bus Rapid Transit project. -- from Rich Morallo



[Metro.net](#) (web)

Resources

- ▶ [Safety](#)
- ▶ [Pressroom](#) (web)
- ▶ [CEO Hotline](#)
- ▶ [Metro Projects](#)
- ▶ [Facts at a Glance](#) (web)
- ▶ [Archives](#)
- ▶ [Events Calendar](#)
- ▶ [Research Center/Library](#)
- ▶ [Metro Cafe](#) (pdf)
- ▶ [Metro Classifieds](#)

▶ [Retirement Round-up](#)

Metro Info

- ▶ [Strategic Plan](#) (pdf)
- ▶ [Org Chart](#) (pdf)
- ▶ [Policies](#)
- ▶ [Training](#)
- ▶ [Help Desk](#)
- ▶ [Intranet Policy](#)

Need e-Help?

Call the Help Desk
at 2-4357

[E-Mail Webmaster](#)

Metro Gateway Cities to Hold Second Public Hearing on Proposed Metro Bus Service Modifications

- Online: See Metro.net Pressroom for [Proposed service modifications](#)

(Aug. 12, 2005) The Metro Gateway Cities community-based service sector will hold a second public hearing Thursday, Aug. 18, to receive additional community input on proposed Metro Bus service modifications planned for implementation in December 2005 or later. The hearing will start at 7 p.m. at Oldtimers Foundation Patio Hall, 3355 E. Gage Ave. in Huntington Park.

The proposed Metro Bus service modifications may be approved in whole or in part at a date following the public hearing. Approved changes may also include other alternatives derived from public comment.

[Home](#)[CEO Hotline](#)[Viewpoint](#)[Classified Ads](#)[Archives](#)[Metro.net \(web\)](#)

Resources

[Safety](#)[Pressroom \(web\)](#)[Ask the CEO](#)[CEO Forum](#)[Employee Recognition](#)[Employee Activities](#)[Metro Projects](#)[Facts at a Glance \(web\)](#)[Archives](#)[Events Calendar](#)[Research Center/Library](#)[Metro Classifieds](#)[Bazaar](#)

Metro Info

[30/10 Initiative](#)[Policies](#)[Training](#)[Help Desk](#)[Intranet Policy](#)

Need e-Help?

Call the Help Desk
at 2-4357

[Contact myMetro.net](#)

Committee Meeting Schedule

- Wednesday, Aug. 17
 - Planning and Programming, 1 p.m.
- Thursday, Aug. 18
 - Executive Management and Audit, 9 a.m.
 - Construction, 10:30 a.m.
 - Operations, 12 p.m.

Board Committees to Consider Insurance Plans, Cafeteria Vendor, Rail Yard Development

IN THIS REPORT:

[Group Insurance Plans](#)
[New Cafeteria Vendor](#)
[Development at Metro Rail Yard](#)
[Big Rig Tow Demonstration Project](#)
[Vehicle Purchases](#)

(Aug. 16, 2005) Employee group insurance plans, a new cafeteria vendor and a proposed development at a Metro Rail yard are among motions Board committees will consider this week.

Item 11, Group Insurance Plans. The Executive Management and Audit Committee will consider a motion renewing group insurance policies for Non-Contract and AFSCME Group Insurance Plans, including medical, dental, vision, life, accidental death and dismemberment, and long-term disability coverage, which becomes effective Jan. 1, 2006.

Annually, employees may choose the plan coverage they want, and may waive medical or dental coverage to receive a taxable cash benefit. Non-contract and AFSCME employees will contribute 10 percent of the annual premium cost for the medical and dental plans.

If approved by the Board, monthly employee contributions would rise between \$3 and \$10 for Blue Cross PPO coverage, depending upon plan chosen; between \$3 and \$8 for Blue Cross HMO coverage; and between \$2 and \$5 for Kaiser HMO coverage. No increase is scheduled for Delta Dental PPO, Dental Health Services or Deltacare coverage.

Item 26. New Cafeteria Vendor. The Operations committee will consider a motion awarding a five-year contract with five one-year options to ARAMARK Services, Inc., to operate the cafeteria at Metro Headquarters and at the Regional Rebuild Center beginning Oct. 1. The revenue value of the contract is \$366,000 over the initial five-year period. The current vendor is Sodexho, which has held the contract

since September 1995.

According to a Board report, ARAMARK plans to operate the cafeteria more like a restaurant than a traditional cafeteria, "creating excitement within the restaurant while maintaining a high level of quality and consistency." Food service would include a HotZone, SaladZone and GrillZone, each with core menu items that would change weekly. Service would include weekly specials, promotions, home meal replacement and seasonal items, as well as online catering service within the Gateway Building and the RRC.

Item 7, Development at Metro Rail Yard. The Planning and Programming Committee will consider a motion authorizing the CEO to negotiate with a firm that wants to build 420 to 480 apartments, retail units and some 700 parking spaces on a 2.7-acre parcel of the Metro Red Line Division 20 yard. Two hundred parking spaces would be reserved for Metro employees.

Item 25. Big Rig Tow Demonstration Project. The Operations Committee will consider a motion authorizing the CEO to award a three-year, \$2.5 million contract to U.S. Tow, Inc., to conduct a heavy-duty big rig tow demonstration on the I-710 Long Beach Freeway.

The Board report notes that the increasing number of big rig trucks carrying cargo containers from the Los Angeles and Long Beach ports are heavily concentrated on the I-710 and that a single truck breakdown can significantly increase congestion, adding to travel time and impacting commerce.

The contractor would use two heavy-duty tow trucks owned by Metro to provide short-term assistance or a tow to big rig operators. If approved, the demonstration would be the first of its kind in the nation focused on freeway congestion caused by motor freight carriers.

The demonstration project, similar to the Freeway Service Patrol for motorists, would be in operation beginning Oct. 1 from 5 a.m. to 7 p.m., Mondays through Fridays, on an 18-mile stretch of the I-710 from the Pacific Coast Highway to just north of the I-5 Santa Ana Freeway.

Items 23 and 24. Vehicle Purchases. The Operations Committee will consider motions authorizing the CEO to purchase 36 SUVs for use by transportation operations supervisors (Item 23) and to buy five tow tractors for use in vehicle maintenance (Item 24).

The 36 SUVs, with a total purchase price of \$890,390, will replace existing vehicles that now exceed FTA replacement guidelines and Metro's six-year, 100,000-mile replacement schedule. The vehicles are used by TOSs to carry supplies, signs and sometimes stranded patrons. Each will be equipped with ATMS technology for bus operations management.

The five tow tractors, with a total purchase price of \$207,560, will be used for moving buses and equipment at maintenance shops and at the Regional Rebuild Center. The tow tractors will replace five of the current fleet of 16 owned by Metro.

[Home](#)[CEO Hotline](#)[Viewpoint](#)[Classified Ads](#)[Archives](#)[Metro.net](#) (web)

Resources

[Safety](#)[Pressroom](#) (web)[Ask the CEO](#)[CEO Forum](#)[Employee Recognition](#)[Employee Activities](#)[Metro Projects](#)[Facts at a Glance](#)
(web)[Archives](#)[Events Calendar](#)[Research Center/
Library](#)[Metro Classifieds](#)[Bazaar](#)

Metro Info

[30/10 Initiative](#)[Policies](#)[Training](#)[Help Desk](#)[Intranet Policy](#)

Need e-Help?

Call the Help Desk
at 2-4357

[Contact myMetro.net](#)

Metro Liners pass on the 26-foot-wide transitway of the Metro Orange Line near Laurel Canyon Station during test ride for officials and media August 2.



Photo by Juan Ocampo

Metro May Begin Testing Buses on Metro Orange Line, Aug. 21

- Public advised to stay off transitway and exercise caution at intersections

By DAVE SOTERO

(Aug. 16, 2005) Metro is set to begin testing buses on the Metro Orange Line as early as Sunday, Aug. 21, and the agency is advising San Fernando Valley pedestrians, bicyclists and motorists to keep off the transitway and exercise caution at street intersections.

Metro Liner buses will begin test runs on the eastern portion of the Metro Orange Line between Lankershim Boulevard and Van Nuys Boulevard. Buses will run intermittently from 4 a.m. to 1 a.m. the next day, up to seven days a week.

In mid-September, testing on this portion of the transitway is expected to expand to include the entire 14-mile right-of-way between North Hollywood and Warner Center, and will continue until the scheduled opening of the line this fall.

To ensure public safety during testing and beyond, Metro is asking residents not to trespass on the transitway. The agency is emphasizing the importance of obeying traffic signals and signage, especially since pedestrians will be sharing intersections with Metro Liners for the first time.

Major street improvements

Metro has made major street and intersection improvements to ensure that motorists, bicyclists and pedestrians can travel harmoniously with Metro Liner vehicles through 36 major Valley intersections.

The agency will be working closely with law enforcement agencies to increase enforcement along the Metro Orange Line during testing.

Sheriff's deputies will increasingly patrol the transitway, and may ticket trespassers who then will be subject to a fine. The LAPD will enforce traffic regulations on critical sections of city streets.

Meanwhile, the Community Relations Department is sending notices to residents along the alignment as well as to schools in the area. Safety Outreach Program personnel will teach school children about Metro Orange Line safety when schools begin their fall academic year.

[Metro.net](#) (web)

Resources

► [Safety](#)

► [Pressroom](#) (web)

► [Ask the CEO](#)

► [CEO Forum](#)

► [Employee Recognition](#)

► [Employee Activities](#)

► [Metro Projects](#)

► [Facts at a Glance](#)
(web)

► [Archives](#)

► [Events Calendar](#)

► [Research Center/ Library](#)

► [Metro Classifieds](#)

► [Bazaar](#)

Metro Info

► [30/10 Initiative](#)

► [Policies](#)

► [Training](#)

► [Help Desk](#)

► [Intranet Policy](#)

Need e-Help?

Call the Help Desk
at 2-4357

[Contact myMetro.net](#)

U.S. Representative Jane Harman and staff review new security system for the Metro Orange Line at Bus Operations Control with, from left, Paul Lennon, Metro Director of Intelligence and Emergency Procedure Management; Transit Police Chief Capt. Dan Finkelstein; Metro CEO Roger Snoble, and Metro Orange Line project manager Roger Dames, DEO, Project Management.



PHOTOS: GAYLE ANDERSON

Metro Asks Rep. Harman to Seek Federal Funds for Security

- 'Goal is to prevent, disrupt terrorist acts,' Harman says

By BILL HEARD, Editor

(Aug. 17, 2005) CEO Roger Snoble and Metro security officials asked Congresswoman Jane Harman (D-Venice), Tuesday, for support in seeking federal funding that can be used exclusively for transit security nationwide.

Paul Lennon, Metro's director of Intelligence and Emergency Preparedness Management, noted that transit security funding normally is folded into federal funds earmarked for such first responders as police and fire departments.

"Transit is not seen by the states, which disseminate these grant funds, as a traditional first response entity," Lennon said. "Transit will not be able share in these grant monies under such a formula strategy."

"We do recognize and acknowledge the critical needs of the first response communities to be able to respond decisively and effectively..." he added, "but Metro, as the primary public transport provider in L.A. County, needs to proactively 'prevent' situations before

they occur.”

“The goal is to prevent and disrupt (terrorist acts), not just to respond,” said Harman, a member of the House Committee on Homeland Security, the committee that authorizes security funding.

Metro Orange Line project manager Roger Dames explains CCTV display panel that relays live images from Metro Orange Line stations.



Federal funding needed

“To effectively harden ourselves...from being selected as a terrorist's target, we need additional federal grant funding in a dedicated-to-transit form,” Lennon said, noting that transit should not compete with first-responders for funding.

Snoble said the Board has been “extremely supportive and has wanted us to explore every avenue (to improve security).” He also noted that security is one of the major items, along with fuel and employee healthcare benefits, in the agency's budget.

Lennon's told Harman his “wish list” for Metro security improvements included – among a number of items – more security technology, more handlers for the police dogs now on order, and funds to combine the Rail Operations Center and the Bus Operations Center into one facility “focused on interoperations” of Metro and the county's 17 municipal transit operators.

Following the briefing, Harman visited the Bus Operations Center to view live security camera video already being received from Metro Orange Line stations.



From left, LASD Lt. Pat Jordan; Transit Police Chief Capt. Dan Finkelstein; CEO Roger Snoble; Rep. Harman; Sheriff's Deputy Susan Vodrazka, with K-9 Deputy Hero; Paul Lennon, Director of Intelligence and Emergency Procedure Management, and LASD Lt. Leo Norton

Protecting L.A. transportation

"I came here knowing that very good men and women do everything they can to protect transportation in Los Angeles," Harman said following the briefing. "The federal government provides about \$150 million out of about a \$3 billion annual budget (for transit security), and that's pathetic."

Metro officials had held a similar briefing, recently, for Congresswoman Lucille Roybal-Allard (D-Los Angeles). She is a member of the House Appropriations Subcommittee on Homeland Security, the subcommittee that provides funds for the U.S. Department of Homeland Security.

"The good news here in Los Angeles is that there are cameras, dogs and very strategic systems thinkers on the job," Harman said. "I hope that I can return to Washington and get more money spent here. That's what we really need."

[Metro.net](#) (web)

Resources

► [Safety](#)

► [Pressroom](#) (web)

► [Ask the CEO](#)

► [CEO Forum](#)

► [Employee Recognition](#)

► [Employee Activities](#)

► [Metro Projects](#)

► [Facts at a Glance](#) (web)

► [Archives](#)

► [Events Calendar](#)

► [Research Center/Library](#)

► [Metro Classifieds](#)

► [Bazaar](#)

Metro Info

► [30/10 Initiative](#)

► [Policies](#)

► [Training](#)

► [Help Desk](#)

► [Intranet Policy](#)

Need e-Help?

Call the Help Desk
at 2-4357

[Contact myMetro.net](#)

Memorable News Video Inspires Young Safety Contest Winner

- 'Look both ways' before crossing the street, her drawing advises

By RICH MORALLO

(Aug. 17, 2005) Taliah Rayford can't forget that television news show. "The videotape on the news showed a lady getting hit by a bus," said the 12-year-old Inglewood eighth grader.

"I remember thinking that the accident could've been prevented if the lady had looked both ways before going into the street," Taliah said.

When a Metro Division Ambassador Council member later gave a transportation safety presentation at her church, Taliah paid attention and then entered the transit safety contest in which students are asked to write or draw how they can stay safe around buses and trains.

"My drawing showed a busy street with buses coming and going, and two kids waiting on the sidewalk before crossing," said Taliah, whose mother is Carson Division 18 Bus Operator Richelle Rayford. "The words I wrote on the bottom of the drawing are 'Look Both Ways'."

Safety contest winners

On Friday, Taliah and her 10-year old sister, Najah, were recognized as contest winners by the Metro South Bay Sector Council. Since its start about eight months ago, the council has honored 50 South Bay students for participating in the safety program.

"My drawing tells children to stay close to their parents when walking across the street," said fifth-grader Najah.

Lorrie, the older sister of Taliah and Najah, was present at the awards presentation. A college sophomore at Texas Christian University, Lorrie says she has to adjust for safety whenever she comes home.

"There's hardly any traffic in Fort Worth and there are more and bigger buses in Los Angeles," the college student said.

"This is great that students take time to focus on safety," said

PHOTO: RICH MORALLO



Sisters Najah Rayford, left, and Taliah Rayford enjoy the prizes they won in a Metro safety contest. Sheriff's Deputy Scott Maus helped recognize the students.

Sheriff's Deputy Scott Maus, who helped recognize the students at the monthly council meeting.

| [Home](#) | [Phone Directory](#) | [Forms Online](#) | [FIS Online](#)

[Home](#)[CEO Hotline](#)[Viewpoint](#)[Classified Ads](#)[Archives](#)[Metro.net](#) (web)

Resources

[Safety](#)[Pressroom](#) (web)[Ask the CEO](#)[CEO Forum](#)[Employee Recognition](#)[Employee Activities](#)[Metro Projects](#)[Facts at a Glance](#)
(web)[Archives](#)[Events Calendar](#)[Research Center/ Library](#)[Metro Classifieds](#)[Bazaar](#)

Metro Info

[30/10 Initiative](#)[Policies](#)[Training](#)[Help Desk](#)[Intranet Policy](#)

Need e-Help?

Call the Help Desk
at 2-4357

[Contact myMetro.net](#)

Division 8 Operators Training to Drive the 60-foot Metro Liner



Division 8's Carmello Villareal, Jesus Vargas, and Armando Romualdo are just three of the operators who have already been trained to operate the behemoth Metro Liner.



At the wheel: Clockwise, from bottom left, Division 8's Armando Romualdo, Jesus Vargas, and Carmello Villareal.

• Photos by Arlene Lim

• Bus testing on transitway may begin Sunday, Aug. 20

By ARLENE LIM

(Aug. 18, 2005) Sixty feet long, 102 inches wide, with three doors and

seating for 57 passengers, the Metro Liner is already logging miles as bus operators at West Valley Division 8 are getting trained to operate the new articulated bus.

The training, divided into two distinct portions – training on the articulated buses and training on the actual Orange Line alignment – is being taught by instructors Rob Bauer, Gloria Dorado, Joe Putt and Eugenio Villacorta.

With more than 40 operators already trained, and two to three more being trained every day, Division 8 is well on its way to making the late October deadline.

Currently, instructors at Division 8 are only training the extraboard operators. Once the assignment becomes a bid assignment, everyone will be trained on the Metro Liner.

'We're on track'

"Even with a manpower shortage, we are still able to continue training," said Transportation Manager Maria Reynolds. "I'm very pleased we're on track, and it's because our instructor team is doing a very good job."

The instructors at Division 8 collaborated to create the entire training course and lesson plan used to teach the operators.

- Operator Efrain Gomez uses a program much like the one used to familiarize operators on the Metro Liner during the first stage of training.



Operators begin training by completing an hour-and-half long computer program and test that familiarizes them with the Metro Liner. Next, operators familiarize themselves with the onboard equipment, such as battery turn-ons and gas shut-offs.

After the orientation is complete, operators are then able to drive the liner around the yard. Instructors simulate a jackknife to teach operators how to handle and clear that sort of situation.

Practice stops after turns

The operators are then exposed to basic street courses, practicing stops and stops after turns, before advancing to freeway operation.

Operators get a total of about five hours of training. Once on the alignment, it is expected that the operator will have logged about nine hours.

Although its size may be daunting, instructors and operators, alike, are quite pleased with the Metro Liner's handling.

"This is the type of bus you don't have to pray, 'Will I make it through the day?'" SaysTOS Bauer "And at the end of day, you're not praising God that you made it through the day without having to fill out an

accident report."



With the opening of the Metro Orange Line in late fall, extraboard operators are being trained to drive the Metro Liner at Division 8.

'It drives well'

Operator Cunnetta Simms agreed, saying, "Getting used to it was easy, it drives well," and adding, "but you always have to watch those mirrors."

While there was a consensus that the Metro Liner drove well, many were concerned about the acceleration when the bus is operated on city streets.

Alerted to the problem by operator concerns, Metro is working with the bus manufacturer, NABI, and Cummins, the engine manufacturer, to correct the problem and improve performance and acceleration.

Metro now plans to begin testing buses on the Orange Line as soon as Sunday, August 20.



- [Metro.net \(web\)](#)
- Resources
- [Safety](#)
- [Pressroom \(web\)](#)
- [Ask the CEO](#)
- [CEO Forum](#)
- [Employee Recognition](#)
- [Employee Activities](#)
- [Metro Projects](#)
- [Facts at a Glance \(web\)](#)
- [Archives](#)
- [Events Calendar](#)
- [Research Center/Library](#)
- [Metro Classifieds](#)
- [Bazaar](#)
- Metro Info
- [30/10 Initiative](#)
- [Policies](#)
- [Training](#)
- [Help Desk](#)
- [Intranet Policy](#)
- Need e-Help?
- Call the Help Desk
at 2-4357
- [Contact myMetro.net](#)

Metro's School Pool Program Helps Parents Form Carpools

By DAVE SOTERO

(Aug. 18, 2005) Metro's School Pool Program is offering a free, voluntary and confidential service that helps parents interested in sharing driving responsibilities find carpooling partners at participating elementary, middle and high school campuses throughout Los Angeles County.

The agency maintains a comprehensive student carpool database and mapping system similar to its online commuter carpool matching system and provides lists directly to school administrators to share with participating parents.

The program is becoming increasingly attractive in light of record gasoline prices that are driving up commuting costs for families.

"Sharing the ride to school can be a significant benefit for parents, who are now able to more flexibly manage their morning and afternoon schedules," says David Sutton, director of Metro Commute Services, "freeing up time to take days off, meet other family obligations or run important errands."

The program is open to students in all participating public, private and charter elementary, middle and high schools. Parents are encouraged to ask their school administrators if the school can participate in the program.

Parents can also work through their Parent Teacher Associations (PTA) to request that the school become part of Metro School Pool.

Complete a survey

Participation is voluntary and parents share the task of driving students to and from school. Parents first complete a survey for each child wishing to participate, indicating individual carpool preferences.

They return the survey to their school administrators, who will provide a confidential matchlist for potential carpool candidates closest to their home.

Parents can then contact families on the list to meet and establish carpooling arrangements, including pick-up and drop-off points, carpool cost-sharing and driving responsibilities. Metro School Pool does not transport children to school.

Families who already carpool can enroll in the program to become eligible to participate in upcoming special events and promotions rewarding ridesharing families.

For information on the program or to sign up, parents should contact their local schools and complete a Metro School Pool survey.



[Metro.net](#) (web)

Resources

- ▶ [Safety](#)
- ▶ [Pressroom](#) (web)
- ▶ [Ask the CEO](#)
- ▶ [CEO Forum](#)
- ▶ [Employee Recognition](#)
- ▶ [Employee Activities](#)
- ▶ [Metro Projects](#)
- ▶ [Facts at a Glance](#) (web)
- ▶ [Archives](#)
- ▶ [Events Calendar](#)
- ▶ [Research Center/Library](#)
- ▶ [Metro Classifieds](#)

Metro Info

- ▶ [30/10 Initiative](#)
- ▶ [Policies](#)
- ▶ [Training](#)
- ▶ [Help Desk](#)
- ▶ [Intranet Policy](#)

Need e-Help?

Call the Help Desk
at 2-4357

[Contact myMetro.net](#)



Jake's Adventures

(August 19, 2005) (Aug. 19, 2005) *He's Back!* After a three-year hiatus to clear his thoughts and get his head together (?), Metro's Jake Satin-Jacobs is back with another chapter of his life's adventures – and this time he's battling some pesky raccoons! – *Bill Heard, Editor*

They Came From the Canyon: A Homeowner's Horror Story

By JAKE SATIN-JACOBS

I've concluded – after a great deal of deliberation and intense consideration – that raccoons make wonderful hats.

The story actually began a year ago. Some creature made its way into the space between the ceiling of our downstairs bathroom and the floor of the upstairs office. We could hear animal scrambling sounds, but were never really sure what it was. At first, we thought it was birds that had started nesting in the bathroom vent, but the sounds seemed not very birdlike.

I spent a couple hours sitting in the bathroom in the dark with a stethoscope hanging around my neck, waiting for the creature to move. I'm German; I wanted to know exactly what I was dealing with. And finally it began to move around. I stood on the toilet seat, put the stethoscope cup to the ceiling and listened.

In retrospect, I have to admit that I expected to hear it say something, perhaps, "I'm a squirrel," or more appropriately, "You're a squirrel." I concluded that it was an animal, a big animal. It needed to be trapped and removed.

This was not my first experience with invasion by creatures of the forest.

Annoying, but cute

A few years ago, we experienced our first raccoon visitations. We live in a canyon, so it was not unexpected. A family of six would enter the laundry room nightly through the cat door, eat what was left of the cat's food, muddy up the cat's water and leave. It was annoying, but kind of cute and it made us feel close to nature in a way Angelenos

seldom do.

We tolerated it. . .until the avocado incident.

The nasty little scumbags had apparently tired of the simple cat food diet. Their cravings brought them to the kitchen, up onto the kitchen counter and into a bag of avocados.

I can tell you without reservation that raccoons LOVE avocados. There were avocado pits and rinds and green goo all over the white tile. But, worst of all, apparently high on avocado pulp and cat food, they had made their way up the white carpeted stairs to the second floor of the house.

When I saw their little green handprints on the white carpet the next morning, I went quite mad. I considered buying a rifle, then a shotgun. My anger escalated with each paw print I cleaned. I decided I didn't want to kill them; I wanted to torture them. I wanted to force them to sit in front of the TV and watch, "Growing up Gotti," or listen to Mahler or spend a day with my mother-in-law. I wanted them to suffer.

But then I got calm and I got a trap. I trapped and transported to nearby Debs Park, without torturing – although I must admit I spoke unkindly to all of them – the entire family of six. And, as some of you might have predicted, they all either found their way back or sold their franchise to another equally invasive raccoon family.

Excluded from the 'club'

Surrendering to the rural nature of our urban canyon location, we got an electronic cat door that permits entry only to animals wearing special magnets. They may never have had to endure a Wagnerian opera or an episode of "The Surreal Life," but at least they knew the humiliation of not getting past the velvet rope at their favorite "club" because they weren't dressed properly. And I had a trap.

So when the second invasion occurred, I was armed. The trapping took only one night. In the morning, I found a medium size, unpleasant smelling raccoon in my trap. I transported it immediately to a park in South Pasadena. I released it and bid it a fond farewell.

"And if you ever come near my \$%#&& house you stinky ##%*&^**, you better be armed, 'cuz I ain't ^*\$%^@ messin' with you next time!" Even at my advanced age, I occasionally get a little flash of testosterone and can make hollow threats with the best of them.

Looking less than intimidated, the raccoon sauntered off into the trees.

End of story – or at least one would have hoped.

There were still sounds in the ceiling. Smaller sounds, sad sounds, then finally screaming, hungry sounds. Raccoon baby sounds.

Suddenly, I was the Nazi officer in "Sophie's Choice." I was the Mengele of raccoondom. I had done something that even the most forgiving god will not overlook: I had separated a mother from her children.

He had no choice now

I did everything I could to find a raccoon rescue organization. As it

turns out, no one in Los Angeles wants to rescue raccoons. I was appalled, but I had no choice. I was compelled to seek the services of an EXTERMINATOR.

I waited for the exterminator, expecting him to pull up in a hearse, dressed in black and with a Snidely Whiplash moustache. As it turned out, he was just some big-bellied guy named Ray in a dirty white T-shirt and blue Sears work pants.

Ray told me he would have to cut through the ceiling to retrieve the terrified, hungry babies.

"Cut my ceiling?"

"Yep. No other way."

"Can't you just find out where they came in and crawl in there and get them?" I asked.

Ray looked down at the place where his sweaty shirt didn't quite meet his pants. He looked back at me. "I don't think I'm gonna fit."

The downstairs bathroom is one of two ceilings in the house I had painted with an intricate mural. I stared at Ray, open-mouthed.

Ray wasn't an art lover

Ray had limited patience and I sensed he was not an art lover. "You got thirty seconds to decide: Screw up the pretty picture or live with dead raccoons in your ceiling. What's it gonna be?"

I nodded and my head dropped onto my chest. As I left the room, I heard Ray rev the saw. I went to find aspirin and, when I returned, Ray was standing in a pile of plaster dust with a pail full of raccoon babies. He sneered at me and headed for his truck.

I called after him, "You'll take them to a raccoon rescue place, won't you?"

He made some sort of grunting sound that I will always remember as, "Of course . . . and sorry about the ceiling."

It was this tear-stained emotional landscape upon which I stood when, a few weeks ago, I heard my wife say, "I heard something in the kitchen ceiling. I think it's raccoons."

- Next week – Part Two

Jake Satin-Jacobs is the operations performance analysis manager in the Service Performance Analysis Department.

[Home](#)[CEO Hotline](#)[Viewpoint](#)[Classified Ads](#)[Archives](#)[Metro.net \(web\)](#)

Resources

[▶ Safety](#)[▶ Pressroom \(web\)](#)[▶ Ask the CEO](#)[▶ CEO Forum](#)[▶ Employee Recognition](#)[▶ Employee Activities](#)[▶ Metro Projects](#)[▶ Facts at a Glance \(web\)](#)[▶ Archives](#)[▶ Events Calendar](#)[▶ Research Center/Library](#)[▶ Metro Classifieds](#)[▶ Bazaar](#)

Metro Info

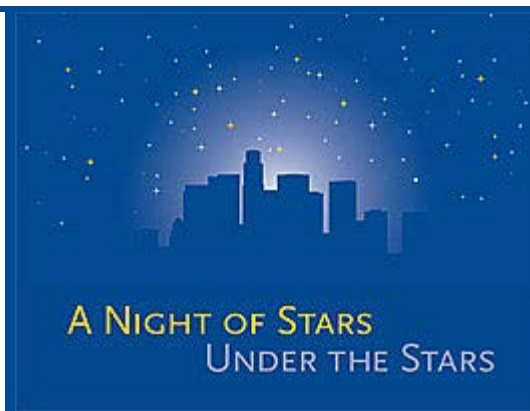
[▶ 30/10 Initiative](#)[▶ Policies](#)[▶ Training](#)[▶ Help Desk](#)[▶ Intranet Policy](#)

Need e-Help?

Call the Help Desk
at 2-4357

[Contact myMetro.net](#)

'Night of Stars' Award Banquet Friday, Sept. 16



- **Semi-formal event set for Westin Bonaventure Hotel**

(Aug. 19, 2005) More than 120 Metro Bus and Metro Rail operators, along with operations maintenance employees will be honored, Friday, Sept. 16, at the annual "Night of Stars" banquet.

The event, which will feature a "City Stars" theme, is scheduled in the California Ballroom of the Westin Bonaventure Hotel at 5th and Figueroa streets in downtown Los Angeles.

A reception begins at 6 p.m., with dinner and the awards presentation to follow at 7 p.m. The event will be ties-optional with sport coats, collar shirts and slacks for men; dresses or pantsuits for women.

Operations employees will be selected for Night of Stars honors based on individual performance criteria that include driving and workplace safety and attendance. Each service sector also will choose an employee or employee team to receive a special "Spotlight Award" for outstanding performance.

Each Night of Stars honoree will receive a commemorative medallion and a lapel pin, along with a color photo of the award presentation, according to event coordinator Fran Curbello.

Honorees planning to attend Night of Stars will be receiving invitations soon. Invitations admit one honoree and one free guest. Additional guests may attend for \$35 each. No children under 14 will be admitted.

Those planning to attend Night of Stars are encouraged to park at Union Station and take the Metro Red Line to the 7th and Metro station and walk north to the hotel at 5th and Figueroa or to the entrance on Flower Street. Hotel parking will be available at a discounted rate.

[<HOME](#)

Metro Orange Line COUNTDOWN

Metro Orange Line COUNTDOWN

Photos by Ned Racine
8/19/2005

Photos taken along the route of the Metro Orange Line track the progress of the construction of the transitway in the San Fernando Valley.



Winnetka Station

July 6, shows workers fastening the warning strip at the Winnetka station.



North Hollywood Station

July 6 at the North Hollywood station. The workers are saw-cutting the concrete on the southern edge of



Sepulveda Station

July 16 at the Sepulveda station, a worker is putting out between a wall and a place supporting



Sepulveda Station

July 18 shows the warning strip at the approaching the area where platform of the Sepulveda station,



[Home](#)[CEO Hotline](#)[Viewpoint](#)[Classified Ads](#)[Archives](#)[Metro.net \(web\)](#)

Resources

[Safety](#)[Pressroom \(web\)](#)[Ask the CEO](#)[CEO Forum](#)[Employee Recognition](#)[Employee Activities](#)[Metro Projects](#)[Facts at a Glance \(web\)](#)[Archives](#)[Events Calendar](#)[Research Center/Library](#)[Metro Classifieds](#)[Bazaar](#)

Metro Info

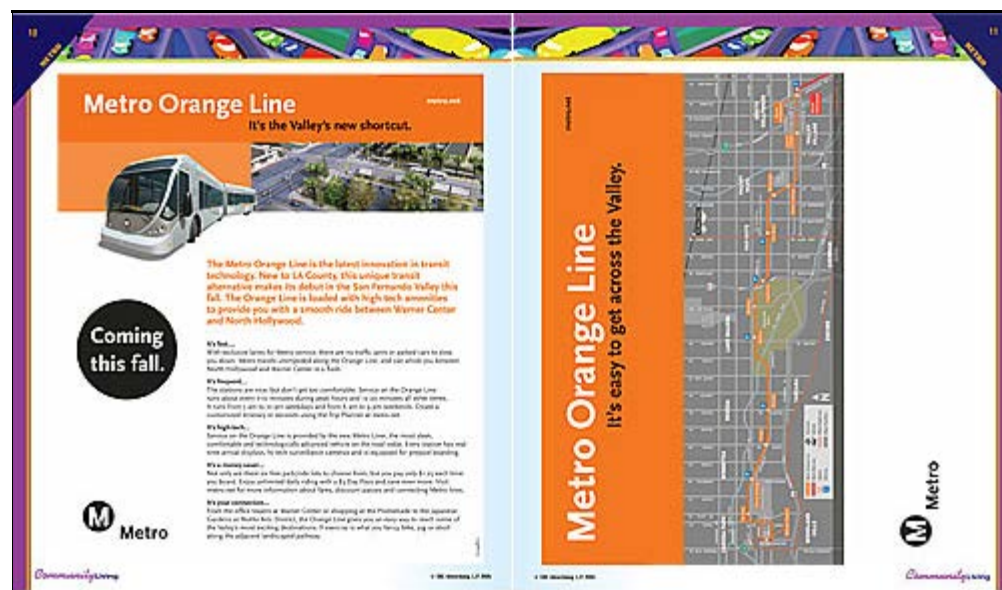
[30/10 Initiative](#)[Policies](#)[Training](#)[Help Desk](#)[Intranet Policy](#)

Need e-Help?

Call the Help Desk
at 2-4357

[Contact myMetro.net](#)

Metro Orange Line information is featured in 1.25 million SBC San Fernando Valley West phone books.



Metro Orange Line to be Featured in Valley Phone Books

(Aug. 23, 2005) The Metro Orange Line will be prominently featured, starting this month, in the Community Living section of 1.25 million SBC San Fernando Valley West phone books.

Beginning with a Metro tab in the upper right-hand corner of the cover, the White Pages and Yellow Pages phone books and mini-cell directories will include a photo of a Metro Liner and a description of the Orange Line with a map, service and fare information in English and Spanish.

The trade agreement between Metro and SBC costs the agency nothing, but would be valued at \$148,524 if the ad space were purchased, according to Communications Manager Fran Curbello, who created the partnership with SBC.

The phone books will be delivered to Valley homes and businesses. Extra copies will be available at local Ralphs Supermarkets or at www.SMARTpages.com.

Metro has a similar agreement with SBC for San Gabriel Valley phone books. The June edition carries a Metro Rail system map that also shows the Metro Orange Line. Service and fare information is presented in English and Spanish.

The space in the San Gabriel Valley edition, which carries the front cover tab "To get there, go Metro. Plan your trip at metro.net.", is valued at \$50,712.

[Home](#)[CEO Hotline](#)[Viewpoint](#)[Classified Ads](#)[Archives](#)[Metro.net \(web\)](#)

Resources

[▶ Safety](#)[▶ Pressroom \(web\)](#)[▶ Ask the CEO](#)[▶ CEO Forum](#)[▶ Employee Recognition](#)[▶ Employee Activities](#)[▶ Metro Projects](#)[▶ Facts at a Glance \(web\)](#)[▶ Archives](#)[▶ Events Calendar](#)[▶ Research Center/Library](#)[▶ Metro Classifieds](#)[▶ Bazaar](#)

Metro Info

[▶ 30/10 Initiative](#)[▶ Policies](#)[▶ Training](#)[▶ Help Desk](#)[▶ Intranet Policy](#)

Need e-Help?

Call the Help Desk
at 2-4357

[Contact myMetro.net](#)

Bright red signage identifies location of emergency assistance panel that houses intercom and fire equipment in the platform area of Metro Red Line stations.



PHOTOS: GAYLE ANDERSON

Metro Launches Accelerated Plan to Vastly Upgrade Security

- Board will be asked to grant emergency authority to spend about \$7 million
- Security technology to be best in U.S. and rival London's

By BILL HEARD, Editor

(Aug. 24, 2005) Metro is taking the first steps in a highly accelerated plan to vastly upgrade technology and other security measures on Metro Rail lines and at all Metro facilities.

The overall program, expected to cost about \$7 million, is seen as a quantum leap that before this fiscal year is over will push Metro's security technology well past that of any other U.S. transit agency and, in some respects, even beyond that currently in use by the London transport system. (See myMetro.net Report Aug. 4> [Transit Police Chief's London Visit](#) Was an Eye-Opener)

The Board gave the program a go-ahead in July and, at this month's meeting, is expected to give management emergency authority to spend the money required to make the upgrades. Procurement will be fast-tracked to purchase the equipment and services needed to make wide-ranging security improvements.

"We asked the Board for approval to move forward with a system that would be second to none in the United States," says Deputy CEO John Catoe. "We'll have the best technology available today, equipment that meets the needs of the agency, and that provides a higher level of security for our customers and our employees."

All-encompassing effort

As envisioned by management, the program will be an all-encompassing effort that will improve security technology on the four Metro Rail lines, at the Rail Operations Center (ROC) and at all Metro Bus operating divisions. It will include additional security signage at rail stations, a passenger security awareness campaign, and the deployment of additional police dogs.

More than 500 new cameras, capable of tilting, panning and zooming will be installed at Metro Rail stations along with almost 100 automatic digital video recorders, according to Rob Chappell, deputy executive officer for Rail Operations.

Cameras also will be installed on all trains at a cost of about \$2.2 million.

The digital recorders will be linked to intrusion alarms on subway platforms that will activate when someone attempts to enter a secure area. In such an event, nearby cameras will automatically focus on the area.

At the ROC, huge flat-screen LCD (liquid crystal display) monitors capable of a 64-segment, split-screen display, will replace the banks of small, individual TV monitors that show static video of rail platforms. On-duty personnel, called CCTV observers, will use joystick systems to pan, tilt and zoom individual cameras. At least one LCD monitor will be located in the Sheriff's Transit Services Bureau station downstairs from the ROC.

The upgrade at the ROC also will mean adding four more CCTV observers, says Catoe, and providing additional training for the entire CCTV staff that will focus on law enforcement-oriented surveillance.

Meanwhile, the agency will use existing funding to speed up plans to install surveillance cameras at the operating divisions to monitor bus and employee parking areas. Security cameras and digital recorders already are in place on most of the Metro Bus fleet.



"I didn't know there was an intercom here," said patron Roberta Benson, a Wilshire area resident who noticed the emergency panel while

Metro patrons involved

Even Metro patrons will be involved in the heightened security program, says Catoe. All rail platforms currently have emergency intercom phones, but most passengers may not know where they're located. New signage is now being developed to mark the phones so passengers can easily find them in an emergency.

Those signs will be one element of an expanded passenger security awareness campaign that will include posters and take-ones.

Finally, some funding will be used to purchase,

waiting for the
Wilshire/Western train at
Union Station.

train and deploy more police dogs in the Metro Rail system, Catoe says. Four dogs are currently on the job and two others – one of which will be assigned to Metro Security – are in training.

“This will be an accelerated process, one that many have not been seen at this agency,” says Catoe, “but from start to finish, this will be a whirlwind process to put in a top-notch security system on our rail lines and stations, and in our operating divisions and other facilities.”



[Metro.net](#) (web)

Resources

- > [Safety](#)
- > [Pressroom](#) (web)
- > [Ask the CEO](#)
- > [CEO's Forum](#)
- > [Metro Projects](#)
- > [Facts at a Glance](#) (web)
- > [Intranet Archives](#)
June 1999-July 2010
- > [MyMetro Archive](#)
- > [Events Calendar](#)
- > [Library/Archive](#)
- > [Metro Café](#)
- > [Metro Classifieds](#)
- > [Bazaar](#)
- > [Employee Recognition](#)
- > [Promotional Products](#)
- > [Employee Discounts](#)
- > [My Retirement](#)

Metro Info

- > [30/10 Initiative](#)
- > [Policies](#)
- > [Training](#)
- > [Help Desk](#)
- > [Intranet Policy](#)

Need e-Help?

Call the Help Desk
at 2-4357

Service Sector Governance Councils Set September Meetings

By RICK JAGER

(Aug. 24, 2005) Service sector governance councils will hold their regular monthly public meetings in September to discuss various transportation issues and proposed Metro Bus service changes.

Governance council meeting times and locations for the month of September are:

- **Metro Westside/Central**, Tuesday, Sept. 6, 6:30 p.m., La Cienega Tennis Center, Sunset Room, 325 S. La Cienega Blvd., Beverly Hills.
- **Metro San Fernando Valley**, Wednesday, Sept. 7, 6:30 p.m., Marvin Braude Constituent Service Center, 6262 Van Nuys Blvd., Van Nuys.
- **Metro Gateway Cities**, Thursday, Sept. 8, 2 p.m., The Gas Company
9240 Firestone Blvd., Downey.
- **Metro South Bay**, Friday, Sept. 9, 9:30 a.m., Carson Community Center, 801 E. Carson, Carson.
- **Metro San Gabriel Valley**, Tuesday, Sept. 13, 5 p.m., San Gabriel Valley Sector Office, 3369 Santa Anita Ave., El Monte.

[Home](#)[CEO Hotline](#)[Viewpoint](#)[Classified Ads](#)[Archives](#)[Metro.net \(web\)](#)

Resources

[Safety](#)[Pressroom \(web\)](#)[Ask the CEO](#)[CEO Forum](#)[Employee Recognition](#)[Employee Activities](#)[Metro Projects](#)[Facts at a Glance \(web\)](#)[Archives](#)[Events Calendar](#)[Research Center/Library](#)[Metro Classifieds](#)[Bazaar](#)

Metro Info

[30/10 Initiative](#)[Policies](#)[Training](#)[Help Desk](#)[Intranet Policy](#)

Need e-Help?

Call the Help Desk
at 2-4357

[Contact myMetro.net](#)

Mayor and Board Members Take Metro Gold Line to Work to Demonstrate Ease of Public Transportation

- Numerous media outlets ride along on the Metro Gold Line as Mayor shows Angelinos how to save money by taking public transportation to work. Mayor Villaraigosa was joined by fellow Board members Gloria Molina, John Fasana, Pam O'Connor, Richard Katz, Bernard Parks, and David Fleming as well as CEO Roger Snoble and Deputy CEO John Catoe.

(Aug. 25, 2005) On the day of the Board of Directors meeting, Mayor Antonio Villaraigosa and several board members took the Metro Gold Line to work.

The group boarded the Metro Gold Line train at the Southwest Museum Station near the mayor's Mount Washington home and exited at Union Station, where Mayor Villaraigosa told waiting news crews and reporters that the average commuter can save hard-earned money by using public transportation.

"I'm here to urge all Angelinos to consider taking transit to work," even if it's just a couple of times a week," said the Mayor. "You would not only be doing your part to reduce traffic, you would also save some your hard-earned money."

Over the past few weeks, gasoline prices have soared to record highs and according to the Automobile Club of Southern California, the average price for self-serve regular unleaded gasoline in Los Angeles County has reached \$2.80 a gallon. Prices are expected to continue to rise with some experts predicting consumers paying \$3 a gallon by Labor Day.

Metro can help mitigate the effects of increased gasoline prices by offering commuters cost-effective public transportation alternatives by way of its Metro Bus and Metro Rail systems serving Los Angeles City, County and beyond, the Mayor noted.

The typical fare for riders of the Metro system is just \$1.25 one-way and is even lower with the purchase of a weekly, biweekly or monthly pass, the use of special discount tokens or the best transportation bargain in town, the Metro \$3 day pass that entitles riders unlimited rides on all Metro Bus and Rail systems.

Driving solo in their automobiles, commuters today spend \$24 a day to operate that vehicle.

People in a car or van pool spend \$3.38 a day for their commute, a savings of \$20.62 and individuals using Metro's public transportation system spend just \$3 a day, saving \$21 over the solo driver in his or her automobile.

In a month, public transit users save \$454 with the purchase of a \$52 monthly Metro pass verses the solo driver who ends up spending \$506

a month to operate their vehicle.

In a year's time, this can add up to a savings of nearly \$5,500 (\$5,451) for the public transit user verses that same individual driving alone. *

Daily Los Angeles county commuters who switch from solo driving to public transportation, carpools or van pools can save over \$5,000 a year in commuting costs.

Mayor Villaraigosa pledged to ride the Metro Gold Line and the bus to work whenever he can, urging residents to "ride with the mayor."

"it's a great ride, it's a bargain and it's a great opportunity to meet people and talk to them and not suffer the road rage your read about every single day," said the Mayor.

* Cost projections are based on the following assumptions: Number of commute workdays per month: 21; Average daily commute: 30 minutes; Price of gasoline: \$2.80 per gallon; Average vehicle MPG: 21; Parking: \$65; Cost for repairs, registration, maintenance and taxes: \$.13 per mile; Cost for financing insurance and depreciation: \$.44 per mile.

[Home](#)[CEO Hotline](#)[Viewpoint](#)[Classified Ads](#)[Archives](#)[Metro.net \(web\)](#)

Resources

[Safety](#)[Pressroom \(web\)](#)[Ask the CEO](#)[CEO Forum](#)[Employee Recognition](#)[Employee Activities](#)[Metro Projects](#)[Facts at a Glance \(web\)](#)[Archives](#)[Events Calendar](#)[Research Center/Library](#)[Metro Classifieds](#)[Bazaar](#)

Metro Info

[30/10 Initiative](#)[Policies](#)[Training](#)[Help Desk](#)[Intranet Policy](#)

Need e-Help?

Call the Help Desk
at 2-4357

[Contact myMetro.net](#)

Metro safety specialist shows visiting school children how to look and listen before crossing railroad tracks.



Leading the way to Safety

Metro's Rail Safety Program Expands Scope; Inspires Regional, National Efforts

- Pioneering safety program is role model for similar programs being developed by regional and national agencies.

(Aug. 25, 2005) Metro's innovative Rail Safety Program is on the move with a video distribution deal, the addition of bus safety training on the Metro Orange Line, and public service announcements for the Department of Homeland Security.

The success of this multiple award-winning program is evidenced by national interest in its innovative and comprehensive approach to rail safety:

- Operation Lifesaver has signed a Memorandum of Understanding (MOU) to help distribute the program's videos as part of the organization's light-rail safety program.
- A licensing agreement is pending with New Jersey Transit, with a nibble from San Francisco's Muni.
- Public Service Announcements for Homeland Security are in development for television and theaters and may be distributed for nationwide broadcast.
- Program coordinators have applied for a grant to develop a

national public awareness program for Homeland Security based on the Rail Safety model.

- Plus, the Rail Safety team had a banner year reaching 1.2 million students – 354 percent over the projected goal of 350,000.

In the classroom - Program coordinator Barbara Burns presents safety video to students.



Developed by Metro's Community Relations Department to address rail safety issues in the community, the rail safety education and outreach program includes classroom instruction, rail safety orientation tours, and participation at community events with the "Metro Experience" mobile theater.



Patrons line up for 'Metro Experience' at one of many safety fairs held in communities throughout the region.

"Putting the funds from a transit safety grant awarded in 2003 to practical use, Metro completely restructured its rail safety education and outreach program," said Barbara Burns, program manager. The start-up of the Metro Gold Line light rail line that traversed many street-level crossings and traveled through densely populated neighborhoods demanded a fresh approach.

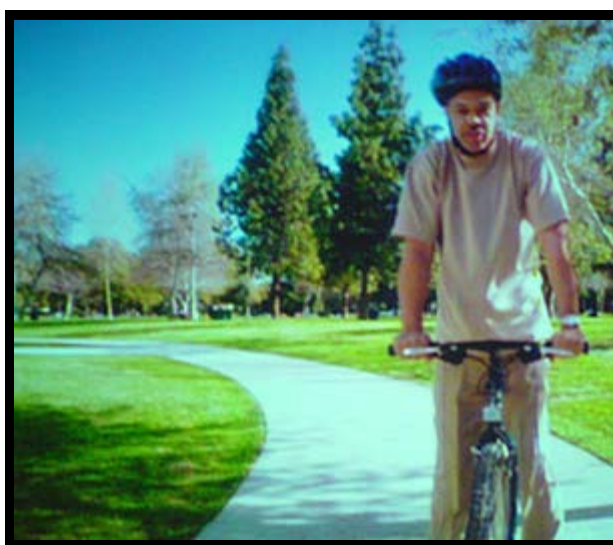
"The consequences of careless behavior around an operating rail system had to be felt, not just parroted," she said. Furthermore, the program must communicate to a public of many languages with a preference for electronic media.

Metro infused the program with multimedia zest and shaped the message with dramatic punch. The result was site-specific

DVDs that are relevant to particular audiences and could be easily distributed: "Look, Listen, & Stay Alive" appeals to audiences 10 years of age to adult. The video has won 11 national awards: The Aurora Awards—Three Platinum Best of Show awards for Directing, Use of Music, and Public Service and one Gold Award for original music; Five Finalist Awards from the international Telly Awards; and a World Gold Medal from the prestigious New York Festivals against competition from 58 countries. Additionally, the video won a First Place Award from APTA.



Three cartoon characters play at a Metro Rail station in the rail safety video, "Look, Listen and Stay Alive."



Appearing in a Metro Rail safety video, Metro Rail General Manager Gerald Francis, on screen, cautions kids: "Tracks are for trains, not fun."

"Tracks are for Trains" is intended for children below the age of 10 and features Metro Rail's own Gerald Francis. The interactive DVD is site-specific to the street-level Metro Blue Line and Metro Gold Line, and features charismatic trainers delivering the message with compelling visuals. The site-specific DVD was developed to assist in train-the-trainer programs after partnerships were formed with 10 school districts along Metro rail lines. Each school was supplied the materials to be used in the classroom. This allowed the outreach of the program to quadruple.

The latest release – now playing at schools and community centers – is a presentation of the Metro Orange Line, the 14-mile transitway set to open this fall in the San Fernando Valley.

The popularity of the videos is what led Operation Lifesaver to pursue the MOU with Metro. After conducting focus groups across the country, it became clear that the approach and the messages used in the videos – particularly those targeted to older audiences – met many of the needs identified by older students.

"Operation Lifesaver is always looking for new and creative ways to educate the public about safety along rail lines, said Gerri Hall,

President of Operation Lifesaver. "LACMTA's videos deliver rail safety messages in a way that resonates profoundly with viewers, and we are delighted to help spread the word about the tools LACTMA has developed."

The national safety organization will let agencies that participate in the Operation Lifesaver program know about the LACMTA videos.. "This is quite a feather in our cap," said Burns, "and a wonderful compliment to our program and our agency, which always puts safety first." --*from staff reports*

[<HOME](#)

Metro Orange Line COUNTDOWN

Metro Orange Line COUNTDOWN

Photos by Ned Racine
8/26/2005

Photos taken along the route of the Metro Orange Line track the progress of the construction of the transitway in the San Fernando Valley.



Reseda Station
7/27/2005 Worker connects power to base of light standard at Reseda Station.



Reseda Station
7/27/2005 Looking west, we see the worker tighten the base of the light standard.



Painting stripes
8/3/2005 - We're east of Ethel at Chandler Boulevard. A worker is check the machine that will paint stripes on the pavement.



Painting stripes
8/3/2005 A worker applies the stripes with




[Home](#)
[CEO Hotline](#)
[Viewpoint](#)
[Classified Ads](#)
[Archives](#)
[Metro.net \(web\)](#)

Resources

[Safety](#)
[Pressroom \(web\)](#)
[Ask the CEO](#)
[CEO Forum](#)
[Employee Recognition](#)
[Employee Activities](#)
[Metro Projects](#)
[Facts at a Glance \(web\)](#)
[Archives](#)
[Events Calendar](#)
[Research Center/Library](#)
[Metro Classifieds](#)
[Bazaar](#)

Metro Info

[30/10 Initiative](#)
[Policies](#)
[Training](#)
[Help Desk](#)
[Intranet Policy](#)

Need e-Help?

Call the Help Desk
at 2-4357

[Contact myMetro.net](#)


Dream Machine

- Rudy Cardenas' painstaking restoration of 1939 Chevy Sedan is making dreams come true for the retired Metro Bus Operator.

By ARLENE LIM

He bleeds Metro pride, and breathes Chevy air. Retiring two years ago, after 24 years of service with the agency as a bus operator, Rudy Cardenas is now turning heads with his restored 1939 Chevy Sedan.

Already, Cardenas' 1939 beauty has graced the pages of "Lowrider Magazine." The car has been featured in a three-page spread in the September issue of the magazine.

"It's very hard to get in. To me, in my opinion, to be in the 'Lowrider Magazine' you have to be rolling with the big boys," says the Metro retiree "Now I'm a big boy, too, thank God!"

Cardenas attributes his getting into the magazine to friend Joe Ramos, an operator out of Division 2. On their way to pick up the Chevy from the mechanic, Ramos talked Cardenas into stopping and looking at bombs parked.

There, Cardenas and Ramos met an editor from "Lowrider", who asked to



Among other honors, Rudy Cardenas dream car earned the People's Choice Award at the 2005 Metro Bus Rodeo.

see the car. Dirty and dusty, just out of the mechanic shop, Cardenas' 1939 Chevy Sedan still caught the eye of the editor and made it into the magazine.

Magazine."

The Friendly Green, the name Cardenas dubbed his Chevy, will also be featured in the October issue of "Streetlow

Besides the magazine exposure, Cardenas has also participated and placed in various car show competitions. Recently, he won the People's Choice Award at the 2005 Metro Rodeo, second place in its class at this year's Lowrider Magazine car show, and Toys for Toys car show at the police academy.

"I've been dealing with old cars ever since I was 13-14 years old," says Cardenas. "And that was my dream car, a 1939 Chevy."

He found his dream car through a tip a friend at Crossroads Depot Division 2 had given him about a '39 Chevy that was for sale in Compton.

Cardenas took down the address and ended up buying the car after seeing it.

Since that day, it took him about five years to restore the sedan. The restoration, not yet complete, now only needs accessories.



The '39 Chevy has received new upholstery, interior wood graining, chrome and a paint job.

Cardenas finds all of the parts and accessories that he needs for his "bomb" through friends who are in car clubs.

"It's just a matter of getting the word out of what you need," says Cardenas "And as soon as they find it - they find you."

Since Cardenas does not belong to a car club – and prefers not to – he will add a plaque that will read '*Blessed*', a feeling that he's had since he first started the job at Metro some 26 years ago.

Cardenas isn't the only one with a love for cars. His wife, Lendy, loves to attend the car shows. In fact, Cardenas is looking for a '47 or '48 Convertible Chevy to restore for his wife.

"That way we can both go the car shows," says Cardenas " I can drive one and she can drive the other."

[Home](#)[CEO Hotline](#)[Viewpoint](#)[Classified Ads](#)[Archives](#)[Metro.net](#) (web)

Resources

[> Safety](#)[> Pressroom](#) (web)[> Ask the CEO](#)[> CEO's Forum](#)[> Metro Projects](#)[> Facts at a Glance](#)
(web)[> Intranet Archives](#)
June 1999-July 2010[> MyMetro Archive](#)[> Events Calendar](#)[> Library/Archive](#)[> Metro Café](#)[> Metro Classifieds](#)[> Bazaar](#)[> Employee
Recognition](#)[> Promotional Products](#)[> Employee Discounts](#)[> My Retirement](#)

Metro Info

[> 30/10 Initiative](#)[> Policies](#)[> Training](#)[> Help Desk](#)[> Intranet Policy](#)

Need e-Help?

Call the Help Desk
at 2-4357

With Power Line Restrung, Gold Line Trains Back on Schedule

- Wayside crews worked 'round-the-clock shifts

(Aug. 30, 2005) Metro Gold Line trains were back on schedule by 8 a.m., Tuesday, following a 35-hour, 'round-the-clock effort by Metro Rail wayside crews to restrung a downed catenary power line.

Trains had been single-tracking between the Lake Avenue station and the Memorial Park station since about 4 p.m. Sunday, after a northbound train operator spotted the downed line on the southbound track.

On Monday, Metro Gold Line service was running about every 20 minutes during the peak periods, instead of every 10 minutes.

The line fell when a component apparently failed, said Rob Chappell, deputy executive officer, Rail Operations. The failed component will be sent back to the manufacturer for analysis.

Chappell said Metro expects to be fully reimbursed for the repair work by Kiewitt/Washington, the prime Gold Line contractor, since the system is still under warranty.

Traction Power crews began work to restore power on the line at about 8 p.m. on Sunday and completed the job at 7 p.m., Tuesday. Track Department personnel had to grind and smooth areas where the arcing power line caused slight damage to the rails.

"They did a good job," said Chappell. "Nobody really knows what we do until something breaks."



[Metro.net](#) (web)

Resources

- ▶ [Safety](#)
- ▶ [Pressroom](#) (web)
- ▶ [Ask the CEO](#)
- ▶ [CEO Forum](#)
- ▶ [Employee Recognition](#)
- ▶ [Employee Activities](#)
- ▶ [Metro Projects](#)
- ▶ [Facts at a Glance](#) (web)
- ▶ [Archives](#)
- ▶ [Events Calendar](#)
- ▶ [Research Center/Library](#)
- ▶ [Metro Classifieds](#)

Metro Info

- ▶ [30/10 Initiative](#)
- ▶ [Policies](#)
- ▶ [Training](#)
- ▶ [Help Desk](#)
- ▶ [Intranet Policy](#)

Need e-Help?

Call the Help Desk
at 2-4357

[Contact myMetro.net](#)

Funeral Services Scheduled for Technician Leader Phung Phung

(Aug. 30, 2005) Funeral services have been scheduled for Phung K. Phung, a Facilities Systems technician leader, who died Aug. 27 at Arcadia Methodist Hospital.

Viewings will be held at the Roy C. Addleman & Sons Funeral Home from 11 a.m. to 8 p.m., Wednesday, Aug. 31; from 11 a.m. to 8 p.m., Friday, Sept. 2; and from 8 a.m. until 9 a.m. on Saturday, Sept. 3. The funeral home is located at 11338 Valley Blvd., El Monte. Phone 626-422-1000.



Phung K. Phung

The funeral is set for 9 a.m., Saturday, Sept. 3, at the funeral home. Burial will follow at Resurrection Cemetery, 966 Potrero Grande Dr., Monterey Park.

Phung, 53, joined Metro in 1983 as a stock clerk. He then trained as an electrician helper and became an electrician and, in 2003, a Facilities Systems technician leader.

He is survived by his wife, Lien Thuy Pham, and daughters Linh Thuy Phung, Samantha Chang-Phung, Vy Tuong Phung and Cindy Thao Phung, and several grandchildren.



[Metro.net](#) (web)

Resources

- ▶ [Safety](#)
- ▶ [Pressroom](#) (web)
- ▶ [Ask the CEO](#)
- ▶ [CEO Forum](#)
- ▶ [Employee Recognition](#)
- ▶ [Employee Activities](#)
- ▶ [Metro Projects](#)
- ▶ [Facts at a Glance](#) (web)
- ▶ [Archives](#)
- ▶ [Events Calendar](#)
- ▶ [Research Center/Library](#)
- ▶ [Metro Classifieds](#)
- ▶ [Bazaar](#)

Metro Info

- ▶ [30/10 Initiative](#)
- ▶ [Policies](#)
- ▶ [Training](#)
- ▶ [Help Desk](#)
- ▶ [Intranet Policy](#)

Need e-Help?

Call the Help Desk
at 2-4357

[Contact myMetro.net](#)

DPW Employee Pleads Guilty to Defrauding Metro Rideshare Program

(Aug. 30, 2005) A former employee with the Los Angeles County Department of Public Works pled guilty to grand theft charges, Aug. 16, in Los Angeles Superior Court.

Following an investigation by the Office of the Inspector General, April Gonzales was charged Oct. 7, 2004, with felony grand theft and public officer crime. She allegedly misappropriated \$700 in Target gift certificates generated through Metro's former Rideshare Program while she was employee transportation coordinator at DPW's Alcazar Street facility in Lincoln Heights.

- See myMetro.net report Nov. 17, 2004 > [DPW Employee Charged with Defrauding Rideshare Program](#)

With Los Angeles Superior Court Judge C.H. Rehm presiding, Gonzales pled guilty to one count of grand theft, a felony. She was placed on three years formal probation, fined \$210, ordered to perform 300 hours of community service, and ordered to remit \$650 in restitution to the Los Angeles County Metropolitan Transportation Authority.

The IG's office determined that from December 2002 through July 2003, Gonzales used various methods to misappropriate retail gift cards generated through the program.

These methods included fabricating employees, forging signatures of employees, and fabricating carpool partners. In each instance, Gonzales misappropriated a portion or the entire allotment of the retail gift cards for her own use.

The Rideshare Rewards Program, started in 1997, encouraged ridesharing by workers at companies with fewer than 250 employees. Through the program, employees who rideshare could earn Target, Ralphs or Best Buy gift certificates valued at up to \$120.

Rideshare Rewards was revised and combined with another incentive program in December 2004. It was renamed the Metro Rewards Program.

– From The Office of Inspector General reports.



[Metro.net](#) (web)

Resources

- ▶ [Safety](#)
- ▶ [Pressroom](#) (web)
- ▶ [Ask the CEO](#)
- ▶ [CEO Forum](#)
- ▶ [Employee Recognition](#)
- ▶ [Employee Activities](#)
- ▶ [Metro Projects](#)
- ▶ [Facts at a Glance](#) (web)
- ▶ [Archives](#)
- ▶ [Events Calendar](#)
- ▶ [Research Center/Library](#)
- ▶ [Metro Classifieds](#)
- ▶ [Bazaar](#)

Metro Info

- ▶ [30/10 Initiative](#)
- ▶ [Policies](#)
- ▶ [Training](#)
- ▶ [Help Desk](#)
- ▶ [Intranet Policy](#)

Need e-Help?

Call the Help Desk
at 2-4357

[Contact myMetro.net](#)

VIEW FROM THE 25th FLOOR

Riding Metro with the Mayor: An Opportunity for Transit

By CEO ROGER SNOBLE

And Good Luck to our Metro Bus Rodeo Team!



CEO Roger Snoble

Deputy CEO John Catoe and I were privileged, last week, to join Mayor Villaraigosa and five Board members in riding the Metro Gold Line from the Southwest Museum Station into Union Station.

At the end of our trip, the mayor spoke with local media, urging citizens to "ride Metro with the Mayor" at least a couple of days each week to reduce traffic and to save money. As the price of gasoline and other fuels continue their precipitous climb, Mayor Villaraigosa and Board members Gloria Molina, John Fasana, Pam O'Connor, Richard Katz, Bernard Parks and David Fleming were out in front, setting a good example.

The event provided an opportunity for us to point out that using public transit, carpooling or vanpooling instead of commuting alone can save a commuter between \$5,000 and almost \$5,500 a year.

The effort to promote transit, when combined with fuel prices, appears to be paying off in transit ridership increases. In the past year, July 2004 to July 2005, Metro Rail average daily ridership was up some 30,000 boardings, while Metro Bus daily boardings rose by almost 40,000. Since the gasoline crisis of 1974, when it often was impossible even to buy gas, I haven't seen such a diversion from cars to public transit.

We have the capacity

The difference back then was that our transit systems couldn't handle the crowds. Now, here in Los Angeles, we have the capacity for a sizeable increase in riders.

Still, the situation is a double-edged sword for Metro, presenting both a challenge and an opportunity. The challenge is that our FY 2006 budget already is being hit hard by escalating fuel costs. If prices continue to rise at the current rate, we could spend \$4.8 million more than we budgeted for diesel fuel, \$1.15 million more for CNG and \$416,000 more for gasoline.

These costs add even more to an already substantial structural deficit

in our FY 2006 operating budget. We can't sustain these costs and our current level of service without generating more revenue – and how we're going to do that is a question we will be grappling with for some time to come. Stay tuned.

The other side of the sword, however, is – as I noted above – the increased bus and rail ridership and the opportunity it affords us to demonstrate to Los Angelenos that public transit is a safe, affordable, convenient and efficient way to get to get around.

Let's be good 'hosts'

Let's make the most of this opportunity by being good "hosts" and welcoming these new riders to our great transit system.

I want to close by wishing our Metro Bus Rodeo team the best of luck in two important competitions scheduled next month – the Southern California Regional Bus Rodeo, Sept. 10, in Irvine and the APTA International Finals, Sept. 24, in Dallas.

We'll all be rooting for Operator Sam Morales of Central City Division 1 and his maintenance teammates, Andrew Warren Jr., Rommel Vargas and Frank Forde of Arthur Winston Division 5. All four are experienced competitors who can be expected to give the maximum. I wish them all well – they're the best of the best!

August 30, 2005

[Home](#)[CEO Hotline](#)[Viewpoint](#)[Classified Ads](#)[Archives](#)[Metro.net](#) (web)

Resources

[Safety](#)[Pressroom](#) (web)[Ask the CEO](#)[CEO Forum](#)[Employee Recognition](#)[Employee Activities](#)[Metro Projects](#)[Facts at a Glance](#)
(web)[Archives](#)[Events Calendar](#)[Research Center/
Library](#)[Metro Classifieds](#)[Bazaar](#)

Metro Info

[30/10 Initiative](#)[Policies](#)[Training](#)[Help Desk](#)[Intranet Policy](#)

Need e-Help?

Call the Help Desk
at 2-4357

[Contact myMetro.net](#)

Division 8 Manager Maria Reynolds, UTU representative, Assistant Manager Ralph Gray and the employees of Div. 8 Transportation enjoy a celebratory lunch in honor of their achievement.



Div. 8 Transportation Records 257 Days with No Lost-Time injuries

By TRESA YUNG

(Aug. 31, 2005) Div. 8 Transportation Manager Maria Reynolds has good reason to be proud of her employees. They've hit a milestone of 257 days with no lost time due to injury.

"We haven't hit this many days in the six years that I've been here," says Reynolds. "This success is also a testament to the great work the staff is doing managing our claims."

Former Division 8 Manager Grant Myers, who retired and returned to work at West Hollywood Division 7, says the closest he recalls coming to that mark was about 60 days or so during his tenure at Division 8 from 1995 to 2003.

Division 8 operators and employees continuously strive to maintain safe working conditions and practice safe work habits.

Division management staff also reinforces the safety message through ongoing safety communications, rap sessions and safety contacts.

[Home](#)[CEO Hotline](#)[Viewpoint](#)[Classified Ads](#)[Archives](#)[Metro.net \(web\)](#)

Resources

[Safety](#)[Pressroom \(web\)](#)[Ask the CEO](#)[CEO Forum](#)[Employee Recognition](#)[Employee Activities](#)[Metro Projects](#)[Facts at a Glance \(web\)](#)[Archives](#)[Events Calendar](#)[Research Center/Library](#)[Metro Classifieds](#)[Bazaar](#)

Metro Info

[30/10 Initiative](#)[Policies](#)[Training](#)[Help Desk](#)[Intranet Policy](#)

Need e-Help?

Call the Help Desk
at 2-4357

[Contact myMetro.net](#)

Special 'Party' for Metro Employees at Magic Mountain

- Restricted attendance means no waiting in line for rides

(Aug. 31, 2005) Imagine Six Flags Magic Mountain without the long lines at every ride.

That's what it will be like on Saturday, Nov. 19, when at least 300 Metro employees, family members and guests will have a chance to attend a private party at the amusement park in Valencia.

The private party is scheduled from 7 p.m. until 1 a.m. and will be restricted to Metro and several other companies – a total of only about 6,000 people. The park will be closed to the public during the event.

Normally, about 30,000 people are at Magic Mountain on Saturdays, so with only about 20 percent of that number in the park, there should be virtually no waiting in line for rides, according to Danielle Boutier, director, Communication Services.

"It will be fun going to Magic Mountain without having to deal with the hassle of big crowds," said Boutier, noting that ticket holders can take unlimited rides on each attraction.

Tickets on sale in September

Tickets for the event will go on sale in mid-September at the Metro Store. Tickets will be priced at \$21 each for both adults and children, and will be limited to eight per employee. Parking will be free for party ticket holders.

The special tickets will give Metro employees and guests free entry to all rides and attractions in the park beginning at 7 p.m. The tickets will not be accepted for earlier admission to the park. Food, refreshments and souvenirs must be purchased at regular prices.

Magic Mountain attractions include the Goliath "hypercoaster," the Colossus, Goliath and Viper roller coasters, among many others. Rides especially for the kids include Tweety's Escape, Merrie Melodies Carousel, Log Jammer and Daffy's Adventure Tours.

Metro Store hours are from 9 a.m. until 3 p.m., Monday through Friday. The store is closed for lunch from 12:30 until 1:30 p.m.



The Revolution - The world's first 360 degree looping coaster debuted at Six Flags Magic Mountain in 1976.

[Metro.net](#) (web)

Resources

► [Safety](#)

► [Pressroom](#) (web)

► [Ask the CEO](#)

► [CEO Forum](#)

► [Employee Recognition](#)

► [Employee Activities](#)

► [Metro Projects](#)

► [Facts at a Glance](#)
(web)

► [Archives](#)

► [Events Calendar](#)

► [Research Center/Library](#)

► [Metro Classifieds](#)

► [Bazaar](#)

Metro Info

► [30/10 Initiative](#)

► [Policies](#)

► [Training](#)

► [Help Desk](#)

► [Intranet Policy](#)

Need e-Help?

Call the Help Desk
at 2-4357

[Contact myMetro.net](#)

San Gabriel Valley sector staff and Governance Council members listen to comments from a member of the public during a hearing earlier this month.



San Gabriel Valley Kicks Off Series of Public Hearings

- Hearings in four service sectors draw good crowds

By DAVE HERSHENSON

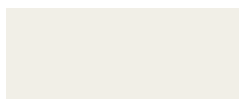
(Aug. 31, 2005) The San Gabriel Valley Service Sector got a series of public hearings off to a successful start earlier this month, with attendance by nearly 100 people. Approximately 45 shared their comments with the Governance Council and sector staff.

"We were very gratified with the turnout from the public; this was probably the largest public hearing audience we ever hosted" said General Manager Jack Gabig. "The whole idea behind these hearings is to invite the public to comment on proposed changes before they are finalized so adjustments can be made to our proposals if we hear a good reason to change our plans."

Prior to the public hearings, the San Gabriel Valley sector hosted two community meetings – one in Glendale and another in East Los Angeles – to discuss the proposed changes and to answer questions. Combined, these community meeting attracted more than 70 people.

"We like to hold community meetings prior to our public hearings if possible" said Scheduling Manager Jon Hillmer. "Besides being a less formal setting, community meetings allow us to answer patron's questions, which we generally we do not do at public hearings. We were very pleased with the turnout at both of our community meetings this month."

Photos: Dave Hershenson



A standing-room-only crowd looks on as Channel 35 cameras record the San Gabriel Valley public hearing. The program was broadcast the following day.



First of five hearings

The San Gabriel Valley public hearing was the first of five public hearings held throughout Los Angeles County to receive comment on the proposed service changes. The first four hearings were televised by the City of Los Angeles’ Channel 35, at the request of Councilman Bernard Parks, also a member of the Board of Directors.

The Westside/Central sector conducted a public hearing at the La Cienega Tennis Center in Beverly Hills, attracting close to 25 people. The South Bay sector held its public hearing, with around 70 in attendance, at Arthur Winston Division 5.

The Gateway Cities sector hosted two public hearings – one at The Gas Company in Downey, and a second hearing in Huntington Park. More than 50 people attended the two Gateway Cities public hearings. Since the San Fernando Valley did not have any significant proposed service changes, that sector did not conduct a public hearing this month.

The service changes are being proposed to best utilize existing resources and to improve service quality wherever possible. Poor performing lines, or segments of lines, may be cancelled or modified so that those service hours can be reinvested to enhance other bus service, such as adding weekend and/or weeknight service to some lines.

After considering all public comment, the four sectors will present their recommended service changes to their Governance Councils in September. Once approved, the service changes are scheduled to go into effect Dec. 18, 2005 or later.