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San Gabriel Valley TOS Ernie Paredes Will Deploy to Iraq

- It's the second call-up for the Army Reserve staff sergeant

BY JIMMY STROUP

(Jan. 3, 2006) For the second time in five years, Ernie Paredes has been called on by the U.S. Army to deploy to Iraq as part of his commitment to the Reserves.



Metro TOS and Army Reserve Staff Sgt. Ernie Paredes has been called into active duty for the second time in five years. After some training in Texas, Paredes is bound for Iraq and an 18-month tour. Photo by Jimmy Stroup

And, as the San Gabriel Valley transportation operations supervisor – and Army staff sergeant – usually responds when asked to get the job done, Paredes said, “OK.”

A Metro employee since 1983, Paredes was called to active duty after Sept. 11, 2001 for an 18-month tour.

The Army wanted again to call him up again in 2003, but decided not to after once it was clear he'd just come home from the first deployment.

Still, after only being home a few years, Paredes isn't upset

about being activated again.

'It's my turn'

“It's my turn,” he said simply. “I'm OK with it. My family's OK with it.”

Aurora Jackson, San Gabriel Valley assistant transportation manager, isn't happy to lose him, but said she — and everyone in the service sector office — is proud of Paredes' commitment to the Army Reserve and to Metro.

“Truly, he performs exceptionally,” she said. “We, his coworkers, are really proud of him.”

After some time for himself and his family, Paredes will leave next week for Texas and two months of training.

After that, he's off to Iraq for 18 months. But, through it all, Paredes maintains the no-nonsense pragmatism that has become his signature.

“It's my job,” he says.



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Former Operator Charged with Fraud, False Imprisonment and Assault

By PAM MURANO

(Jan. 3, 2006) A former Metro Bus operator has been charged with felony insurance fraud, false imprisonment and assaulting a female bus patron.

Robert Hicks, who was terminated for misconduct in November, 2002, surrendered to authorities, Dec. 22, 2005, and was booked at the Sheriff's office in Palmdale. Bail was set at \$150,000.

A preliminary hearing is scheduled later this month in LA Superior Court.

Hicks had filed a Worker's Compensation claim in 2002 stating that he had been injured when the female patron assaulted him.

The female bus patron is a young woman, small in stature. Hicks is six feet tall and weighs some 400 pounds.

An investigation by Metro Risk Management's Special Investigations Unit (SIU), that included video evidence, found that there was reasonable cause to believe that Hicks was the aggressor and physically prevented the female patron from exiting the bus.

The California Department of Insurance Fraud Unit and the District Attorney's Office concurred with the SIU report and a warrant was issued for Hicks' arrest.



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Parking Limited for Rose Bowl Game; Metro Planning for Big Crowds

(Jan. 3, 2006) Rose Bowl officials have announced that parking will not be permitted, Wednesday, at the Brookside Golf course due to soggy ground.

They're advising people heading to the USC-Texas game to take the Metro Gold Line to Memorial Park station and walk west two blocks to the Parsons parking lot to catch a shuttle to the Rose Bowl.

Metro Rail plans to operate Gold Line trains on eight-minute headways all day, Wednesday. The heaviest loads are anticipated from 11 a.m. to 3 p.m. and again after the game ends at around 9 p.m.

To supplement Gold Line service, Divisions 8 and 10 will provide 15 articulated buses to ferry passengers, as needed, from Bay #7 on the Gateway Transit Plaza to the Memorial Park station, prior to the game, and from Memorial Park station back to the Transit Plaza following the game.

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Blown by strong winds, construction scaffolding hangs over the Metro Gold Line's Del Mar station, creating a safety hazard. Service to Del Mar and Memorial Park stations was suspended for almost eight hours, Monday, until the scaffolding was secured. Trains single-tracked through those stations until full service was restored just after 1 p.m. on Tuesday.



Photos by Gary Leonard

Monday's Storm Disrupted Gold Line Service for Rose Parade Spectators

- Construction scaffolding above Del Mar station collapsed
- Three stations affected, but 30-unit bus bridge filled the gap

By BILL HEARD, Editor

(Jan. 3, 2006) High winds and driving rains pushed a huge construction scaffold into the Metro Gold Line right-of-way, Monday morning, halting service at three Pasadena stations just as spectators were leaving the Rose Parade.

The scaffolding, with its green tarp acting like a sail, tore away from a condominium building under construction on the west side of the Del Mar station, just before 10 a.m. It hung precariously over the station but did not fall onto the tracks or the lines that power the trains. No

Response, effort commended.



Melvin Clark, Deputy Executive Officer, Rail Operations: "I want to thank all who responded to this incident – from the operator who first reported it, to the wayside crews, the on-scene supervisors, the Rail Operations Center, the Bus Operations people, the Sheriff's deputies, the Pasadena Fire Department and

one was injured.

Fearing for the safety of passengers, Metro Rail power traction workers de-energized a section of track between Mission station on the south and Lake station on the north – leaving the tracks connecting the Fillmore, Del Mar and Memorial Park stations without power.

others. They should be commended for their dedication to safe operation and their determination to provide service as quickly as possible under the most stringent conditions." Full service on the Metro Gold Line was fully restored just after 1 p.m., Tuesday, when the Del Mar station reopened to passengers. Trains were operating on both tracks there and at the Memorial Park station.

At Metro Rail's request the Bus Operations Center, working with field supervisors, quickly organized a 30-unit bus bridge to provide service through the affected area. Divisions 1, 2, 3, 9, 10 and 15 provided buses and operators.

'Bus Operations came through'



"Bus Operations really came through for us," said Bruce Shelburne, rail service development manager. "We used a lot of their buses and we're really appreciative of their efforts."

Although the fierce weather was much to blame for the situation, it also kept down the crowds that would normally have rushed the Gold Line following the parade.

Shelburne said a steady stream of spectators left the parade and boarded the trains before the scaffolding collapsed.

By noon, all Rose Parade spectators had been cleared, but the bus bridge – reconfigured to reflect service needs – continued to operate throughout the day, carrying an estimated 3,000 to 5,000 passengers.

"We knew that, with the storm, those people needed to get out of the weather," BOC Assistant Manager Patricia Royster said Tuesday.

Power was restored

By 5:30 p.m., Monday, the Pasadena Fire Department's heavy rescue unit had pulled the scaffolding back to a safe enough position that power was restored on the northbound track – the farthest from the

scaffolding – and both north- and southbound trains were able to use it.

The Del Mar station remained closed, but service resumed at the Memorial Park and Fillmore stations on 20-minute headways.

When Gold Line service began Tuesday morning, passengers who normally board at Del Mar were advised to use the Memorial Park station. Trains continued to operate every 20 minutes and a shuttle bus also was in service connecting the three stations.

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Board OKs Div. 20 Project, New EO Position, Bus Shelter Program

- Actions taken at December Board meeting

(Jan. 4, 2006) Board action in December included votes approving a retail and housing complex at Metro Rail Division 20, a new executive officer for real estate and a bus shelter maintenance program.

Item 34, Metro Red Line Yards Joint Development. The Board approved a motion authorizing the CEO to enter a joint development agreement with a firm that plans to build a housing, parking and retail complex on 2.7 acres of the 50-acre Division 20 site.

Students attending the nearby Southern California Institute of Architecture would be given preference in renting the 420 to 480 apartments planned for the development.

The project will have between 10,000 and 60,000 square feet of retail space, including a plaza and possibly a grocery store. Plans call for about 700 parking spaces, 200 of which would be for Metro Red Line staff parking – a minimum increase of 60 staff spaces.

Item 39, New Executive Officer for Real Estate. The Board approved a new non-contract position for an executive officer for Real Property Management and Development.

Roger Moliere, deputy director of the County of Los Angeles Department of Beaches and Harbors Asset Management and Planning Bureau has been named to the new position following a recruitment that drew more than 30 applications. He will join Metro on Monday, Jan. 9.

In his new position, Moliere will be responsible for developing, planning, directing and managing joint development projects and new business opportunities for Metro, as well as providing high-level direction on all Metro real estate activity.

Moliere, an attorney who has a background in real estate development, has been employed by the county for the past nine and a half years.

Item 27, Bus Shelter Maintenance. The Board approved Councilman Bernard Parks' motion directing the Metro staff to "develop a protocol requiring bus operators to monitor bus stop conditions and report broken and/or soiled bus benches."

Parks' motion notes that Metro doesn't own or have jurisdiction over most bus stops, but it calls for "more aggressive measures" to keep bus stops, benches and shelters clean and protected from vandalism.

The motion directs the staff to "bring together all agencies" responsible

for bus shelters to discuss a model shelter design, a strategy to provide shelters at all bus stops and a "comprehensive rehabilitation and maintenance protocol."

The Board action also directs the staff to provide a status report on the South Bay Service Sector's "See it, Report it" program and plans to implement the program agency-wide as soon as possible. The South Bay program encourages bus operators and field staff to file reports identifying shelters that need cleaning or other work.

Item 29, Upgrade SCADA Equipment. The Operations Committee approved a motion awarding a \$1.34 million contract to an Annapolis, Md., company to replace remote units that help control the movement, and report the status, of Metro Red Line trains in Segment 1, which opened in 1993.

The Remote Terminal Units (RTUs) are part of the SCADA automated train control system used throughout the subway system. The new RTUs will replace outdated equipment at Union Station; Civic Center; Pershing Square; 7th and Metro; and Westlake/MacArthur stations; at the Rail Operations Center and at the Metro Red Line yard.

Item 35, Program \$618 Million. The Board approved a motion authorizing the CEO to program \$618 million in state and federal funds.

Among the provisions of the motion, a sum of \$608 million is slated for highway and transit capital improvement and support. Another \$10 million will be used as back-up funding to "leverage" up to \$19 million in unused federal appropriations for countywide transit projects.

The Board also approved an amended motion reauthorizing \$68.7 million as fulfilling part of Metro's commitment to fund 17 percent of the cost of the Alameda Corridor East (ACE) project, capped at \$162 million for Phases I and II. If Metro is the only available funding source for Phase II design and project readiness work, then the amended motion says ACE should be able to draw Metro funds.



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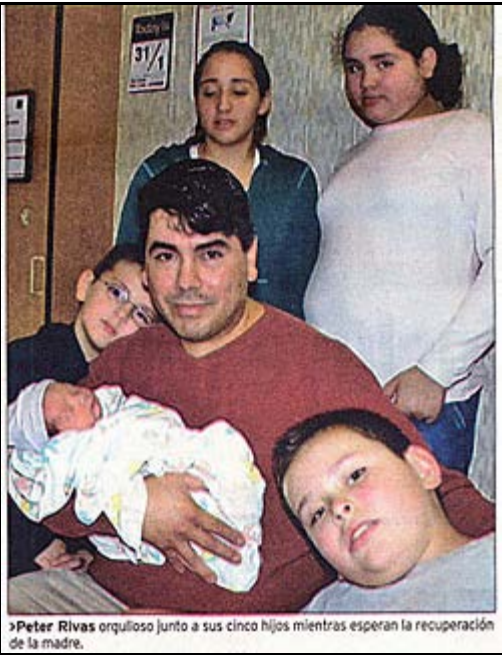
Los Angeles County's First-Born of 2006 is a Metro Baby

(Jan. 4, 2006) The first baby born in 2006 in Los Angeles County is the son of an East Valley Division 15 bus operator – Peter Rivas.

Little Elijah Jeshua Gonzales-Rivas was born at one second after midnight, Sunday, Jan. 1, at Kaiser Permanente's Los Angeles Medical Center. He weighed in at 8 pounds, 3 ounces and was 22 inches long.

The baby and his mother, Maria Gonzales, are doing fine. Elijah has two brothers – Samuel, 8, and Jeremy, 5, and and two sisters, Alexandra, 16, and Renne, 11.

Rivas, 37, joined Metro in May 2001.



Newspaper clipping from family scrapbook shows Division 15 Operator Peter Rivas and his children enjoying their first few moments with baby Elijah, the newest member of the family and already a celebrity.

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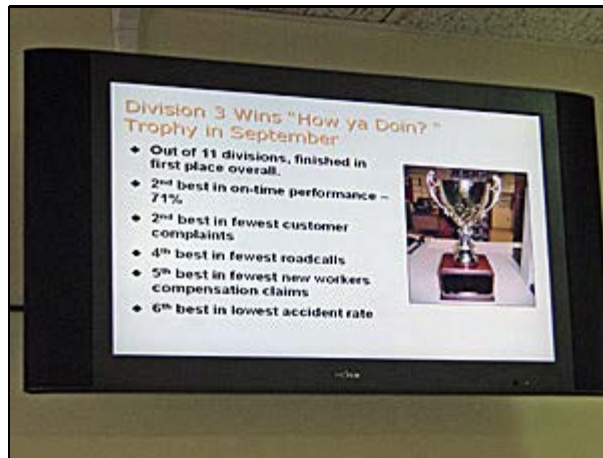
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Division 3's new SafetyTV unit — a kind of revolving safety bulletin board — helps keep bus operators informed and aware of safety at all times.

'SafetyTV' Gives Division 3 Operators a New Way to Look at Safety

BY JIMMY STROUP

(Jan. 5, 2006) North Los Angeles Division 3 has recently installed a flat-screen television on one of the walls in its break room, but it's no ordinary set. This TV broadcasts but a single message: Safety.

Mike Greenwood, division transportation manager, says the idea is to make SafetyTV something eye-catching that bus operators will look at to receive important safety information.

"It's sort of like an electronic bulletin board," he says. "We've got bulletin boards all around here, but the content stays pretty static. This is a little more attractive to people's eyes."

SafetyTV is connected to a computer and a continuous PowerPoint presentation that changes slides every 22 seconds. Viewers can watch for five minutes and never see the same slide twice.

The SafetyTV programming also includes short videos with footage from Division 3's DriveCam modules.

Caught on video

One clip depicts an employee walking in the yard without a reflective vest and talking on a cell phone. He isn't paying attention and almost walks in front of a moving bus.

Greenwood says this isn't meant to embarrass the employee, but that safety is more important than a few flushed faces over getting busted doing something potentially dangerous.

Scott Boim, San Gabriel Valley senior safety specialist, hopes the new device will prove to be something that personnel appreciate, but also

something that will increase safety awareness.

Content on SafetyTV is as easy to change as typing a new slide into a PowerPoint presentation. With all the safety concerns working around the division can present, Division 3 operators shouldn't ever be bored with SafetyTV's programming line-up.

"It's our bulletin board brought into the new millennium," Boim says.

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Military death takes member of a Metro family on Christmas Day.

By GAYLE ANDERSON

(Jan. 5, 2006) Three Metro employees suffered the loss of a family member in Iraq over the Christmas holidays.

Army Specialist Sergio Gudino, nephew of Metro Bus Operator Marcos Gudino and Mechanic Ernesto Gudino and cousin of Copy Center Operator Raul Gomez, was killed on Christmas Day when a roadside bomb exploded alongside the tank he was driving during combat operations in Baghdad.

The news was delivered to the family home in Pomona by an Army chaplain Christmas morning. Others learned of the 22-year-old soldier's death in national news stories.

"He was my cousin and he was my hero," said Gomez. "He was a strong athlete, a straight-A student who wanted to finish college, and he was a great father, too."

News reports say the Army Specialist deployed out of Fort Stewart, Ga., returned to Pomona from Iraq last fall after suffering a serious injury to his shoulder. Gudino returned to his unit in October, dismissing an option to remain out of the war zone because of his injury.

Gudino was married and had a 3-year-old son, Cyrus. He was the son of Victor Gudino, a former SCRTD employee who worked as a revenue mechanic from 1978 through 1984. He leaves behind his wife, Candy, father Victor and mother Maria, and three brothers, Victor, Eddie and Andrew.

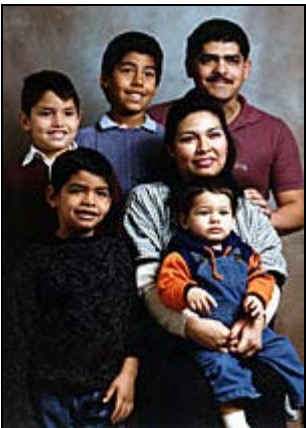
Visitation begins at 10 a.m., Friday, at Forest Lawn Memorial Park in Glendale. Services with full military honors will be held this Saturday at



Sergio Gudino

Born March 7, 1983.
Died Dec. 25, 2006.

As reported in the *Army Times* > Army Spc. Sergio Gudino, 22, of Pomona, Calif.; assigned to the 3rd Infantry Division at Fort Stewart, Ga.; was killed Dec. 25 when an improvised explosive device detonated near his M1A1 tank during combat operations in Baghdad.



Sergio Gudino, foreground at left, is a child in this family portrait. Victor Gudino, his father, is top right.

2 p.m. in the Church of the Recessional at Forest Lawn.

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Some of these fans didn't have to park. An estimated 13,000 fans used Metro service to and from the big game.



Inside Texas photo

Metro Teamwork Scored a 'Touchdown' with Rose Bowl Service

- 13,000 fans used Metro service to and from the big game

By BILL HEARD, Editor

(Jan. 5, 2006) If it was teamwork that ensured an exciting USC-Texas game inside the Rose Bowl, Wednesday, it was teamwork outside the stadium – among Metro Rail staff and volunteers – that guaranteed fans got to and from the game safely and efficiently.

Metro Rail officials estimate that some 13,000 fans rode the Metro Gold Line or one of the agency's new articulated buses to and from the game.

"Between rail and bus operations, the Sheriff's deputies and volunteers who gave their free time, everyone did one heck of a job," said Metro Rail General Manager Gerald Francis. "The concerted effort really made it easier for people to get to and from the game."

The smooth operation was a contrast to the rocky experience on Monday, when a collapsed construction scaffold halted service at the Memorial Park, Del Mar and Fillmore stations just as spectators were leaving the Rose Parade. Full service wasn't restored until Tuesday afternoon.

On Wednesday, however, Metro's special Rose Bowl operation went like clockwork.

Journey to Pasadena

Many USC and Texas fans staying at downtown hotels started their journey to Pasadena on the Metro Red Line, transferring to the Gold Line at Union Station. Others caught the train at Sierra Madre Villa, where the parking structure filled up by 1:45 p.m. and fans had to park on the street.

Revenue Collection personnel, who set up special sales booths at Union Station and at Sierra Madre Villa, sold 1,318 \$3 Day Passes for a total of \$3,954. Total game-day ticket sales of \$17,013 was 168 percent of average Wednesday ticket sales of \$6,266, according to Administrative Analyst Joe Marzano.

Metro had 15 articulated buses on standby in the early afternoon in case trains became overloaded, but the buses weren't needed until after the game. The steady flow of passengers into the stations and the 8-minute departure schedule kept the rail operation manageable.

In addition to the championship game, Wednesday was a regular working day for many Gold Line commuters. Luckily, most of them rode the line before game traffic began and after most fans were already at the Rose Bowl.

'Almost a non-event'

Afternoon peak period service was "almost a non-event, very normal," said Bruce Shelburne, who coordinated Metro's Rose Bowl operation. "Peak service wasn't really affected at all."

Following the game, some fans waited for an hour or so to get on shuttle buses at the stadium, but at Memorial Park station most waited for only 15 or 20 minutes to board either a train or an articulated bus, according to Gold Line Transportation Manager Duane Martin.

"There were no problems, everyone was in a good mood," said Martin. "Even the USC fans took it well."

Pasadena police closed Holly Street near the Memorial Park station entrance. Metro Rail staff and volunteers directed fans into lanes designated for direct bus service to Union Station, or to trains headed for Sierra Madre Villa or Union Station.

"We worked virtually overnight to make sure everybody got to their destinations, especially the out-of-town folks," said Shelburne. "Bus Operations was there for us every bit of the way. We couldn't have done what we did without them."

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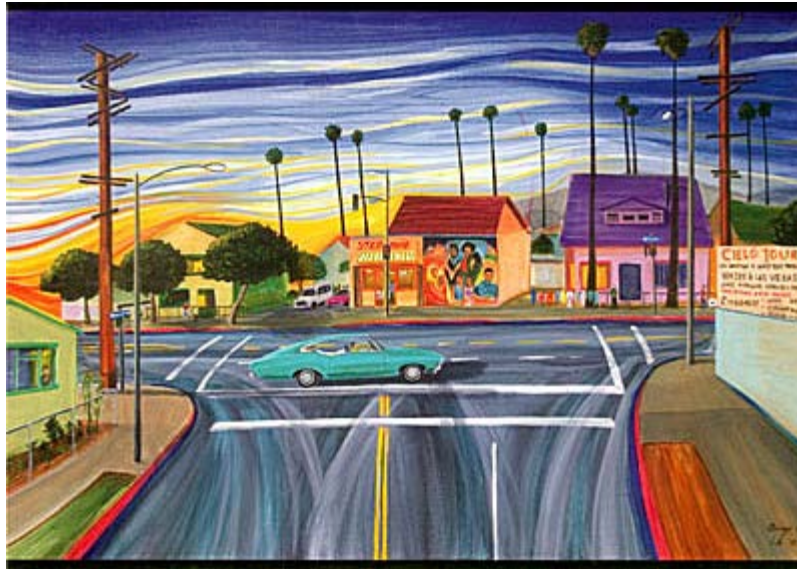
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Image of one of Diego Cardoso's paintings is reproduced for group exhibition postcard.



"Streets of East Los Angeles" art exhibit reveals first appearance of Metro Gold Line

- Metro's Diego Cardoso one of four artists in Gallery Row exhibition.

BY GAYLE ANDERSON

The Eastside Extension of the Metro Gold Line is beginning to make its mark upon the streets of East Los Angeles. The light rail line is also making an indelible mark in works of art.

The Metro Gold Line's impact in East Los Angeles is a notable element in the streetscapes of artists whose work is currently on exhibit at Gallery 727 in downtown Los Angeles.

The "Streets of East Los Angeles" exhibit of paintings and murals of four artists inspired by the lively streetscapes of East Los Angeles combines art and urban planning to interpret the real and the imaginary landscape of East Los Angeles.

Urban planner Diego Cardoso's paintings are an artistic interpretation of his technical observations of the Eastside environment. His paintings, in bright colors and lively details, reveal a streetscape of front yards, fences, shops and an emerging Gold Line station.

The exhibit is curated by gallery owner James Rojas, a Metro transportation planning manager.

"The streets of East Los Angeles have

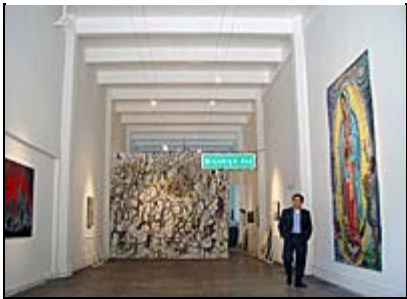
inspired generations of artists, writers and urbanists who have celebrated the area's geography, architecture and street life in paintings, photography and narratives," said Rojas.

The exhibit continues the tradition created by another Eastside mainstay of some 30 years – public murals that reflect the history and energy of the area, said Rojas.

"The public culture generated among neighbors from diverse cultures and regions has given rise to some of the most animated streets in the city," said Rojas.

The exhibit features the works of artists Cardoso, Paul Botello, Gronk and Ramon Ramirez.

The exhibit continues at Gallery 727 through Jan. 28. Hours are Thursday through Saturday from noon to 6 p.m. The gallery is located at 727 S. Spring St. in downtown Los Angeles.



Group exhibit features the works of artists Diego Cardoso, Paul Botello, Gronk and Ramon Ramirez. On site: Curator James Rojas.



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Division 9 Takes November 'How You Doin'?' Honors

BY JIMMY STROUP

(Jan. 6, 2006) Sweeping aside the competition, San Gabriel Valley Division 9's Maintenance and Transportation departments were both awarded the "How You Doin'?" award for the month of November.

"We are very pleased, very proud and very used to being Number 1," joked Assistant Transportation Manager Larry Cosner.

Cosner said the competition is always stiff from divisions 3 and 8, and that the award was all the sweeter for being hard earned.

"Right now we're working at a very high deficit of manpower, so we're using our operators to the maximum capacity," he said. "And to have low accidents, good performance and reduced complaints on top of that says a lot for our operators."

On the other side of Division 9, Assistant Maintenance Manager Richard Famighetti is also pleased that his team helped contribute to shut out the other divisions.

"It shows that we're doing what we're supposed to be doing. We've got a good bunch of people and they're taking care of business," he said. "And that somebody's recognizing that is a good feeling."

"How You Doin'?" is a monthly award based on improvement in several job-related categories like attendance, Workers' Compensation claims, and in-service on-time performance.

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Weapons drawn, Sheriff's Transit Services Bureau deputies approach a Metro Rail car during a counter-terrorism exercise. TSB will get more resources under a recently announced reorganization of the Sheriff's Department. Photo courtesy of LASD



Sheriff Gives Transit Services Bureau More Responsibility, Resources

- Reorganization to improve terrorism prevention and response
- Sheriff's bomb squad will relocate to Gateway Building

(Jan. 6, 2005) Sheriff Lee Baca has announced a reorganization of his department that will give Metro's Transit Services Bureau (TSB) more responsibility and more resources to protect public transportation from potential terrorist threats.

TSB, under the command of Transit Police Chief and Sheriff's Cmdr. Dan Finkelstein, has been reassigned to the Sheriff's Homeland Security Division.

"This new organization will improve the coordination of information and more directly involve those law enforcement personnel...in our overall counter-terrorism strategy and preparation efforts," said Baca.

In the reorganization, which was effective in November, Finkelstein will report to Chief Sandra Hutchens, head of the Homeland Security Division, while continuing also to report to Deputy CEO John Catoe.

"Having the TSB units under the Sheriff's Homeland Security Division ensures shorter lines of communication and provides for better prevention of and response to any terrorist event or natural disaster," said Finkelstein. "It will make our operation seamless."

Bomb squad coming to Metro

Among other changes, the reorganization will relocate seven or eight members of the Sheriff's Arson and Explosives Detail in the TSB offices on the Plaza level of the Gateway Building.

"Deploying the bomb squad from here will shorten response time, especially for the Metro Red Line," said Finkelstein. "I also want bomb squad members to be a part of the terrorism awareness training for Metro personnel."

TSB also will play an enhanced role on the multi-agency Terrorism Early Warning (TEW) group, the primary intelligence gathering organization in Los Angeles County.

Baca, along with Finkelstein and Paul Lennon, Metro's director of Intelligence and Emergency Services, heads for London on Saturday to participate in a forum on counter-terrorism, community interaction and building relations among first responder agencies.

Exchange with British Transport Police

In addition, Finkelstein and Lennon will meet with British Transport Police executives to discuss an officer exchange program that could bring several Transport Police officers here in the late spring to train TSB deputies in counter-terrorism and send several deputies to London for training.

Finkelstein said he and Lennon have discussed the plan with a representative of the U.S. Department of Homeland Security (DHS) and with the deputy consul general at the British Embassy in Los Angeles.

"Ultimately, if we see a benefit from this and can get the funding, I'd like to have a British police officer come here for several months to train our deputies and send a deputy to London for several months of training," said Finkelstein.

Coincidental with the Sheriff's announcement, DHS has announced that \$765 million in direct funding will be provided for high-threat urban areas as part of the 2006 Urban Areas Security Initiative (UASI).

Much of the funds will be used to enhance the security of public transportation and the ports in Los Angeles County. UASI provides resources for the unique equipment, training, planning, and exercise needs of select high threat urban areas.



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Exposition Construction Authority Board Meeting Set Jan. 12

(Jan. 10, 2006) The Exposition Metro Line Authority Construction Board is scheduled to meet at 2:30 p.m., Thursday, Jan. 12 at the Kenneth Hahn Hall of Administration, 3rd floor, Board of Supervisors' Hearing Room 381B.

The Board will consider a staff recommendation to approve the Exposition Line project budget and the staffing plan for fiscal year 2006, the personnel policy and employment manual, the employee pension and deferred compensation plan, and amendments to the administrative code.

The Board will also receive a monthly project status update.

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Transportation planning managers Paula Carvajal-Paez, left, and Jami Carrington coordinated development of Metro's new Travel Information Kiosk. Eight kiosks, as part of a pilot program, will be placed in key locations around the county. Photo by Bill Heard



Metro Kiosks Will Provide Travel Information to Commuters

- Pilot program will place 8 kiosks around LA County

BY JIMMY STROUP

(Jan. 10, 2006) As part of a new pilot program, Metro will soon place several interactive kiosks in key locations throughout the county to provide up-to-date travel information to commuters.

With printable Internet-based travel planning and the latest highway condition updates, the eight Travel Information Kiosks are designed to complement Metro's other information services.

"There are quite a number of people calling 1-800-COMMUTE just to get basic transit information, including travel itineraries, which may take several minutes for an agent to process," said Project Manager Jami Carrington. "And not everyone has the Internet at their fingertips. This will enable people to enjoy direct and speedy access to their own virtual customer information center."

The first kiosk will be placed in the Gateway Transit Center's Customer Service Center, located on the Plaza level of the building's southwest corner, sometime this month.

By March, the other kiosks should be placed in their locations—which include employment centers in Hawthorne, El Segundo and near LAX, LA Valley College in Valley Glen, the Palmdale MetroLink station, the El Monte Transit Center and the Metro Customer Service Center on Wilshire Boulevard.

These eight kiosks are actually hand-me-downs from the City of Long Beach, which tried a similar program in the mid-1990s that eventually fizzled out.

'From the dust'

"It is truly a pilot that rose from the dust. When they didn't work someplace else, we thought we'd try it out and see how to make them work," Carrington said.

After Metro got control of the kiosks, the units were reworked for their new mission with the help of CeroView, an Irvine-based company that deals exclusively in information kiosks.

"They've been doing yeoman's work for us. We feed them what we want and they configure the pages and are preparing the software set-up for us," Carrington said.

"Metro's webmaster and the Design Studio have been instrumental in designing the pages and how they will look. But CeroView is completing the refurbish work, developing the software, setting up the looping and so forth," she said.

Upon first receiving the units, the kiosk designers realized they would have to totally refurbish the machines. They used the existing shells and refilled them with newer equipment amenable to the project's requirements: a touch screen and a computer that can handle the interactive Internet-based programming the kiosks will rely on.

Carrington is quick to emphasize that the kiosk program wouldn't have gone anywhere without a multi-departmental effort from every quarter.

Countywide Planning and Development helped secure the kiosks from the City of Long Beach and provided 50 percent of the funding which was used to purchase the new computer hardware. The other 50 percent of project costs were funded by Communications and overall project coordination was provided by Research and Development.

Providing project assistance

Other departments that provided assistance on the project include Metro's Information Technology Services, Customer Relations and Marketing Department. Carrington said cooperation has been the key to the kiosk kick-off.

"I think that what's making it so successful is that everyone has a little chunk of investment in it," she said.

Once the kiosks have been placed, Carrington and her team will begin tracking and compiling information about how people are using them. Part of the host site responsibility will include contributing regular surveys on customer feedback, as well as providing regular cleaning and paper restocking of the kiosks.

"This is first and foremost a pilot program," she said. "We're testing the efficacy of this type of technology out there. We want to know what people are saying—good, bad or indifferent—about what it doesn't do, what it does do, how we can improve, what's out there."

Into the future, Carrington hopes the kiosks will be able to expand their information base to allow sister transit agencies to include their

information on the units.

"In my perfect world we'll have them in many more transfer and hub locations, even at our rail stations," she said. "If we could have them at more employer sites where they have multi-tenant buildings, and even in some public places like libraries where information is readily available on all levels, that would be great."

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The new Pico/Rimpau bus terminal – a Metro Connections facility prototype – includes a number of amenities for patrons and bus operators. It will be integrated into a retail development scheduled to open in mid-2007.



Photo by Donna Lafont

Metro Opens New Bus Terminal, Wednesday, at Pico/Rimpau

- New terminal will offer passenger, employee amenities
- Terminal is prototype of Metro Connections facility

By BILL HEARD, Editor

(Jan. 10, 2006) For perhaps 70 years, buses serving downtown LA, mid-city and Santa Monica dropped off and picked up passengers at an on-street transfer point at the intersection of Pico and Rimpau.

The hub, which sat just east of where Venice and San Vicente boulevards meet, was hardly more than a bus parking lot that offered minimal passenger or employee amenities.

On Wednesday, with the opening of a sleek, new bus terminal just across the street from the old site, that will change.

The new facility features a row of six stainless steel bus shelters with benches, lighting, phones, trash receptacles, security and restrooms for male and female bus operators. Stately palm trees accent the terminal's 11 bus bays. Metro will share the facility with Santa Monica's Big Blue Bus.

"This gives us more room for layovers and road supervisor vehicles, more opportunity for pedestrian movement than before," says Westside/Central General Manager David Armijo.

Built as a prototype of a Metro Connections passenger facility, the terminal has places for ticket vending machines and spaces for system signage and map display cases.

New retail center

Behind the bus terminal, developer CIM Group of Hollywood is constructing Mid-Town Plaza, a mixed-use retail center with a Target store, a Home Depot and several other retail outlets. The complex is expected to open in mid-2007.

On Tuesday, Metro closed a \$700,000 sale of its Pico/Rimpau property to the developer, who will now integrate the site into the retail development, according to Velma Marshall, director of Real Estate. CIM built the new bus terminal at no cost to Metro.

The facility is the western terminus of Metro Lines 30/31 and 330, which serve some 2,000 passengers a day, and the eastern terminus of Big Blue Bus Lines 12, 13, 5, 7, and Rapid 7, which also serves about 2,000 passengers daily.

Once Mid-Town Plaza is open, Armijo expects ridership to and from the new terminal to increase on both Metro and Big Blue Bus.

"When people feel comfortable and can see that the service is more accessible, that will bode well for ridership," he says. "We've made an investment in the community and in the service network."

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Division 10 is canvas for Mechanic Jason Stange.



Division 10 Mechanic Jason Stange Makes Art His Life

- Self-taught artist makes art out of anything he can get his hands on

By REINA V. SLUTSKE

(Jan. 11, 2006) When it came to ringing in the holiday season for the maintenance crew at Gateway Division 10 this past year, 32-year-old Mechanic Jason Stange had it covered.

Using tempura paints on the windows, he painted snow, trees, and caricatures of each of his co-workers.

They were all there: from the muscle men to the golf cart drivers. Assistant Maintenance Manager Jim Fulkerson was a maniacal Santa Claus. Top it all off with a stressed-out Rudolph driving a bus, and you have a very Metro Christmas.

For Stange, a 12-year Metro employee, art has always been a first love. He's been drawing since he was a kid growing up in Hacienda Heights.

Scenes from Division 10 Gallery

He made art with anything that he could get his hands on. At first, it was just pencils, but



then he moved on to bigger projects, such as acrylic and oil painting in high school.

‘For the fun of it’

“I took classes for the fun of it,” Stange said. “For the most part, it was self-taught.”

After high school, he found a new canvas to work with. He turned his attentions to airbrushing cars.

“At first I didn’t like it,” he said. But, eventually, it grew on him.



Stange started doing airbrushing and pinstriping, which is a decorative line down the side of a car. It used to be done with a brush and paint, but is now done more often with vinyl tape. He says it’s a semi-lost art form.

He has also experimented with different types of art, such as designing tattoos and sculptures with metal work.



Since airbrushing on cars is one of his passions, Division 10 had Stange restore a mule tractor, a vehicle used to move buses around the yard.

The full treatment

He gave it the full treatment: he painted the tractor bright red, shaped all the metal work, and created all the painted details, including very realistic looking flames.



Stange’s dad, Michael, has worked for Metro for 30 years, and currently works out of Non-Revenue Division 4. When Jason was attending Rio Hondo College, unsure of what he wanted to do, his father

suggested applying to Metro. He’s been working for the agency ever since.

Around the same time, he met his wife, Nancy, in a hair salon. She was a hair assistant, and he was getting a haircut.

They connected on the fact that she was also an artist, except that

her focus was portraits. She currently attends the Fashion Institute of Design and Merchandising. They are expecting a child in the spring.

In the future, Stange hopes to open a shop to cater to hot rods and motorcycles, such as those on the television show “American Chopper.” Meanwhile, he just tries to produce art out of anything he can get his hands on.

“If you can get creative with it, I try to do it,” he said.



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[Metro History Fact]

Huntington’s Heirs Sold Los Angeles Railway in 1945

In January 1945, railroad entrepreneur Henry Huntington’s heirs sold the Los Angeles Railway (1911-1945), to Los Angeles Transit Lines (1945-1958), another privately owned company.

Huntington had bought the Pacific Electric Railway in 1898 and, within a few years, had made it the most extensive inter-urban system in the nation, linking hundreds of Southern California towns with more than 900 “Big Red Cars” on more than 1,100 miles of track.

Los Angeles Railway was Pacific Electric’s urban cousin, the yellow streetcars that covered some 700 street miles. From 1911 until his death in 1927, Henry Huntington oversaw Los Angeles Railway’s expansion throughout the urban core of Los Angeles.

Los Angeles Transit Lines (LATL) continued to operate the extensive urban motorbus and streetcar system while slowly converting all but five streetcar rail lines to bus routes. The company also operated 110 electric trolley buses.

LATL’s routes and assets were acquired by the first publicly governed transit agency, the Los Angeles Metropolitan Transit Authority, in 1958.

By 1963, the remaining five rail lines and two electric trolley bus lines had been converted to bus lines, leaving Los Angeles without urban rail service until the opening of the Metro Blue Line in 1990. (Jan. 11, 2006)

– Courtesy of Metro Research Center



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Metro’s New Religious Accommodation Policy Takes Effect

- Policy outlines procedures for agency, employees and job applicants to follow.
- [Read policy online](#). (PDF)

(Jan. 11, 2006) Metro’s new Religious Accommodation Policy went into effect earlier this month, underscoring that the agency is an equal opportunity employer that does not discriminate on the basis of religion.

Human Resources Policy #20, now posted on the HR Intranet web site, establishes standards and procedures under which Metro will make good faith efforts to respond to requests for religious accommodations.

The policy applies to employees and job applicants who have sincerely held religious beliefs, practices or observances.

The Religious Accommodation Policy was developed late last year, following the settlement of a federal lawsuit brought against Metro by a bus operator trainee who is an Orthodox Jew. It went into effect Jan. 2, 2006.

Accommodation request forms

The policy includes “Request for Religious Accommodation” forms for job applicants and employees, along with a form an employee must complete describing the accommodation requested.

The policy also includes an appeal procedure in the event a religious accommodation has been denied.

The new policy allows a bus operator who is unable to find a suitable work assignment that doesn’t conflict with religious observances to take a “Religious Unpaid Leave of Absence” (RULS) under circumstances spelled out in the policy.

HR will provide training over the next 90 days to Operations managers and supervisors who have special responsibility for implementing the policy. The policy also is to be posted at all work locations for employees to see.

For more information about the new policy, contact Stefan Chasnov, Metro’s Religious Accommodation Administrator, at 922-5223.

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Retirement Roundup

Metro employees who have retired within the past 12 months are listed below. The list of retirees with their original date of employment is compiled from a report issued by Human Resources.

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August 2011

- Alcantar, Gail J, Bus Operator (F/T), May 1997
- Alcantar, Luis F, Transit Ops Supv Veh Ops, January 1975
- Belen, Rolando L, Bus Operator (F/T), April 1993
- Clavijo, Charles, Sr Service Attendant, July 1990
- Ibarra, Lupe, Mechanic A, July 1985
- Mendizabal, Carlos G, Bus Operator (F/T), June 1981
- Noriega, Bernard, Equipment Records Spclst, May 1982

July 2011

- Aldoney, Francisco J, Bus Operator (F/T), March 1976
- Cowden, Granville T III, Traction Power Inspctr, July 1992
- Criss, Randall W, Sr Service Attendant, December 1981
- Garcia, Valentina C, Mopper Waxer, June 1979
- Ferguson, Raymond S, Bus Operator (F/T), February 1999
- Hampton, Sterling J, Bus Operator (F/T), June 1960
- Janmohamed, Abdul M, Mechanic A, April 1984
- Harper, Eddie, Custodian, April 1994
- Lenoir, Josephine J, Bus Operator (F/T), June 1999
- Lopez, Robert C, Custodian, November 2000
- Tellez, Danae E, Equipment Records Spclst, July 1983
- Ventry, Ora L, Bus Operator (F/T), August 1981
- Vu, Lan D, Air Conditing Tech, May 2001
- Wilson, Curtis D, Bus Operator (F/T), July 1986

June 2011

- Aldana, Paul A, Bus Operator (F/T), December 1996
- Blake, Holly L, Schedule Checker, February 1987
- Bright, Willie G, Bus Operator (F/T), June 2000
- Davis, Grace L, Bus Operator (F/T), July 1980
- Diederichs, Terrance G, Machinist Ldr, January 1982
- Downs-Christian, Harry G, Bus Operator (F/T), May 1988

Feerer, Bruce E, EO, Proc & Matl Mgmt, September 2009
Hernandez, Miguel A, Bus Operator (F/T), December 1996
Herrera, Ricardo R, Mechanic A, May 2000
Konior, Gary, Transit Ops Supv Cntrl Cntr, March 1974
Lindsey, William E, Bus Operator, November 1996
Loredo, Jose G, Mechanic A, April 1982
Mark, Tat T, Bus Operator (F/T), May 1988
Martinez, Lisa R, Administrative Aide, December 1990
Mcclerkin, Betty J, Bus Operator (F/T), May 1988
Medina, Michael H, Sr Service Attendant, March 1981
Ross, Margo D, Asst Mgr, January 1981
Taylor, Claverent R, Bus Operator (F/T), November 1989
Tran, Hoang S, Mechanic A, December 1982
Wilson, Alvin L Jr, Track Inspector Ldr, June 1994
Wooten, Horace E, Sr Service Attendant, February 2000

May 2011

Chavez, Geraldine, Bus Operator, May 1997
Peter Liu, Transportation Plng Mgr V, January 1993
Megliorino, Rodolfo Jr, Schedule Checker, January 1975
Recendez, Carlos, Bus Operator (F/T) June 1999
Ross, Margo D, Asst Mgr, January 1981
Wooten, Horace E, Sr Service Attendant, February 2000

April 2011

Aceves, Timoteo, Bus Operator (F/T), March 1988
Alvarez, Socorro G, Bus Operator, May 1985
Anderson, Randy L, Bus Operator (F/T), May 1978
Barber, Alvin L, Bus Operator (F/T), July 2000
Barr, Robert N, Bus Operator (F/T), March 1987
Bitner, Duane E, Bus Operator (F/T), November 1986
De Los Santos, Oscar, Rail Transit Ops Supv, April 1976
Derbigny, Jo Ann, Train Operator (F/T), September 1983
Duboise, Leslie F, Mechanic A, March 1987
Gresham, Denver L, Bus Operator, April 1989
Luke, Gerald F, Bus Operator (F/T), October 1999
Perez, George C, Field Equipment Tech, June 1978
Sauceda, Samuel, Body Repairer A, June 1983
Willis, Mary J, Bus Operator (F/T), February 1999
Zuniga, Antonieta, Bus Operator (F/T), January 1988

March 2011

Adams, Joseph H, Non-Rev RI Equip Mech, June 1982
Blackburn, Delores N, Bus Operator (F/T), August 1998
Branch, Troi L, Bus Operator (F/T), July 1986
Chavez, Ronnie S, Bus Operator (F/T), June 1980
Cordova, Efrain A, Schedule Checker, May 1997
Jimenez, Alvaro R, Bus Operator, February 1990
King, Lorraine I, Bus Operator (F/T), February 1988
Rakisits, Julius C, Equipment Maint Supv, April 1979
Samaa, Nabeel N, Bus Operator (F/T), March 1988
Seneris, Ricardo A, Maint Spclst, February 2001
Simone, Jordan H, Bus Operator, February 2004
Singh, Thomas E, Mechanic A, September 1986
Simmons, Donald W, Sr Service Attendant, March 2000

Velasco, Enrique, Bus Operator (F/T), December 1980

February 2011

- Alarcon, Lourdes, Train Operator, May-12-1985
- Andrews, Raymond, Bus Operator, June 1973
- Barrosse, Bertin O Jr, Bus Operator, January 1988
- Billings, Tie E, Bus Operator (F/T), February 1988
- Castro, Javier, Mechanic A Ldr, January 1980
- Chavez, Sergio F, Bus Operator (F/T), September 1987
- Dunn, Michael W, Transit Ops Supv Veh Ops, March 1999
- Flucas, Gloria J, Customer Info Agent, December 1987
- Gordan, Carole M, Transit Ops Supv Admin, February 2002
- Grande, Jose A, Bus Operator, January 1987
- Hoffman, Scott H, Maint SpcFebruary 1992
- Rodriguez, Antonio A, Bus Operator (F/T), May 1978
- Sandberg, Joel J, Dir, Engnrg And Constrctn, , June 2006
- Scott, Doris, Bus Operator (F/T) October 1999
- Silva, Larry, Bus Operator, October 1975
- Simmons, Martha, Bus Operator (F/T), December 1996
- Washington, Anzvella, Msngr Clerk, July 1976
- Wentz, Janet A, Departmental Sys Analyst, January 1979
- Winkelmaier, John G, Bus Operator, February 1994
- York, Edward V Feb, Bus Operator (F/T), December 1992

January 2011

- Asuncion, Aida R, DEO, Rail Ops, August 1993
- Barr, Bunni L, Bus Operator (F/T), August 1987
- Carnero, Alicia D, Systems Project Mgr, July 1999
- Cleaves, Albert T Jr, Bus Operator, October 1982
- Cooper, Benjamin, Bus Operator, August 1998
- Dearmond, Patricia A., Bus Operator, November 1983
- Elferink, Pieter H, Bus Operator, January 1986
- Gephart, Rex, Dir, Cntywide Plng & Devlpmnt, Sept 1989
- Gladden, Emmanuel A, Bus Operator (F/T), July 1982
- Greene, Jimi, Bus Operator, January 1988
- Hernandez, Hector L, Transit Ops Supv Instrctn, June 1974
- Martell, Ray, Bus Operator (F/T), January1987
- Miller, Wayne, Mechanic A, December 1982
- Pye, Margie R, Service Attendant Ldr, December 1983
- Rivas, Alejandro R, Bus Operator, April 2002
- Taylor, Melvin L, Bus Operator, October 1987
- Thompson, Wilnella M, Bus Operator, July 2000
- Vasquez, Alicia, Customer Info Agent, December 1985
- Williams, Fredrick E, Bus Operator (F/T), April 1984
- Williams, Joe N, Field Equipment Tech, December 1997

December 2010

- Alba, Hortencia, Secretary, August 1976
- Aranda, Myrna A, Exec Secretary, October 1996
- Armijo, Elizabeth E, Sr Account Executive, September 1996
- Badji, Sheila, Executive Secretary, December 1991
- Basel, Michael A, Telecom Analyst, July 2002
- Bendijo-Wong, Lourdes S, Sr Admin Analyst, June 1986
- Blackiston, Peggie A, Administrative Aide, May 1994
- Bottone, Michael A., Equipmnt & Vehicle Acq, March 1975
- Brame-Mitchell, Avis N, Sr Secretary, July 1999

	Bruner, Bertha, Customer Relations Officer, July 2000
	Brown, Thad R, Bus Operator, May 1986
	Buley, Joseph R, Prncpl Tech Estimator, July 2003
	Butler, Earl, Sr. Contract Administrator, October 2003
	Cabison, Esther G, Administrative Aide, December 1980
	Cabral, Gilbert B, Engineering Associate, July 2000
	Carmichael, Thomas J, Transp Plng Mgr Iv, November 1991
	Chavez, Manuel O, Sr Drafting Tech, May 1979
	Coffey, Dana M, Service Sector General Mgr, April 1976
	02Cline, Judi, Benefits Technician, December 2002
	Cook, James R, Transit Security Lt. June 1982
	Crum, Diane L, Sr Secretary, June 1975
	DeLawyer, Kevin L., Bus Operator, April 1987
	Delgadillo, Lupe V, Secretary, April 1982
	Deverell, Donna R, Sr Secretary, July 1989
	Dorsett, Dixie M, Sr Admin Analyst, August 1997
	Doidge, John K, Sr Contract Admnstr, August 2000
	Duthie, David A, Sr Third Party Admnstr, August 2003
	Eakins, Robert B, Network Support Analyst, September 1999
	Echert, George P, Administrative Analyst, August 2003
	Fabro, Carlos N, Sr Architect, February 1981
	Feria, Renato A, Sr Accountant, August 1980
	Finn, Donna C, Administrative Analyst, November 1991
	Fitzpatrick, Teresita A, Sr Admin Analyst, October 1991
	Fitzsimmons, Charles W, Sr Contract Admnstr, November 1995
	Foster, Willie F, Sr Contract Admnstr, June 2000
	Fung, Bobby P, Engineering Associate, February 2003
	Garrett, Garth D, Sr Budget Analyst, January 1993
	Gil, Nelly, Exec Secretary, July 1990
	Gordy, Randolph H, Dir, Rail Facil & Cstdl Svcs, November 1984
	Graham, Drena H, Asst Buyer, May 1996
	Grondin, Alicia Y, Secretary, May 1989
	Hargrove, Veronica G, Contract Admnstr, August 2000
	Hashem-Nahid, Behzad, Proj Engrng Mgr, March 1991
	Henderson, Brenda M, Administrative Aide, January 1985
	Hendry, Kathleen M, Secretary, January 2000
	Henry, Arthur J, Government Rels Mgr, October 1989
	Holguin, Josephine, Administrative Aide, November 1978
	Hom-Tsao, Beverly M, Administrative Aide, May 2000
	Judge, Gary P, Sr Inspctr Gen Invstgr, March 2003
	Langer, Edward J, Administrative Analyst, October 1986
	Lucey-Smith, Maureen A, Sr Real Estate Ofcr, June 1995
	Lumba-Gamboa, Christina, Administrative Aide, December 1997
	Lyon, Larry M, Sr Contract Admnstr, May 2000
	Magno, Loreta G, Administrative Aide, September 1985
	Makuh, Robert J, Systems Project Mgr, May 1986
	Mcgowan, Elizabeth, Sr Mktg & Comm Ofcr, September 1990
	Morales, Ernest T Jr, Deo, Cntywide Plng & Devlpmnt, July 2001
	Morales-Rodriguez, Alicia, Administrative Aide, July 1983
	Mulchand, Sharad, Transp Plng Mgr Iv, July 2002
	Muncy, Edward L, Dir, Service Plng, December 2002
	Murakami, Keith H, Sr Auditor, November 2003
	Nevarez, Robert, Sr Engineer, September 2000
	Ortiz, Michael E, Scheduling Sys Supv, August 1996
	Owens, Richard, Contract Admnstr, January 1993

Pantoja, Sylvia, Secretary, January 2000
Rey, Rodolfo C, Supvg Engineer, February 1990
Richardson, Bassar H, Contract Admnstr, October 1999
Roberts, Ingrid M (Jackie), Administrative Aide, March 1992
Rodriguez, Manuel A., Bus Operator, October 1998
Rojas, James T, Transp Plng Mgr III, May 1999
Royster, Patricia A, Asst Ops Control Mgr, June 1979
Ruedas, Mario, Mopper Waxer, October 1986
Rust, Raymond H, Sr Inspctr Gen Invstgr, March 2003
Saint-Cyr, Frederick G, Systems Project Mgr, May 1988
Sallo, Pedro S, Auditor, April 1999
Sandberg, Joel J, Dir, Engnrg And Constrctn, June 2006
Sanders, Arlen M Jr, Engineer, December 1988
Saudi, George R Jr, Investigations Mgr, August 1996
Seawell, Doncosta E, Sr Contract Admnstr, October 1996
Shaw, Marilyn, Asst Admin Analyst, March 1995
Sikes, David B, Transp Plng Mgr Iv, September 1992
Silo, Nelson C, Administrative Analyst, July 1990
Singleton, Tommy L, Div & Econ Oppt Rep, April 2000
Staley, Michael S, Asst Mgr, RI Fleet Svc, March 2003
Stewart, Alfred E, Engineer, December 2002
Sweet, Kathleen I, Prncpl Environ Spclst, August 1985
Tooley, Cynthia E, Risk Analyst, April 2002
Torres, Lawrence R, Transp Plng Mgr IV, December 1991
Tremor, Wenceslao M, Sr Admin Analyst, July 1984
Valdez, Carlos V, Sr Community Rels Ofcr, September 1981
Van Leuvan, Madeline A, Svc Dvlpmt Mgr, May 1972
Velasquez, Edward, Sr Contract Admnstr, November 2002
Walker, Phyllis L, Sr Contract Admnstr, October 1996
Wall, Thomas E, Ethics Officer, November 1996
Wang, Catherine L, Sr Programmer Analyst, September 1997
Ward, Norman R, Systems Maint Mgr, December 1999
Warshawsky, Beni, Dir of Audit, November 1990
Webb, Robert J, Sr Contract Admnstr, November 1995
Williams, Dana L, Administrative Aide, June 1989
Willis, Renee C, Sr Admin Analyst, April 2001
Woods, Hedi E, Sr PI/Pd Analyst, April 1991
Wright, Juanita L, Administrative Aide, January 1981
Yu, Wei H, Software Engineer, June 1986
Zellars, Sherrie D., Wrkrs Comp Analyst, December 2002

November 2010

Avila, Pete Jr, Bus Operator, June 1980
Bonilla, William B, Bus Operator, June 1990
Davis, Doris A, Bus Operator, May 1986
Grays, Jerome, Bus Operator, October 1982
Green, Billie Jr., Train Operator, May 1984
Louis H. Hobbs, Bus Operator, May 2000
Langsner, Henry, Bus Operator, November 1987
Olvera, Mary E, Bus Operator, March 1987
Philyaw, Luther, Bus Operator, September 1998
Rattleff, Sharon D., Bus Operator, January 1981
Richards, Dan D, Bus Operator, February 1993
Rymer, Richard, Transit Ops Supv Instrctn, May 2003
Senteno, Diana, Sr Service Attendant, September 1987
Shamoun, William, Bus Operator, October 1989

Sovde, Howard J, Bus Operator, November 1987
Tibor, Elizabeth, Bus Operator, March 1999
Williams, Beverly, Bus Operator, September 1983

October 2010

Brissey, Thomas A, Rail Transit Ops Supv, October 1975
Bustamante, Homer R, Retiree - TCU
Chapman, Susan F, Transp Plng Mgr IV, June 1981
Dunn, Clara L., Bus Operator, June 1986
Laichareonsup, Michael R, Schedule Maker II, April 1987
Llewellyn, Richard G, Administrative Aide, May 1991
Park, Douglas Y, Bus Operator, October 1988
Quick, Lee W, Transit Ops Supv Instrctn, May 2003
Smalling, Armando R, Mechanic A, February 1997
Stigars, Tammy J, Bus Operator, December 1989
Williams, Stanley R, Bus Operator, June 1999

September 2010

Aguirre, Jose A Jr, Retiree – UTU, December 1980
Berry, James E Jr, Bus Operator, September 1987
Crawford, Dorothy E, Electronic Comm Tech, January 1987
Garcia, Mario D, Bus Operator, October 1989
Han, Sung H., Traction Power Inspctr, May 1996
Hubbard, Rayford C., Bus Operator, August 1989
Kahn, Larry, Mechanic A, October, 1998
Kraft, Dion Y, Mechanic A, June 1998
Lucious, Alma L, Bus Operator, November 1982
Mcclain, Barbara D, Bus Operator, December 1992
Morales, David, Mechanic A, February 1980
Mumolo, Jeffrey P, Rail Electro Comm Insp Ldr, July 1984
Nueva, Guillermo G., Mechanic A, March 1980
Pacho, Santiago A, Bus Operator, June 2000
Rodriguez, Tino X, Bus Operator, April 1987
Shipley, Dan W., Bus Operator, September 1987
Vanderploeg, Katherine M, Train Operator, August 1987

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New Administration Web Page is Easy Portal to Metro Policies

- [Check it out](#)

(Jan. 12, 2006) Metro Administration has posted on the Intranet an updated, easier-to-use portal to the complete list of agency policies.

The new Administration page is the official site for all agency-wide administrative policies approved by the CEO.

It provides links to the 47 Human Resources policies and the 34 policies of seven other major areas of Metro activity – Management Audit, Communications, Equal Opportunity, Finance, General Management, Information Technology and Corporate Safety.

A link to a .pdf file of the entire 232-page Procurement Policy Manual is included on the new page.

Employees searching for a particular policy can use the handy Google search box, at top left. Type in a subject, such as "military leave," and Google instantly provides a link to Human Resources Policy 14, Military Leave, along with links to other relevant policies, such as Policy 16, Time Off With Pay.

'Quick and easy reference'

"Staff in all the strategic business units have worked hard to update our policies and the Administrative staff, working closely with Communications staff members made the web page a quick and easy reference for our employees," says Don Ott, executive officer, Administration. "I ask that departments with Intranet sites remove any old policy pages and re-link to the new Administration policy page."

The new web page can be accessed by clicking on the "Policies" link located near the bottom of the left-hand navigation bar.

It also can be reached by opening the drop-down menu at top right on the home page, clicking on "Administration" and then on the "Policies and Procedures" link.

Geyner Paz and Joe Parise of Administration worked closely with Kevin Woo, assistant Metro webmaster, to redesign and reconfigure the policy page.



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In Memoriam

Remembering Those Who Died During 2005

(Jan. 12, 2006) Metro employees paid their respects to a number of co-workers who died during 2005.

MyMetro.net posted obituaries for 15 employees and one former Board member. Here, in memoriam, are the names of those we lost in 2005:

- North Los Angeles Division 3 Operator **Quincy Carroll** died Feb. 9 at age 69. Carroll joined Metro in July 1973 and since 1984 had been assigned to Division 3. He retired Aug. 27, 2004, with 31 years' service.
- Deputy Chief Labor Relations Officer **Rudolph (Rudy) Lipscomb** was found dead, Feb. 16, at his home in Irvine. Lipscomb, 56, had fought a lengthy battle with diabetes.
- Transportation Planning Manager **Joan Wood** died Feb. 22 at age 55. A former employee of CalTrans, Wood joined Metro in January 2000 and was a member of the San Gabriel Valley Area Team.
- Metro Bus Operator **Beverly Brown** died March 10 at age 49. Brown joined Metro as a bus operator on April 8, 1984, and worked out of Division 18 for her entire career.
- **Carmen Aguayo**, a senior customer service agent with 22 years' service, died April 6 at Kaiser Baldwin Park Hospital. Aguayo, who was born in Guadalajara, Mexico, would have been 50 years old on her birthday, April 17. She joined Metro in March, 1983.
- Former Los Angeles County Supervisor **Deane Dana**, who also served as a member of Metro's Board of Directors, died April 21. He was 78.
- **Gary Clark**, deputy executive officer for Government Relations and Board Research Services, died June 22 at his home in Long Beach.
- **DA McClain**, Board transportation deputy, died June 28. McClain, 43, died at her home in Arcadia following a long struggle with cancer.
- **Karen Pedini-Impliazzo** died Aug. 5 following a long illness. Pedini, 55, joined SCRTD in March, 1984, beginning her career in Customer Relations. Most recently, she had been employed as a stenographer at Division 8 before taking medical leave in June 2004.
- **Phung K. Phung**, a Facilities Systems technician leader, died Aug. 27 at Arcadia Methodist Hospital.
- Retired Metro Mechanic Leader **Art Garcia** died, Aug. 30, at his home in Palmdale. Garcia, 68, retired in 1995 after 34 years service with Metro.

- **Calvin Louie**, a senior administrative analyst, died Aug. 30. Louie, 65, joined Metro in April 1982 and retired in May, 2003 after 21 years' service. He most recently had worked in Transit Operations Support Services.
- Maintenance Specialist **Ruben Baez** died Sept. 14. Baez, 62, joined Metro in January, 1970 and was assigned to the old Division 16 in Pomona. He retired in February, 1993, but rejoined the agency and was assigned to the Regional Rebuild Center as a maintenance specialist.
- Transportation Operations Supervisor **William Warren** was killed, Oct. 10, in an automobile accident. Warren, 68, was driving to his home in Palmdale following an overnight shift when the accident occurred.
- Retired Customer Service Agent **Vivian Williams** died Nov. 26 following a bout with cancer. Williams, 50, retired Oct. 15 with 24 years' service.
- **Michael Ehrich**, 58, a Metro Gold Line operator since start-up in 2003, died suddenly at his Pasadena home, Dec. 5. A Metro veteran with 19 years' service, Ehrich joined the SCRTD in September 1986.

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2005: One of the Most Astounding Years in Recent Memory

By BILL HEARD, Editor



October 28, 2005 - The inaugural Metro Liner, bearing Mayor Antonio Villaraigosa, Supervisor Zev Yaroslavsky, CEO Roger Snoble and other elected and community leaders, bursts through an orange banner and showers of confetti at the Balboa Station to signify the opening of the Metro Orange Line. Photo by Gary Leonard.

In this report: The Year's Top Stories

January	February	March	April	May	June
July	August	September	October	November	December

(Jan. 12, 2006) The year 2005 was one of the most astounding in recent memory.

It was a year in which Mother Nature played havoc with Metro construction projects and with the rail and bus systems. But, it also was a year that saw the agency shine with the opening of the Metro Orange Line and significant progress on the Eastside Extension and the Exposition Line.

Metro received new buses and new rail cars, along with a favorable report from the Special Master overseeing the Consent Decree and assurances from a panel of experts that tunneling farther along Wilshire could be done safely.

The agency responded to heightened concern over security, following the terror attacks in London, with the installation of new high-tech surveillance equipment. The agency also launched two new Metro Express lines – 450X and 577X – and a welter of new Metro Rapid lines.

As CEO Roger Snoble noted in his December column, it was "a year of beginnings."

Here's a month-by-month replay of Metro's Top Stories of 2005:

January

Three trees broke loose from a rain-soaked hillside and fell across Metro Gold Line electrical wires in South Pasadena, Jan. 10, halting service for 10 hours while Metro wayside crews struggled to clear the tracks.

Eleven people died and nearly 200 were injured, Jan. 26, when two Metrolink trains collided after one hit an SUV parked on the tracks. Among the injured passengers were Metro employees Donna Blanchard, Brenda Aguilar, Russ Murry and Charlie Fitzsimmons.

The Board adopted the Draft Final Report on the I-710 Major Corridor Study, Jan. 27. The report outlined a \$5.5 billion Locally Preferred Strategy to overhaul the heavily congested freeway and parallel roads to handle future growth and improve safety and air quality.

Jan. 10, 2005 - Metro Rail officials in orange vests assess damage to Metro Gold Line overhead electrical wires while members of a contractor's crew, in yellow slickers, consider how to remove fallen trees from the right-of-way.
Photo by José Ubaldo



February

A San Fernando Valley group opposed to construction of the Metro Orange Line dropped its lawsuit, clearing the way for the project to proceed without further court delays.

Metro Rail Operations spent a wild, wet Presidents' Day weekend coping with lightning-sparked electrical outages, rainwater damage and mudslides that affected service on all four Metro Rail lines. A few days later, a massive mudslide that blocked the Pacific Coast Highway in Malibu cut Metro Bus service to homes, businesses and schools and forced transit users to walk two miles through the slide area to reach their destinations.

The California Public Utilities Commission approved a legal settlement that

allowed improvements to the South Pasadena section of the Metro Gold Line. Conditions of the agreement included the volume of crossing bells, constructing some 1,030 feet of additional sound walls and installation of two rail lubricators.

February 14, 2005 - Mark Clifford's spectacular photograph captured Metro's Valentine's Day display against the downtown L.A. cityscape.



Photography by Mark Clifford

March

The Board approved a new Metro bus transportation operating facility – The West Los Angeles Transportation Facility – and certified the project's final environmental impact report. The new facility, which will replace Venice Division 6, will be designed for up to 150 CNG buses that will serve Central and West Los Angeles.

Construction workers preparing the site for an expansion of the Metro Gold Line rail yard near Chinatown, March 25, partially uncovered a 100-foot section of the Zanja Madre, an historic conduit that once served as the main water supply for Los Angeles. The "Mother Ditch" had probably been buried for at least 100 years below what is now North Broadway.

Metro Environmental Specialist Carl Ripaldi examines an exposed section of the Zanja Madre located just north of the Chinatown station. *Photo by Luis Inzunza*



April

The U.S. Department of Homeland Security announced that Metro and two regional transit agencies would receive \$6.9 million this year for transit security programs.

Metro marked Earth Day, April 15, by taking delivery of its 2,000th CNG transit vehicle.

The Special Master issued a Consent Decree order, April 14, requiring Metro to add at least 134 buses to the Metro Rapid fleet and to have all 28 proposed Metro Rapid lines in service by Dec. 31, 2008.

Almost 1,500 employees, family members and guests crowded into the Universal Amphitheater, April 16, for food and fun during Metro Family Day at Universal Studios.

The Board approved a \$640 million full funding plan, April 28, for construction of the Exposition Light Rail Transit Project, which will operate between Los Angeles and Culver City, when completed in 2010.



April 15, 2005 - Deputy CEO John Catoe takes delivery of Metro's 2000th Clean Air Bus at Earth Day ceremony with the support of Chung Liu, at center, Deputy Executive Officer of Technology Advancement for the South Coast Air Quality Management District, and Darrell Clarke, right, Chair of the Sierra Club's Angeles Chapter Transportation Committee. *Photos by Luis Inzunza*



May

Having gone 940 days without a lost-time injury, the Revenue Equipment Maintenance Department of Central Maintenance celebrated the milestone with a luncheon barbecue.

The Board of Directors adopted a \$2.86 billion budget for FY 2006. The spending plan is \$153 million less than the FY 2005 amended budget,

despite rising fuel, insurance, security, Worker's Compensation and other costs.

The Special Master overseeing the federal Consent Decree issued a new order requiring Metro to revise its Transit Service Policy and to submit a report describing the changes and showing how they will benefit transit-dependent riders.

Ridership on the Metro Blue Line reached a record in May, with more than 76,000 average weekday boardings, the highest month of ridership since the 22-mile rail line opened in 1990.

PHOTO: AJITH PEIRIS



May 10, 2005 - Solar panels installed at Division 15, like these shown on the roof of the transportation building, will provide 20 percent of the division's power needs.

June

A Russian-built cargo plane delivered Metro's first 2550 rail car to LAX following a 6,300-mile flight from Pisa, Italy, via Reykjavik, Iceland, to California. CEO Roger Snoble welcomed the 90-foot, 54-ton rail car to Los Angeles.

Metro inaugurated a new express bus line between the South Bay and Downtown Los Angeles. Metro Express Line 450X travels between the Artesia Transit Center and LA's Financial District in less than 30 minutes.

Metro marked the half-way point of the planned 28-line Metro Rapid program with the debut, June 27, of three new lines -- Fairfax Metro Rapid Line 717, Beverly Metro Rapid Line 714 and Santa Monica's Big Blue Bus Rapid 3 line on Lincoln Boulevard.

A Carson man accused of two sexual assaults and an attempted assault on women at Union Station in 2004 was sentenced, June 17, to four life terms in prison.



June 14, 2005 - With Metro's new 2550 Light-Rail Vehicle on board, an Antonov AN-124 cargo jet touched down just before 9 a.m., June 11, at LAX. The 2550 vehicle was transported the following Tuesday to the Metro Gold Line yard. *Photo by Juan Ocampo.*

July

The reaction in Los Angeles to the July 7 terrorist attack in London was swift as city leaders, law enforcement personnel and transit officials gathered at Parker Center for a news conference called by Mayor Antonio Villaraigosa. The mayor noted that no specific threat to the Los Angeles transit system was evident. Following the news conference, the mayor took reporters and officials on the Metro Red Line for a safety-emphasizing trip to the Hollywood/Highland station.

Metro officials and executives from Italian rail car manufacturer AnsaldoBreda, Inc. officially welcomed the new 2550 light rail vehicle during an event at Union Station. The rail car is the first of 50 Metro has ordered from the manufacturer at a cost of \$2.9 million each. They will be placed into service on the Metro Gold Line and on the Eastside Extension when it opens in December 2009.

Mayor Villaraigosa, taking up the Board of Directors gavel, outlined transportation priorities for his term as chairman – emphasizing commitments to transit security, maintaining “a first-class bus system” and “investment in new rail lines.” Declaring that Metro has “substantially improved bus service over the past decade,” the mayor said the agency “must maintain its commitment to a first-class bus system.”

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.

Mayor Antonio Villaraigosa is surrounded by his appointees during a Wednesday morning news conference. From left, they are: former Assembly Speaker Richard Katz, Los Angeles City Councilman Bernard Parks, attorney David Fleming and new Deputy Mayor for Transportation Jaime de la Vega. *Photo by Luis Inzunza*



August

Mayor Antonio Villaraigosa joined key members of Congress and local and state officials 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.

Deputy Executive Officer Carol Inge was 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.

Metro began 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.

The Board set a \$3 million budget for surveillance systems and personnel to upgrade Metro Rail security. It authorized the CEO to spend \$2.2 million for installation of surveillance cameras on Metro Rail cars. Using this funding, Metro plans to install surveillance cameras on all subway and light rail platforms.

August 16, 2005 - 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*



September

Metro's bus maintenance team – mechanics Andrew Warren Jr., Rommel Vargas and Frank Forde – took top honors, Sept. 10, in the Southern California Regional Bus Roadeo.

Some 80 Metro volunteers joined with volunteers from the El Monte Police Department and the Los Angeles County Sheriff's and Fire departments to raise almost \$70,000 for victims of Hurricane Katrina.

Metro honored its 134 very best Transit Operations employees during the annual "Night of Stars" banquet at the Westin Bonaventure in downtown LA.

The Board authorized the purchase of 200 new buses, all but six of them high-capacity CNG vehicles that will be assigned to the busiest bus lines. The new bus procurements include 94 articulated buses – the 60-foot Metro Liners – and 100 45-foot buses. In addition, Metro is purchasing six hybrid 40-foot coaches that will run on gasoline and electricity.

September 13, 2005 - Arthur Winston Division Mechanics Team - from left, Andrew Warren Jr., Rommel Vargas and Frank Forde - advance to international competition after regional win.



October

In an effort to quickly reduce traffic congestion resulting from breakdowns of big rig trucks traveling along the Long Beach Freeway, Metro introduced the Metro Freeway Service Patrol Big Rig Tow Service.

Mayor Villaraigosa announced that an independent peer review panel had been formed to investigate the feasibility of subway tunneling under Wilshire Boulevard west of Western Avenue.

Metro's Universal Fare System project moved into high gear with new TAP ticket vending machines, validators and fareboxes all scheduled to be installed throughout the system by spring 2006. And, by the end of June 2007, TAP equipment should be ready for operation on most municipal transit buses.

Metro and the Los Angeles Unified School District partnered to deliver safety presentations to more than 100 schools within a 1.5-mile radius of the Metro Orange Line, bringing the agency's "Safety 1st" message to thousands of Valley school students, teachers and parents.

Gathered under a huge white tent at the Balboa station in the heart of the San Fernando Valley, Oct. 29, scores of city and county leaders were joined by Metro officials for ceremonies marking the official opening of the Metro Orange Line. "We begin a new era in the San Fernando Valley today," Mayor Villaraigosa declared, "one that's been long-awaited and long-deserved." A total of 83,000 rode the Metro Orange Line on opening weekend.

October 29, 2005 - An estimated 83,000 rode the Orange Line on opening weekend.



Photo by Gary Leonard

November

Extra precautions were added to already stringent safety measures on the new Metro Orange Line after two collisions between cars and 60-ft Metro Liner buses at traffic-jammed intersections of the alignment. Within minutes of the first accident, San Fernando Valley General Manager Richard Hunt issued an order for all Orange Line bus operators to increase caution and reduce speed at intersections.

The Mobility 21 Coalition announced plans to take a broader role in 2006 by joining forces with transportation advocates in neighboring counties to seek state and federal funding for the region. At the 4th annual meeting, several speakers mentioned the need for the Coalition to assume a wider role in Southern California.

After more than a year's delay while Metro and the UTU went to court and then to arbitration, the safety rule requiring bus operators to wear seat belts while behind the wheel took effect immediately.

Mayor Antonio Villaraigosa urges transportation advocates attending fourth annual Mobility 21 summit to "work together as a region to secure funding." Joining him at the speakers' podium are, from left, CEO Roger Snoble, Long Beach Councilwoman Bonnie Lowenthal, Los Angeles Area of Commerce Executive Vice President Ron Gastelum and Los Angeles City Councilwoman Wendy Greuel. *Photo by Juan Ocampo*



December

CEO Roger Snoble presided over the unveiling of the new Rosa Parks commemorative posters. The bus cards were featured in every coach in Metro's fleet. Snoble said the cards were meant to commemorate Parks' courage and an "immense amount of change because of one person on a bus."

The special master for the federal Consent Decree released a decision, Nov. 30, approving Metro's New Service Plan and complimenting the agency for adding "a new dimension of bus service to Los Angeles County" with implementation of the Metro Rapid program.

With a full month of data available, weekday boardings on the Metro Orange Line for November were estimated at 16,360 – three times what the agency expected.

Construction crews were assembling the two earth pressure balance machines that soon will begin drilling twin, 1.8-mile tunnels for the Metro Gold Line's Eastside Extension.

Metro launched Metro Express Line 577X, Dec. 19, between El Monte and Long Beach.

The Special Master overseeing the federal Consent Decree gave conditional approval, Dec. 9, to Metro's revised Transit Service Policy and to service changes implemented on 13 bus lines between June 2003 and June 2005.

The panel of experts examining the safety of tunneling along the Wilshire Corridor submitted its final report, concluding that it is possible to both safely tunnel and safely operate a subway beyond Wilshire/Western. The American Public Transportation Association's (APTA) Peer Review panel unanimously agreed that the work could be done safely "by following proper procedures and using appropriate technologies...."

The Board certified the Exposition Line's environmental impact documents, a significant step that paves the way for the start of construction in 2006. "Today's approval by the Board signals the start of a much-needed transportation project that will serve thousands of Westside residents," said Mayor Villaraigosa.

The Sheriff's Transit Services Bureau deputies who helped rescue two children from a burning building, early Tuesday, will be nominated for the department's prestigious Lifesaving Award. Deputy Annmarie Matusik beat back flames with a fire extinguisher, allowing Deputy Jeff Kim to catch two children who could have been trapped in a second-floor apartment.

December 9, 2005 - Tunnel boring machine is about to be lowered at Mariachi Plaza Station construction site. Photo by Juan Ocampo



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Board Committees to Consider LAX Shuttle, Rail Car Seats, New Division 6 Agreements

(Jan. 13, 2006) Board committees will consider some 29 items during their meetings, Jan. 18 and 19, including a motion that would allow the FlyAway airport shuttle to serve passengers at the Patsaouras Transit Plaza.

Other motions include one that would authorize the refurbishing of all Metro Rail car seats and another that would approve a land exchange agreement between developers interested in building a new bus operating division to replace Venice Division 6.

Item 17, Union Station to LAX Shuttle. Los Angeles World Airports (LAWA) is seeking a three-year agreement with Metro to use the Patsaouras Transit Plaza as a terminal for its popular FlyAway Service to LAX. The Executive Management and Audit Committee will consider a motion at its Jan. 19 meeting authorizing the CEO to execute the agreement.

The agreement would give LAWA exclusive use of the kiosk at the southern end of the Transit Plaza for ticket sales, passenger information and service monitoring. The agreement would permit FlyAway buses to share Berth 9 on the Plaza, would open the P-4 level of the USG garage for FlyAway patron parking and would permit staging of up to two FlyAway buses at Terminal 31 adjacent to the Regional Rebuild Center.

FlyAway buses could operate on up to 15-minute peak period headways but, initially, 30-minute headways are more likely. The 24-hour service will provide a direct link between LAX and the Metro Red and Gold Lines, Metro Bus, Metrolink and AMTRAK service at Union Station.

Metro anticipates receiving between \$44,000 and \$210,000 in additional parking revenues from FlyAway patrons over the three-year life of the agreement.

Item 24, New Upholstery for Rail Cars. The seats on all rail cars currently operating on the Metro Red and Blue Lines will be refurbished under a contract that goes before the Operations Committee for consideration, Jan. 19.

Board Committee Meetings

Wednesday, Jan. 18

- Planning and Programming, 1 p.m.
- Finance and Budget, 2:30 p.m.

Thursday, Jan. 19

- Executive Management and Audit, 9 a.m.
- Construction, 10:30 a.m.
- Operations, 12 noon

Thursday, Jan. 26

- Board of Directors meeting, 9:30 a.m.

In the first year of the proposed five-year, \$412,213 agreement, a Gardena company would refurbish 12,272 Metro Red Line car seats, 10,488 Metro Blue Line seats and 200 seats on Metro Green and Gold Line cars.

In subsequent years, the contractor would refurbish 300 to 400 seats a year for each rail line.

The seats, with new foam padding, would be reupholstered in the same fabric now used on the Metro Green and Gold Line fleets. The seats would have a uniform appearance and would be durable and graffiti-resistant.

The new 2550 rail cars now on order will be upholstered with the same material. That will allow Rail Operations to standardize seating materials throughout the light- and heavy-rail fleets, reducing both refurbishing costs and delays that could be caused by having to order a variety of upholstery materials.

Item 28, New Division 6. The Operations Committee will consider a motion that allows the CEO to consent to a reassignment of a land exchange agreement from RAD Jefferson, proposed developer of a new Division 6 facility in West LA, to KB Home Coastal, Inc., a nationwide housing developer.

The agreements, originally adopted in October 2003, provide for the exchange of Metro's Division 6 property in Venice for a new bus operating facility south of the Santa Monica Freeway on Jefferson Boulevard between National and Rodeo.

If the reassignment is approved, the agreements will remain in full force and the developer will be obligated to start construction of the new division by April 1, 2006. The project is expected to be completed in 15 months or by June 30, 2007. Once Metro occupies the new facility, it will transfer the Venice property to KB Home and make an equalizing payment.



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Chatsworth Division 8 Goes Two Years Without a Lost-Time Incident

BY JIMMY STROUP

(Jan. 13, 2006) As of today, Chatsworth Division 8 has gone 782 days without a lost-time incident on their maintenance side—a feat that Maintenance Manager Pat Orr attributes to consistent safe practices by everyone on his team.

“They keep the place clean, they work safe, they work with each other, they help each other,” he said. “It’s a good thing they’ve got going here.”

Division 8 passed the two-year mark on Nov. 22, making it the longest streak that Orr can remember in his time at Metro.

“We probably hold the record right now for any operating division,” he said.

And while Orr did say that management is always trying to keep safety a priority in the divisions, the men and women in the yard day-to-day are the people who make it happen.

“It’s the employees,” he said. “Supervisors have a lot to do with it, but the employees are the ones that get the credit.”

A recent injury in which an employee fell off a ladder may bring their safety reign to a premature end. Orr is unfazed, though, and said that what they’d done once, they can do in the future.

“We’ll start over and go for it again,” he said.

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Division 3 Operator Mario Trigueros says his back support makes the difference in a long shift behind the wheel. Photos by Jimmy Stroup



Back Support Pilot Program a Hit With SGV Operators

BY JIMMY STROUP

(Jan. 13, 2006) At the end of a three-month pilot program designed to measure the effectiveness of a back support device, bus operators at North Los Angeles Division 3 and San Gabriel Valley Division 9 universally reported a 30 percent reduction of back, neck and shoulder pain.

Metro's testing of the Integral Orthopedics Inc. Moller Pro lumbar back support was the brainchild of Scott Boim, San Gabriel Valley Sector senior safety specialist, who discovered them at the 10th Annual National Ergonomics Conference in Las Vegas in December 2004.

"I went to the show and got some samples from Integral Orthopedics," he said. "I called them back a couple months later and said, 'We're having some really good results, could I have some more samples?'"

After the Florida-based company contributed some initial test units, Boim and San Gabriel Valley General Manager Jack Gabig went to Greg Kildare, Risk Management's Executive Officer, to request funding for an initial complement of 130 back supports—which they received with hearty approval. Labor Relations and the UTU were also supportive, and the pilot program was on.

"That was so successful that I went to Jack and (Administration and Financial Services Manager) Steve Rosenberg and said, 'I need 30 more,'" Boim said.

'Survey Says'

Volunteer bus operators were surveyed three times before receiving back

supports to test in service. The surveys determined the general condition of the volunteers' backs, shoulders and necks. Over the three-month testing period, operators in the study continued to report in monthly surveys. In July, Boim began compiling data using surveys at the two divisions.

Of the 98 operators who completed the entire survey battery, all but one reported some sort of improvement. Before the pilot program, most operators reported an "occasional" frequency of back, shoulder and neck pain—this was measured as a 3 on a scale of 5. At the end of the study, operators said they "rarely" experienced pain—measured as a 2 on the same scale.

"We measured it reactively to prove that it worked, but it's really a proactive device. It's to prevent back injuries," Boim said.

Part-time operator Mario Trigueros said that since receiving his, he's experienced less back pain and uses it every shift.

"This thing? I never drive without this," he said.

80 percent could benefit

In the study summary, Boim estimates that upwards of 80 percent of bus operators could benefit from the back support—and that its use could reduce job-related back injuries. The California Occupational Safety and Health Administration reckons the average cost of a back injury at \$25,000.

With the success of the back support, Boim is now testing orthopedic seats cushions also manufactured by Integral Orthopedics. He hopes the cushions, which are placed on top of the seat pan, will provide as much relief as the back supports have.

"They were really generous. They sent us 40 free (seats)," Boim said.


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CEO UpDate

Neither Wind nor Rain Could Stop Metro as 2006 Begins

By CEO ROGER SNOBLE



CEO Roger Snoble

Well, we certainly started off 2006 with a bang! On January 2, our Metro Rail and Bus Operations team fought hard to provide service to Rose Parade spectators despite heavy wind and rains that curtailed service at two key Metro Gold Line stations in Pasadena.

With that scaffolding tilted over the Memorial Park station, it was an extremely hazardous situation. The quick response by our Rail Operations people almost certainly prevented injuries to our customers and our employees. Recovering from that situation was a struggle, but the team succeeded in moving our customers with minimal delays.

Two days later, with the Pasadena service restored, the rail and bus team again worked hand-in-glove to transport a boisterous USC-Texas crowd to and from the Rose Bowl in what was a classic operation.

My sincerest appreciation and congratulations to the rail/bus team, and to the employees who volunteered during these high-profile events.

Welcome aboard!

I want to welcome Roger Moliere to our staff as the new executive officer for Real Property Management and Development.

He'll be responsible for real estate and new business development and, in that role, will be looking for joint development opportunities and for other kinds of enterprises that might be appropriate for Metro's various properties.

Roger brings a background in the private and public sectors – most recently working with the county's Marina Del Rey development.

As someone who can balance the interest of developers with the needs of a public agency, he will be valuable to us as we look for opportunities around our rail stations, especially in North Hollywood where the Metro Red and Orange Lines converge. His work should help us generate both ridership and badly needed revenue.

Interim assignments

Until we identify a new executive for the Business Support Group, I've

asked our executive officer of finance, Terry Matsumoto, and our procurement chief, Lonnie Mitchell, to share responsibilities within that department.

Terry will oversee Finance and Treasury, Risk Management, Accounting and the Office of Management and Budget. He joined Metro in 1991 following positions in private firms and public agencies. At Metro, he has held such positions as controller, director of capital planning, treasurer and even interim chief financial officer.

Lonnie will supervise Procurement and Material Management, Information Technology Services, Human Resources and Labor Relations. He joined Metro in 2000 following a career in the Navy where he served as vice commander of the Navy Exchange Service Command and as supply officer at shore commands and aboard combat ships.

Kudos for OMB

Let me also congratulate the members of our Office of Management and Budget for the Distinguished Budget Presentation Award they recently received from the Government Finance Officer's Association. This prestigious award reflects the OMB staff's commitment to excellence in this critical area.

I believe 2006 has the potential of being a really great year for Metro.

We face challenges with our labor negotiations and with the FY 2007 budget, but we're moving really well on the Eastside and we're getting the Exposition Line underway. The Orange Line is doing wonders for us, the Metro Rapid program is growing and Metro Connections is getting off to a good start. Most importantly, our ridership is growing.

Yes, 2006 will be our opportunity to show everyone that Metro is one of the premier transportation organizations in this country and, I think, the world.

Happy New Year! Let's look forward to an exciting and productive year.

January 17, 2006

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Expo Authority Board Approves \$640 Mill. Budget, Staffing Plan

(Jan. 17, 2006) The Exposition Metro Line Authority Construction Board approved a \$640 million construction project budget and the FY 2006 staffing plan at its Jan. 12 meeting.

The staffing plan includes key management positions of director of engineering/construction, director of project management, director of finance, a governmental/community relations manager and a governmental/community relations representative, a contracts/risk manager and a secretary/receptionist.

The Board also approved an employee pension system that includes a Public Agency Retirement System (PARS) option and a California Public Employees Retirement System (CalPERS), along with a deferred compensation plan that includes both PARS 401(a) and 457 trusts

In addition, the Board approved a personnel policy and employment manual, and as well as amendments to the administrative code.

Construction authority activities planned for January include evaluating the design build proposals received Jan. 5, obtaining an FTA issuance of Record of Decision and a review of the Project Management Plan, continuing the Flower Street design development and negotiating a Master Cooperative Agreement with Metro.


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Six Selected as Employees of the Quarter for 1st Quarter FY 2006

- [How to Nominate](#) an Employee of the Quarter
- [Read more](#) about the Employees of the Quarter

(Jan. 18, 2006) Six employees, whose work exemplifies four of the seven core Metro values, have been selected as Employees of the Quarter for the first quarter of FY 2006.

The employees are being honored in the categories of employees, innovation, teamwork and safety. The other three categories are fiscal responsibility, integrity and customer satisfaction.

Employees

USG Telecom team member, Elton Owens, was responsible for the creation of a new, multi-page catalog that contains full-color images of security camera views. Owens and his co-workers initially relied on their memories when it came to the security cameras, but Owens went beyond the call of duty and documented all the security camera views at home, using his own digital camera, software, and printer. His can-do attitude and commitment to his co-workers and his clients make Owens one of Metro's best employees.

Innovation

Dr. Vishwanath Mawley of Rail Fleet Services Engineering has a technical resume spanning more than four decades of international experience in engineering. He has made many contributions to Metro, including development of standard criterion for testing of AC and DC traction motors, analysis and resolution of lighting problems on railcars, and design and installation of high voltage fuses in place of obsolete circuit breakers and other electrical equipment on the Metro Red Line. Mawley is also involved within the community and is a past member of the Transportation Committee and a director of the Wilshire Chamber of Commerce. He is passionate about his commitment to rail car design and is continually raising the bar in terms of innovation.

Teamwork

Mechanics Andrew Warren, Rommel Vargas, and Frank Forde of Arthur Winston Division 5 Maintenance are an inspiration to the rest of the crew. They worked hard in preparation for Metro's Bus Roadeo, for the APTA International Roadeo in Dallas and for the Southern California Regional Bus Roadeo in Orange County. On many occasions, Warren, Vargas and Forde practiced for these events on their own time. They went above and beyond what was expected of them and were always willing to assist their co-workers to ensure that the Arthur Winston Division was represented with the pride and prestige that it deserves.

Safety

Keith Nielsen of Fleet Management & Support Services is responsible for inspecting the buses that come into Division 12. He cleans up the spills caused by diesel buses, makes the proper repairs and keeps the division environmentally compliant through his hazardous waste management techniques. He also created a system to check each bus, categorizing them according to their vital stats (engine, body, etc.) and then labeling them for auction. This efficient organization has allowed Metro to attain the proper worth of its buses, rather than auction them for less than their true value. Nielsen also manages the department's tow hotline and is constantly looking for more ways to help Metro serve its customers.

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How to Nominate an Employee of the Quarter
<p>The Employee of the Quarter program is administered by the Communication Services Department, which is now accepting nominations for the second quarter of FY 2006. The deadline is Jan. 31.</p> <p>The nomination form is located on the Employee Recognition web page at http://intranet1/employee_recognition/eqq.htm. Once the form is completed by the person making the nomination, it must be approved by the department head and the executive officer, then forwarded to Jennifer Salamanca at Mail Stop 99-19-3.</p> <p>Final selection of the Employee of the Quarter winners will be made by the Employee of the Quarter selection committee, whose members are appointed by business unit executive officers for a period of one fiscal year. Questions about the program should be directed to Salamanca at 922-2263. >top</p>

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New Electronic Payroll System Gives Employees Control

- System should save information input time, avoid errors, reduce cost
- Historical payroll information is at employee's fingertips

By BILL HEARD, Editor

(Jan. 18, 2006) It's electronic, it's paperless and it's coming soon to your desktop computer. It's Metro's new timekeeping system – called "E Time" – for non-contract, AFSCME, Teamsters and TCU employees.

Forget about scratching out your hours, vacation days, sick time and holidays on a timesheet every two weeks. Don't worry about your timesheet getting lost on a supervisor's desk or having your time incorrectly input by a harried timekeeper.

"From input through approval, E-time is an efficient and convenient way to process our time sheets, and saves trees," says CEO Roger Snoble, who already is on E Time and likes it.

The E Time system allows the individual employee to enter payroll information, so there's little chance for errors.

Changes easy to make

Because the information is electronic, changes are easy to make and employees whose work schedules, project and task codes rarely vary can just review the previous pay period's information, load it, save it and submit it.

"Instead of entering the same information every single pay period, employees can just submit their time from a default schedule," says Dave Wakeling, accounting manager, Payroll.

The E Time system also for the first time puts personal historical payroll data at an employee's fingertips. The information is confidential and can only be accessed with a password.

Dating from January 1999, the information includes an employee's rates of pay over the years, hours worked each pay period, promotions, holiday and vacation hours taken per year, as well as time allotted to various project and task codes.

The information can be converted to an Excel file and can be sorted year-by-year or by data category for easy analysis.

'History is there for you'

"You can see any overtime or whether you worked on a special project," says Wakeling. "All that history is there for you."

He notes that in addition to the advantage of having historical data

and the fact that E Time will improve the accuracy of the payroll system, it also will improve the efficiency of cost centers and will eliminate the cost of scanning timesheets for record retention.

Employees in the Business Services Group and the Office of the CEO already have been trained and are on the E Time system. Wakeling expects E Time will be fully implemented throughout Metro by the end of March.

“From all feedback, E Time appears to be a successful project,” says Controller Josie Nicasio. “Special thanks to the project team from the Accounting and IT departments.”

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Photo by Bill Heard



From left are Metro's NCMA chapter officers Veronica Hargrove, Phyllis Walker and Mario Lechuga, speaker Sanders, chapter officers Ted Sparkuhl, Larry Kelsey and Ed Velasquez. Not pictured are chapter president Angela Brown and chapter officer Margaret Merhoff.

PriceWaterhouseCoopers Exec Speaks to NCMA Chapter

(Jan. 18, 2006) Nicholas Sanders of PriceWaterhouseCoopers was guest speaker, Tuesday, at the January meeting of Metro's National Contract Management Assoc. chapter.

Sanders, director of West Coast government contracts practice for the international accounting and consulting firm, spoke on performance-based payments during a luncheon meeting. Sanders has more than 20 years' experience in government contracting.

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Increase in LA Transit Ridership Beats National Averages

BY JIMMY STROUP

(Jan. 19, 2006) In an American Public Transportation Association (APTA) report on transit ridership in 2005's third quarter, Los Angeles bested the national average—almost doubling the rate of change versus the third quarter of 2004.

Light rail ridership increased at a rate of 8.8 percent nationally, while Los Angeles increased its light rail ridership by 15.9 percent. Only Minneapolis, Tampa and Sacramento showed higher increases.

In subway ridership, only Cleveland beat out Los Angeles' 7.7 percent increase on the Metro Red Line over last year's figures. The national average stood at 4.4 percent.

Bus ridership increased the most dramatically: the national average increase of 2.5 percent was admirable, but not in the same league as LA's increase of 5.5 percent.

5 million more passengers

For LA, the increase means that the third quarter of 2005 saw 5 million more passengers than the same period in 2004.

"Transit ridership was on the move in 2005 and I fully expect that it will continue to grow as more people discover the convenience and affordability of public transportation," said William Millar, APTA president.

When compared to November 2004, November 2005 showed similar growth across the Metro spectrum. Ridership on the Metro Blue, Gold and Green Lines increased by 12 percent, while the Red Line showed an 8.1 percent increase.

Bus ridership continued its rise, climbing to a 7.7 percent increase—a jump of 2 million riders in November 2005 over riders in November 2004.



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Former LAUSD Clerk Charged with Embezzling from Metro

- Inspector General’s investigation exposes \$10,000 fraud against Rideshare Rewards Program

(Jan. 19, 2006) A former Los Angeles Unified School District clerk is scheduled to appear in Superior Court, Feb. 9, on charges that she embezzled more than \$10,000 from Metro’s Rideshare Rewards Program in 2003 and 2004.

Carol Scott, who worked at City of Angels School in Los Angeles during the time she allegedly defrauded Metro, entered a not guilty plea during a Superior Court arraignment, Jan. 12, to one felony count of embezzlement and one felony count of grand theft.

Senior Investigator Ray Rust of the Inspector General’s Office alleged in a court filing that, over a 14-month period, Scott submitted at least 179 fraudulent Rideshare Rewards claims forms to Metro in order to receive Ralphs Grocery Card Gift certificates.

The OIG was alerted to the alleged fraud by a Metro Commute Services account executive.

According to Rust’s investigation, Scott forged the signatures of former students or parents or used their Social Security numbers, drivers licenses or other identification to claim the grocery gift certificates. As a clerk at the school, she had access to computer records and files of City of Angels students.

Scott also allegedly forged the signatures of people who were not LAUSD employees, filed fictitious claims and enlisted others – including a former LAUSD cafeteria worker and even her own daughter – to file fraudulent claims for gift certificates. Most never received the certificates.

Although she knew her alleged initiatives were fraudulent, Scott attended a Rideshare Diamond Awards luncheon in May 2004 and accepted an award for promoting the rideshare program at City of Angels School.

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Metro Neighborhood Series Poster: NoHo Arts District through the eyes of artist Karl Abramovic.



NoHo Theater Scene Featured in Metro's Latest Neighborhood Poster

By KIM UPTON

(Jan. 19, 2006) On display on Metro buses and rail cars through early March 2006 is a beautiful new poster, NoHo Arts District by Karl Abramovic.

The latest in Metro's Neighborhood Poster Series – an original artwork depicting the North Hollywood theater scene – is now on display on Metro buses and rail cars through March. The poster also is on sale in the Metro Store.

A Los Angeles-based freelance illustrator, Abramovic is one of three artists creating original works with a focus on San Fernando Valley neighborhoods.

Abramovic has published work in The Idler magazine, NoHo News LA and the San Fernando Business Journal. Inspired by the eclectic nature of NoHo theaters, he has depicted the comedy, musicals and cabarets featured at the respected Whitefire, El Portal, Secret Rose and Raven theaters.

To research his project, the artist interviewed theater owners and representatives of the Valley Theatre League. "Madama Butterfly," one of the characters depicted in Abramovic's work, was the first play produced at the Secret Rose Theatre.

The pirate shown in his poster represents musicals, such as the "Pirates of Penzance," as well as children's features performed at the Joy Theatre at the Raven Playhouse in North Hollywood. The cabaret actor in the piece represents shows staged at the Whitefire and El Portal theaters.

Others in the Neighborhood Poster Series with a San Fernando Valley flavor are set to appear on Metro buses and trains from April to June.

Initiated in 2003, the Neighborhood Poster Series has commissioned 12 original artworks and garnered a Print Magazine Regional Design Annual Design Excellence Award, a Tranny Merit Award, a "Fresh"

Illustrator Award from Illustration Magazine Annual and a Los Angeles Society Illustrators Award Silver Medal.

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2nd Annual Metro Family Day Set for Disneyland, April 8

- 'Early bird' breakfast in Frontierland will kick off the day

By BILL HEARD, Editor

(Jan. 20, 2006) Get your mouse ears ready. The second annual Metro Family Day will be held at Disneyland on Saturday, April 8.

Employees, their families and guests will kick off the day with an "early bird" breakfast from 8 until 11 a.m. in the Festival Arena area in Frontierland. As a special breakfast treat for the kids, there will be Disney characters and other fun.

After breakfast, the park and all its attractions will be open until midnight for Metro ticket holders at no additional charge.

A limited number of discount tickets go on sale, Feb. 1, in the Metro Store and will remain on sale until March 24 or until sold out. Sales of the tickets – \$41 for adults and \$36 for children ages 3 – 9 (children under 3 are free) – are limited to five per employee.

Ticket sales will be scheduled at the operating divisions from Feb. 6 through March 16. Special allotments of tickets will be offered for sale at each division while supplies last.

No tickets will be sold on the day of the event. The \$10 parking fee is not included in the ticket price.

Disneyland hotel discounts

In addition to discount tickets to the theme park, Metro employees can get discounts at three Disneyland hotels.

Rooms at Disney's paradise Pier Hotel can be reserved for \$189 a night; Disneyland Hotel rooms will be \$209 per night; and rooms at Disney's Grand Californian Hotel will rent for \$279 a night. Mention "Metro" to get the discount when calling 714-520-5005 for reservations.

Danielle Boutier, director of Communication Services, expects the number of employees who attend this year's event will equal the almost 1,500 who attended last April's Metro Family Day.

"Employees had a good time with their families and colleagues at Universal Studios, last year," she says. "We're looking forward to a repeat this year."

Boutier says Disneyland was chosen for the 2006 Family Day based on responses to a survey sent to those who attended last year's event.

"We asked where they wanted to go next year and Disneyland was hands-down the winner," says Boutier. She expects Family Day will be

held at a different locale every year.

Ticket sales for Metro Family Day 2006 are scheduled at the following operating divisions:

- Division 15, Feb. 6, 10 a.m. – 3 p.m.
- Division 8, Feb. 9, 10 a.m. – 3 p.m.
- Division 22, Feb. 13, 10 a.m. – 3 p.m.
- Division 18, Feb. 16, 10 a.m. – 3 p.m.
- Division 11, Feb. 23, 10 a.m. – 3 p.m.
- Division 9, Feb. 24, 10 a.m. – 3 p.m.
- Division 6, Feb. 27,10 a.m. – 3 p.m.
- Division 7, March 2, 10 a.m. – 3 p.m.
- Division 5, March 6, 10 a.m. – 3 p.m.
- Division 10, March 9, 10 a.m. – Noon
- Division 21, March 9, 1 p.m. – 3 p.m.
- Division 1, March 13, 10 a.m. – Noon
- Division 2, March 13, 1 p.m. – 3 p.m.
- Division 20, March 16, 10 a.m. – Noon
- Division 3, March 16, 1 p.m. – 3 p.m.

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Limited Stop Service Begins on Metro Gold Line, Feb. 13

- New service to shave five minutes off Gold Line commute
- Only 3 stops between Union Station and Sierra Madre Villa

By DAVE SOTERO

(Jan. 20, 2006) Beginning Feb. 13, Metro will launch a limited stop service on the Metro Gold Line that will shorten end-to-end rush-hour travel times from 34 minutes to just 29 minutes, a 15 percent time savings for weekday commuters.

The new service, the first of its kind on the 73-mile Metro Rail System, will stop at only five of the 13 Gold Line stations: Union Station, Highland Park, Mission, Del Mar and Sierra Madre Villa. Station stops were chosen based on their volume of passenger boardings.

The weekday-only limited stop service will consist of six trains operating every half hour in both directions during the morning and afternoon rush hour periods.

"The new trend at Metro is faster service," said Mayor Antonio Villaraigosa. "With the addition of limited stop service providing increased time savings, the Metro Gold Line gives LA commuters another good reason to use public transit."

Southbound trains from Sierra Madre Villa to Union Station will run every half hour from 6:05 a.m. to 8:35 a.m. and again from 3:50 p.m. to 6:20 p.m. The arrival of limited stop trains at Union Station has been timed to ensure that passengers can make their connections with the Metro Red Line.

Coordinated with Red Line

Northbound from Union Station to Sierra Madre Villa, trains are currently scheduled to run every half hour from 5:35 a.m. to 8:05 a.m. and again from 3:50 p.m. to 6:20 p.m. These times also are coordinated with the Red Line to help passengers make their Gold Line connections at Union Station.

Limited stop trains will supplement Metro's existing peak-hour train service. Those trains will continue to run every 15 minutes during these times. No additional fares will be required to use the new service.

"I anticipate riderships on the Metro Gold Line will be even stronger when commuters discover they can now get between Pasadena and Downtown LA in under half an hour," said CEO Roger Snoble, noting that the introduction of two new Express Lines, 15 Metro Rapid lines and the Metro Orange Line were "achieving substantial transit time reductions across the county."

Metro will take a number of steps to help patrons identify limited stop

trains and station stops.

Trains will be designated by "Limited Stop" headsigns on both ends of the trains and on the sides. Large placards also will be mounted on the dashboards of the limited stop trains to announce the names of the stations where each train will stop.

Customer ambassadors

Banners will be placed at all stations to advertise the limited stop service and take-one pamphlets in three languages and in Braille will be distributed to patrons. Customer ambassadors will be posted at Gold Line stations before and after service begins to answer patrons' questions and to assist with boarding. Sheriff's deputies and fare inspectors also will be trained to provide information.

"I think end-to-end commuters are really going to appreciate the new limited stop service," said Gold Line Transportation Manager Duane Martin. "Knowing the train will make only three intermediate stops with fewer announcements will mean a more relaxing ride."

In preparation for the introduction of limited stop service, some modifications – like painting yellow safety strips along platform edges – were required at Gold Line stations. The safety strips will remind patrons at the by-passed stations to keep away from the platform edge when the limited stop trains go through.

Operational training for Gold Line operators, supervisors and controllers has begun. Most training is being accomplished during off-peak hours, at night and on weekends. Some operating rules and procedures are being modified to comply with state rail regulations and to ensure passenger safety.

"My hat's off to the Rail Operations and Maintenance teams, to Marketing, Community Relations, Safety and the Transit Services Bureau," said Metro Rail General Manager Gerald Francis. "They worked together closely and with LADOT and the CPUC to get this job done."

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70s Pop Star Nabbed at Metro Rail Station; Faces Drug Charge

By JIMMY STROUP
(Jan. 20, 2006) A former teen idol, who was arrested Jan. 14 for riding the Metro Red Line without a ticket, has been charged with fare evasion and felony drug possession after heroin was found during a routine search.

Leif Garrett, best known for his work in the late 1970s as a teen singer and actor, is scheduled to appear today in a court that specializes in drug diversion cases. He pleaded not guilty to the charges, Jan. 18.

Garrett was apprehended when Sheriff's Transit Services Bureau deputies stopped him at the Pershing Square station. He is now being held without bail at the Men's Central Jail.

Garrett was denied bail because of an arrest warrant issued, Dec. 20, for an alleged probation violation in connection with a March 2005 guilty plea in a charge also involving narcotics.

Garrett's notable work includes the hit tune "I Was Made for Dancin'," an appearance on the television series ChiPs and a role in the 1983 film "The Outsiders."

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Metro operator Drexel Delaney receives instruction from Atlas Ergonomics' Drew Bossen on the proper settings for his seat. At more than 6 feet tall, Delaney's settings will differ greatly from shorter or taller operators.



Photos by Jimmy Stroup

Division 9 Tries Seat Adjustment Training to Avoid Back Injuries

- System helps operators set bus seats, steering wheels for proper posture

BY JIMMY STROUP

(Jan. 24, 2006) With back injuries on the rise, San Gabriel Valley Division 9 has decided it's time to ramp up its dedication to ensuring bus operators are getting the attention and safety training they deserve to stay healthy.

Fresh off a pilot program in which back support was the issue, this time the scope has been expanded to deal with the operators' seat position and posture throughout the day—giving them the knowledge and information that can help them reproduce a good seat position in each different kind of coach they're working in.

In this effort, Senior Safety Specialist Scott Boim enlisted the help of Atlas Ergonomics, a Michigan-based consultant group whose physical therapists specialize in teaching office workers and drivers how to protect their backs from injury while on the job.

"What happens is that gravity kind of pulls us down and we get into a somewhat rounded position," said Drew Bossen, the Atlas physical therapist who spent a week with 130 San Gabriel Valley operators teaching them how to sit properly.

“When that happens, we lose the natural curve of the lower back and it puts an enormous amount of stress on the neck and it takes away from the natural flexibility of the spine. It becomes a kind of rigid post versus a natural spring,” he said.



Atlas-designed number strips underneath the NABI seat and the sidewall behind the seat help operators place their seat in the best position to avoid back injuries.

The number strip behind the driver tells the operator where to set the height of their seat to achieve the optimal setting for their body type.

Atlas Ergonomics provided these small cards so operators could reference their individual settings when they begin their shifts behind the wheel.

How it’s done

To combat incorrect seating posture, Atlas has developed a marking system that’s been fixed to the sides of Metro coach seats and steering columns. Custom pointers were also installed on each seat to point to the numbered strips.

The markings allow operators to place the seat and steering wheel in the same position every time, thereby reproducing the best possible position for each driver. Drivers are put in the seat, given instruction on how to adjust it properly for their height and weight, and then record their settings on a reference card.

“Each day it takes about a minute to set your seat up so you can make certain you’re in the best posture each and every day and are minimizing your risk for future injury,” Bossen said.

With pointers and markings installed on every NABI and TMC bus in Division 9’s fleet—215 all told—the design and installation was a big job for Metro and Atlas. It took four days to develop a pointer system that would be consistent for each bus design, but that wouldn’t hinder operators in their duties, either.

“They had to remove the seat pan and do some welding,” Boim said. “It was a big job.”

Mark Rodriguez has been driving for more than 20 years and said the program is a step in the right direction.

“It puts you in a better position to operate the coach,” he said. “So we get back into the same seat every time.”

Whiplash is serious

Back support and seat position aren’t the only thing the pilot program is focusing on:

headrests are also on the menu. Whiplash is a serious injury that a headrest can help prevent, Boim said.

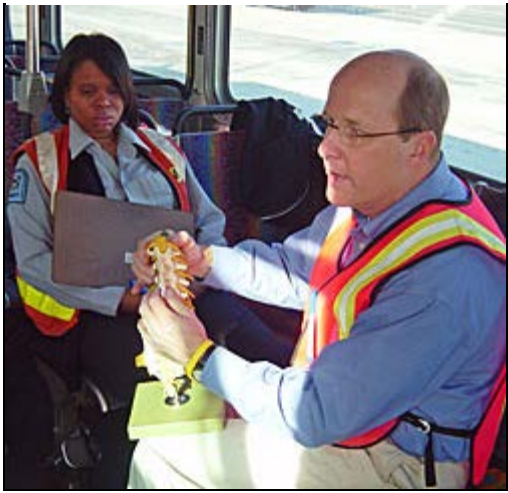
"If you look at many of our buses, the headrests have been removed and stored under the seat," he said. "The Atlas seat indexing program provides each operator with a personalized setting for headrest height and angle."

Pain and discomfort surveys were taken at the beginning of the program, and will be administered at 6- and 12-week intervals. As part of the pilot agreement, Atlas will collate the data and submit a report to Metro detailing any change in operator comfort.

Operator support was described as skeptical at first, but has changed to whole-hearted support. Division 9 Transportation Manager Dan Frawley said the operator comments he's received have been positive.

"I was photocopying something late the other night and this operator says to me, 'You know, that stuff really works.' I said, 'What stuff?' He said, 'That seat stuff,'" Frawley said.

Boim is optimistic about the program's chances to affect some change in the comfort levels and health of Division 9 operators, and hopes the results are such that Metro takes a hard look at expanding the program into other divisions.



Metro's Rhonda Newsome was one of 130 Division 9 operators who received instruction from Atlas Physical Therapist Drew Bossen about the structure of the back and how to care for it.

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News conference held at the East Portal of Union Station, Friday, sparked this exchange between Los Angeles Mayor Antonio Villaraigosa and California Gov. Arnold Schwarzenegger. Photo: Luis Inzunza



Governor, Mayor Call for Billions in Transportation Funding

- Investment would be supported by bond program

By BILL HEARD, Editor

(Jan. 24, 2006) Governor Arnold Schwarzenegger and Mayor Antonio Villaraigosa held a news conference, Friday, in the East Portal to call for spending billions on transportation projects in Los Angeles and Orange counties.

The governor's Strategic Growth Plan, which envisions a \$107 billion investment in transportation infrastructure over the next decade, would be supported in part by an initial \$6 billion bond program he hopes will go before the voters either in June or in November.

The plan calls for a constitutional amendment "firewall" to protect Proposition 42 funding for city and county transportation projects. In the past, Prop 42 funds have been siphoned off for other state funding priorities.

The plan would include funding for 1,200 miles of new highways and HOV lanes and 600 miles of mass transit.

"This will reduce traffic congestion by 20 percent over the next 10 years, even though we will see a population increase," Schwarzenegger said, adding that his plan can be accomplished "in a responsible way without raising taxes."

I -405 carpool lane

Photo: Luis Inzunza

Villaraigosa noted that \$350 million – the largest single “earmark” in the plan – would be allocated for construction of a carpool lane on the I-405 where it meets the 101 Freeway.

“This is a huge recognition of its importance now and in the future,” the mayor said.

Another \$40 million would be used for park/ride lots, pedestrian and bicycle projects in the LA metropolitan area.

The governor’s plan also includes \$290 million for new rail projects and rail crossing improvements, of which \$40 million would be used to extend two tracks south from Union Station to provide a new connection to the Burlington Northern Santa Fe Railway mainline along the LA River.

It also would provide \$2 billion in bonding and matching funds to reduce pollution caused by congestion generated by goods movement on roads and from the state’s seaports.

“Today was a great day,” said CEO Roger Snoble, a guest at the news conference. “The governor and mayor are truly dedicated to getting something done. A lot of hard work remains, a lot of details, but I think this is a great start.”



Mayor Villaraigosa tells local media that the governor’s funding plan is a good starting point for LA-area transportation projects.

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Ansaldobreda 2550 light rail car Number 701 on a test run July 28 at Union Station.



Photo: Gayle Anderson

3 New 2550 Light Rail Cars in Transit to California

(Jan. 24, 2006) Three new Ansaldobreda 2550 light rail cars in transit by ship from Pistoia, Italy, are due to arrive in Pittsburg, Calif., next week.

The \$2.72 million rail cars, which will be deployed on the Metro Gold Line, will dock in Northern California and will be transported to the company's plant in Pittsburg for final assembly.

Once fully assembled, they are scheduled to be delivered to Los Angeles by the end of March 2006. Metro plans to add 50 of the 2550 cars to its light rail fleet over a three-year period.

The two original rail cars, Numbers 701 and 702, have completed initial performance trials and are now undergoing signal systems testing to ensure communication with the rail infrastructure.

Once all tests have been completed, 701 and 702 will be shipped back to Pittsburg for final fleet production configuration.

Presently, Ansaldobreda is preparing 34 additional rail cars for shipment. The company plans to deliver three to four rail cars per month starting in April.

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Metro's Lakeisha Francois has a mission to give low riding a positive image through community involvement and working with kids. She is also a member of the National Low Rider's Association, which performs at different events, such as the Dec. 18 "Women of Destiny" dance. Seen here, a 1964 Chevy Impala.



Division 18 Operator Lakeisha Francois is a Low Rider with a Cause

By Reina V. Slutske

(Jan. 25, 2006) Usually, you can see Lakeisha Francois driving the 711 and 202 lines out of Carson Division 18.

But in her off-time, you may see her with one of her cars, a 1983 Cutlass Oldsmobile with hydraulics. It's painted lavender and silver, complete with graphics. She has another car, a 1967 Chevy Impala, that she's working on.

A Metro employee for nine years, she's not the image of a low rider. Dressed in a Metro uniform, relaxing on her break, she said, "I'm a

low rider. I work here."

A low rider is a person who drives a car that is adjusted to ride closer to the ground. They're usually equipped with hydraulic pumps that make the cars jump and do tricks.

Often, they have unique paint jobs and different features, and there are competitions for tricks and the nicest looking cars.

Didn't like it at first

Francois started low riding after her husband, Derell, introduced her to it. However, she didn't like it at first, because she was frightened when she was driving with him.

"But then I was watching, and I was like, 'Wow, this is cool,'" she said. "'This is nice the way they put this together and take part in it. I want to put together one,' so I did that."

She founded a car club, called Do Sumthin, which is part of the National Low Rider Association and one of 27 car clubs in California. Her husband is the president of the car club, and she's the secretary of the Association.

In addition to being about low riders, the Do Sumthin club members also decided to give back to their communities.

They have helped in various projects, such as Pastor Faye Newman's "Boxes of Love" program through Outreach Ministries, where they prepared boxes of food for less fortunate people.

With Do Sumthin's campaign, "Cruising for Christ," they've organized toy drives, participated in both the Watts and Compton Christmas parades, and helped coordinate events, such as a Hurricane Katrina benefit and upcoming business expos and car shows.

The image of low riders has been negative. Often times, the cars are associated with gangs, violence, drugs, and objectification of women. These are all images that Francois rejects.

Non-violence a creed

Francois' car club mission is to celebrate low riding as a sport and promote non-violence, with her goal of bringing people together.

"Wherever we go, our kids go," said Francois. "[With] all these kids around, we don't want them exposed to negative things."

She even gets her six boys involved, teaching them that there's more than gang life.

"I want to show them there are more things you can do than just hanging out, getting involved in gangs," she said. "Just because we live in certain communities doesn't mean you have to get stuck in that, there are other things you can do."

However, the stereotype still lingers. So much so, it's taken a toll on those who just enjoy low riding.

"[Police] tend to pull low riders over, even if they haven't been doing anything," she said. "Out of suspicion... figure that you're gangbangers."

Francois wants to give the sport a positive image, more about having fun and less about gangs.

"It's really fun to me, that's why I stuck with it, that's why I'm still doing it," she said. "I feel like I'm one of the ones that can bring it back."

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Division 9 Celebrates 'How You Doin'?' Victory



Photo by Dan Ramirez

Division 9 management and maintenance staff take a moment to smile for the camera as they raise the "How You Doin'?" victory cup signifying their first place ranking for November honors. General Manager Jack Gabig, at right, presented the trophy to the team earlier this week. Although the competition will be stiff, division employees anticipate a high ranking in December and are looking for a first place ranking for the second quarter.



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Linda Wright, deputy executive officer, Diversity & Economic Opportunity, left, and Carolyn Flowers, executive officer for Transit Operations, shared a moment with Mayor Antonio Villaraigosa during the Kingdom Day VIP breakfast. Photo by Ned Racine



Metro Co-sponsors Kingdom Day Parade Breakfast

(Jan. 25, 2006) Metro was a co-sponsor of the VIP breakfast, Jan. 16, preceding the Kingdom Day Parade in honor of the birthday of the Rev. Martin Luther King, Jr.

Numerous community leaders and elected officials attended the breakfast, including Board members Mayor Antonio Villaraigosa and Supervisor Yvonne Brathwaite Burke.

"Metro is pleased to support this important community event," said Carolyn Flowers, Metro's executive officer for Transit Operations. "It is another representation to our commitment to the diverse nature of Los Angeles."



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Deputy's Routine Traffic Stop Nets Drugs and \$12,202 in Cash

- Money forfeited to Metro for law enforcement operations

(Jan. 26, 2006) A routine traffic stop by a Sheriff's Transit Services Bureau deputy near a Metro Green Line station in Lynwood Jan. 20, resulted in the arrest of two suspected drug dealers, a haul of marijuana and \$12,202 in cash.

Deputy Devin Vanderlaan arrested the men on multiple narcotics charges and a felony charge of bribery when the driver allegedly offered the deputy \$20,000 to release him.

Following the arrests, the \$12,202 was seized in accordance with state and federal laws and was forfeited to Metro, which will use it for law enforcement operations.

After he stopped the suspects' car for a minor vehicle code violation, Vanderlaan determined that the unlicensed driver was wanted for traffic violations and that the passenger was under the influence of methamphetamines.

Five cell phones and a sheaf of "pay-owe" documents commonly used by drug dealers to keep track of payments between suppliers and street dealers also were found in the vehicle. The documents and the gym bagful of marijuana pointed to a moderately sized local operation.

Missing VIN numbers on the suspects' vehicle suggest it may have been stolen. It was impounded for further investigation.



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Henry Mendez of Stops & Zones applies a new limited service Line 330 decal to a Metro Bus stop sign at 1st and Evergreen in East Los Angeles.



December Shake-up was Biggest Job for Stops and Zones Since 2003

- Crew members delayed Christmas party to make 2,000 bus stop changes, twice the usual number

BY JIMMY STROUP

(Jan. 26, 2006) Considering the nearly 18,000 bus stops under Metro's domain, Facilities Manager Pete Serdienis and the Stops and Zones crew have a challenging job just to keep up on day-to-day maintenance.

But twice a year, Stops and Zones is responsible for adjusting any of the information at bus stops that is no longer accurate because of line changes the Shake-ups bring.

December's Shake-up proved to be the most demanding since the one that preceded the July 2003 opening of the Metro Gold Line—and more than 10 percent of Metro's bus signs needed to be adjusted because of it.

"This past December was heavy because four of the five sectors implemented major route and service frequency changes. We had to change approximately 2,000 stops," Serdienis said, adding that a normal Shake-up will usually call for only half that many changes.

Just before the December Shake-up, the San Fernando Valley Sector

took the October opening of the Metro Orange Line as an opportunity to do their Shake-up early, so Stops and Zones' December work was lightened by one sector.

"Luckily, San Fernando Valley timed their changes with the October opening of the Orange Line," Serdienis said. "So we concentrated all our manpower on handling their changes and then redeployed our 13 maintainers to the other four sectors for the December Shake-up," Serdienis said.

More to it than you'd think

But changing the information on a bus stop sign isn't as easy as you might think. A month prior to the time the signs are scheduled to go in, Stops and Zones maintainers are out on the effected routes placing notification "hoods" over the tops of the signs to keep riders up to date on changes to their regular routes.

If it's a new signpost going in, Stops and Zones has to get location approval from the municipal traffic engineer. Then they have to obtain a "dig alert" number—so they can be sure the dig area isn't over any phone, water, fiber optic, sewer or gas lines.

After marking the proposed site, they wait three days for the utility companies to mark their underground utilities to be sure there aren't any problems when Metro installs the new bus stop post and sign.

Every change isn't that complicated, thankfully, and most only require simple adjustments that can be made using the luminescent decals or service qualification stickers crafted by the Metro Sign Shop in South Park.

"Where we don't have to change out a sign, we'll just add a new destination decal or service qualification sticker to denote the new type of service a route operates at the existing stop," Serdienis said.

"For each Shake-up, we concentrate on installing bus stops for brand new lines first, then making changes to the signs along the heaviest patronized lines, and finish everything up by the effective date," he said. "Then we come back and go through the stop locations that were abandoned and remove the hooded posts and signs."



Christmas in January> Stops and Zones team finally takes a break.

Delayed gratification

Anticipating the extra workload, Serdienis’ team decided to delay their Christmas party until after the Shake-up work was done—they didn’t have it until after the New Year.

“What is really a blessing is that I’ve got such dedicated crews that they arbitrarily decided to delay the Christmas party until after the Shake-up was done,” he said.

But this kind of selflessness has become a staple in Stops and Zones, and Serdienis views it as just another part of his team’s daily routine.

“These guys are a close-knit unit. We’ve been together for so long we all know when it’s crunch time—when it’s the playoffs, it’s time to step up and get the job done,” he said, “and somehow, we always manage to do so.”



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Metro Begins Last Street Decking for Eastside Tunnel Portal

By JOSÉ UBALDO

(Jan. 27, 2006) Metro began the last street decking operation over the portal to the Eastside Extension tunnel, Jan. 25. The decking is being installed on First Street between Evergreen Avenue and Lorena Street.

The operation involves construction of a concrete deck between piles that form the sides of the east portal of the tunnel.

After the concrete panels are installed, traffic can travel over the surface while the east portal is constructed.

The construction activity will last five days, until 6 a.m., Monday, Jan. 30. During that period, work will be continuous all day and night.

First Street will be closed between Evergreen and Lorena. Detour signs will be installed to divert the traffic off of First Street. Pedestrian access to homes and businesses will be maintained at all times.

To mitigate noise during construction, the contractor will install temporary sound walls on the south side of First Street.

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Management, Labor Hope New Bargaining Process Will Smooth 2006 Negotiations

- 'Interest-based negotiations' will stress cooperation during contract talks
- Goals are to sign contracts by June 30, build trust, improve labor/management relations
- [Statement](#)> Labor Contract Negotiations Statement by Deputy CEO John Catoe

By BILL HEARD, Editor

(Jan. 27, 2006) What if Metro's management and the leaders of its three largest labor unions met over the bargaining table, this spring, to discuss issues of interest to both sides and avoided confrontation over hard-and-fast positions?

Would the result be negotiations conducted without rancor, and contracts that were approved and signed before June 30 without a strike?



Deputy CEO
John Catoe

That's what Metro's chief labor negotiator, Deputy CEO John Catoe, CEO Roger Snoble and labor union leaders are hoping to achieve by taking a different approach to this round of bargaining.

Called "interest-based negotiations," the process would focus on the interests of the parties, rather than the positions they take on such issues as fair compensation and hiring and retaining employees who provide outstanding service.

One of the main goals of interest-based negotiations is to develop a genuine relationship of trust between the management and labor teams involved in negotiations.

Catoe has won Board approval for the new approach and has taken steps to implement it.

Negotiations workshops

To help the process along, Rhonda Hilyer, an independent neutral facilitator, is working with both management and labor bargaining groups. She plans to conduct interest-based negotiations workshops in February.

"I've never been involved with interest-based training before, but I wouldn't mind participating – for sure it wouldn't hurt," says Olivia Nelson, Division Chair of TCU Local 1315. She'll meet soon with Labor Relations to set up a calendar for the training and for this spring's bargaining talks.

ATU Local 1277 President Neil Silver has previously been involved in interest-based negotiations at other transit properties.

"I never need anybody to hold my hand when I'm negotiating a contract," he says. "But, I think it's a tremendous idea and whoever thought of it had a keen insight into the systematic problems that surround MTA and negotiations with its labor unions."

Goldy Norton, a spokesman for the UTU, said the union's team met for two hours, Wednesday, with Hilyer. It is too early yet to comment on the process, he said.

Contracts with the UTU, ATU and TCU all expire June 30 and Catoe says, "We want to arrive at agreements that address our mutual interests and that are a win-win for both sides."

That statement also finds approval from Silver and Nelson.

'An alternative resolution process'

"I am pleased that there are now people at MTA who are willing to seek an alternative resolution process to negotiations, rather than resort to the same self-perpetuating hostilities that have earmarked the parties' negotiations history," says Silver.

Nelson was president of TCU Local 1315 for 11 years and was involved in many contract negotiations. "I would like to see a new contract in place as soon as possible, definitely by the time the current contract expires. If John Catoe is shooting to finish before July 1, I'm in agreement with that."

"I'm very pleased with the support we've had from our union leaders for this new approach to negotiations," says Snoble. "I'm very optimistic that interest-based negotiations will be successful this year and will set a favorable precedent for future labor relations."

Management and union officials will begin talking about interests in late February. Bargaining is expected to take place in March, April and May. If talks are successful, tentative contracts could go before union members and the Board before they expire in June.

Most of all, Catoe hopes the new approach to bargaining will bring quick agreement and avoid another crippling strike. "That's incredibly disruptive to our customers and the community, to our union employees who lose income they never recover, and to the agency."

"This is the beginning of a process," he says of the interest-based negotiations, "not an end."

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Three City firefighters rush a basket stretcher loaded with gear, including oxygen bottles, to the rescue scene at the Eastside Extension construction site.



Photos by Bill Heard

Major Emergency Rescue Exercise in Eastside Tunnel

- 70 firefighters carry 3 'injured miners' to safety
- Three days of drills prepare firefighters for the real thing

By BILL HEARD, Editor

(Jan. 31, 2006) Some 70 LA City firefighters and more than a dozen fire engines descended on a Metro Gold Line Eastside Extension construction site, Saturday, for the first of three days of intensive emergency rescue exercises.

Dressed for action and equipped with first aid kits, stretchers and apparatus to breathe in the tunnel's "gaseous" atmosphere, an Urban Search and Rescue team – supported by firefighters from Battalion 7 in Boyle Heights and Battalion 1 in downtown LA – deployed into the tunnel at 1st and Boyle to



City Fire Battalion 7 Chief Doug Graft directs the rescue exercise from his command post at Mariachi Plaza

search for three “injured miners.”

Within a short time, the “miners” were located and treated for a compound fracture, head injuries and breathing difficulties. They were hoisted to the surface where paramedics waited to transport them to nearby hospitals.

Battalion 7 Chief Doug Graft, who led the exercise from a command post at Mariachi Plaza, was pleased with the first day’s drill. “Everybody had a good idea of what their duties and responsibilities were. They made it work.”

Construction emergencies

Battalion Chief John Quintanar, the City Fire Department’s liaison with Metro, noted that firefighters had not trained in tunnel construction emergencies since the excavation of the Segment 3 tunnel to North Hollywood.

“We want to make sure all the firefighters in the immediate area are familiar with the Eastside tunnel and with our operations inside the tunnel,” he said.

Also participating in the emergency exercise – which continued on Sunday and Monday – were City Fire’s HAZMAT group, five units and 24 members of the LA County Fire Dept., law enforcement officers, Metro corporate safety and safety personnel from Traylor Bros., the contractor.



A firefighter adjusts his oxygen mask in preparation for the rescue exercise. Below, a firefighter clears his oxygen mask



As rescuers watch, two firefighters hustle an “injured miner” out of the tunnel to a location where he can be hoisted to the surface. At right, two firefighters prepare a stretcher carrying one of three “injured miners” to be hoisted to safety



As the battalion officers were assembling for a post-exercise debriefing, Graft stressed the importance of realistic rescue drills. “When there’s an emergency, we don’t want it to be the first time we’ve been to the scene. We want to be able to draw on our

experience in these exercises."



LA City Fire Dept. trucks lined up along Boyle Avenue, Jan. 28, for the first event of a three-day rescue exercise at the Eastside Extension construction site.



Five firefighters review their checklist prior to beginning the search for the three "miners" injured in a tunnel accident.



Rescue exercise leaders gather in Mariachi Plaza for a debriefing following a successful drill.

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Amazing Hoopsters: Globetrotters Bringing Basketball Tricks to East Portal

- Metro will conduct employee raffle for game ticket 4-packs

By ELIZABETH LEIDER

(Jan. 31, 2007) No penalties for this traveling call! Referees can't call foul on the world-famous Harlem Globetrotters while they're dribbling – and riding Metro.

Beginning at about 8:45 a.m., Thursday, two of the Globetrotters will make their way from Union Station on the Metro Red Line and Blue Line all the way to the Staples Center, dribbling the entire time.

Globetrotters Anthony Blakes and Nate Lofton will showcase their razzle dazzle moves while greeting morning commuters at Union Station's East Portal. Some surprised commuters will be handed free tickets to the upcoming Globetrotters games in Los Angeles and Anaheim.

The event is intended to reward Metro commuters and employees by offering them \$4 off Harlem Globetrotters tickets purchased through the Staples and Honda Center arena box offices when they show a Metro pass or ID badge.

In addition, there will be a free drawing for Globetrotters tickets open to all Metro employees. Three family 4-packs to any of the local games will be raffled off.

Employees can enter the drawing from Jan. 29 through Feb. 9 at the Metro Store, located on the Plaza Level of the Gateway Building. The winners will be chosen at 3 p.m. on Feb. 9.

The Globetrotters will awe crowds with their glitzy and exciting style at the Honda Center in Anaheim on Saturday, Feb. 17, at 2 p.m. and 7 p.m. and again at the Staples Center on Monday, Feb. 19, at 1 p.m.



The Harlem Globetrotters get on board the Metro Red Line at Union Station Thursday morning.





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Memorial Service Scheduled for Storekeeper Larry Magee

(Jan. 31, 2006) A memorial service has been scheduled for Larry Magee, a storekeeper at the Metro Green Line, who died suddenly, Jan. 27.

The memorial service will be held at 11 a.m., Monday, Feb. 6, at Hollypark United Methodist Church, 13000 Van Ness Ave., Gardena, 310-516-6457. A repast at the church's Fellowship Hall will follow the service.



Larry Magee

Viewings are scheduled at the House of Winston Mortuary on Saturday, Feb. 4, from 4 until 8 p.m., and on Sunday, Feb. 5, from 3 until 7 p.m. The mortuary is located at 9501 South Vermont in Los Angeles, 323-757-2271. Interment at Forest Lawn Memorial Park, 21300 Via Verde Dr., Covina Hills, will follow the service.

Magee, 50, was getting ready for work in his Inglewood home, last Friday morning, when he began to experience breathing difficulties. Paramedics rushed him to Centinela Hospital Medical Center in Inglewood where he died. The exact cause of death has not been determined.

"Larry was a very nice man, a good husband and father," said Olivia Nelson, Division Chair of TCU Local 1315. "He had very strong opinions and was bold enough to speak on issues he had a passion for. But he was humble enough that if he was wrong he would admit that. His coworkers are very affected by his death. It's a great loss to them."

A native of Tylertown, Miss., Magee joined Metro in January 1987. He is survived by his wife, Debbie, and adult children Lawrence and Dominique, a student at San Diego State University.

Linda Perryman of Metro's Labor Compliance Dept. lives next door and was with Debbie Magee when her husband was transported to the hospital. "Larry was always willing to help neighbors and his co-workers. He always talked about the job and was a committed employee. He enjoyed what he did."



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Metro Solicits Proposals for ‘Downtown Connector’ Alternatives

- Connector would unify Metro’s light-rail system

(Jan. 31, 2007) Metro is taking an important step toward possible construction of a regional connector, sometimes called the “downtown connector,” that would unify LA’s light-rail system.

The agency issued a request for proposals (RFP), Jan. 29, soliciting firms to perform an alternatives analysis of the proposed project, which could be a light-rail line linking the Metro Blue, Expo and Green Line networks with the Metro Gold Line serving Pasadena and East LA.

The RFP includes an option to expand the alternatives analysis into draft and final environmental impact statements and reports, if approved by the Metro Board.

The alternatives analysis will include a variety of at-grade, elevated, and subway alternatives, plus a no-build option. Operationally, a light rail connector allows Metro to consolidate yard and maintenance facilities for all lines.

Previous studies dating back several years focused on various ways to build a light-rail line from the 7th and Metro station that could include “at-grade” tracks and “street running,” but no specific alignment was recommended. A 2005 report said a fully underground alignment was not considered financially practical.



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Metro's Arthur Winston Signs Final Retirement Papers



It's official! Pension & Benefits Technician Yvette Nixon gets signature for retirement papers. At right, Arthur Winston Division Service Attendant Leader Michael Ashford verifies as witness.



Photos: Gayle Anderson

- Metro's Most Senior Employee retires in March, the day before his 100th birthday

By BILL HEARD, Editor

(Jan. 31, 2006) With the stroke of a pen, Tuesday morning, Metro's venerable Arthur Winston – on the cusp of his 100th birthday – signed his final retirement papers.

Winston's last official day on the job at his namesake Division 5 will be March 21, the day before he will reach the century mark and become one of the nation's oldest, but newest retirees.

The signing, with a special pen given him by his manager, wasn't the first time Winston has retired.

His first retirement, in June 1971, represented 37 years, four months of service. Winston will leave the agency in March following another 34 year, 9-month period for a total service of 72 years, one month.

How did he feel as he sat in Benefits Technician Yvette Nixon's office, the retirement papers in front of him? "I feel fine, hungry!"

Retirement for a man spry enough to lead his team of service attendants through a hard day's work doesn't mean he'll sit on the porch and watch the world go by.

'Want to keep busy'

"I haven't planned too much, but I want to keep busy, keep active," he vows. "I don't want to go home and sit down."

Instead, he'll keep his lawn looking neat and tend his flower garden – which just now has dahlias to care for. "My lawn and garden are going to look pretty good."

And Winston will still get around quite a bit, visiting relatives in Los Angeles and a few in his native Oklahoma.

Lately, he's been making the rounds of various Metro operating divisions and offices to say goodbye and a few inspirational words to his admirers.

When Winston visited with Customer Relations employees in November, Director Gail Harvey had the event videotaped. "When we need a little motivation," she said, "we can pop the video in."

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