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**Board OKs Acceptance of \$3.3 Million in Security Funding**

(April 4, 2006) The Board of Directors approved a motion, Item 29, at its March meeting to accept \$3.3 million in state Homeland Security funds, but other items of interest to employees were carried over to future Board meetings or withdrawn.

The \$3.3 million grant will support security programs for Metro, the Southern California Regional Rail Authority and OCTA.

The programs will include “efforts to augment rail security” at Union Station, overtime for Sheriff’s deputies, barricades in the parking structure, installation of closed-circuit cameras throughout the USG complex, Metro Red Line message sign upgrades and other security measures.

Bus security improvements would include multi-agency disaster drills, installation of closed-circuit cameras at bus divisions, security kiosks at selected bus divisions and on the Metro Orange Line, and enhancements for the LASD data network.

**Other Board action**

In other action, the Board carried over for 30 days a motion, Item 28, authorizing the CEO to negotiate an agreement with a San Fernando Valley organization that plans a half-marathon next October on the Orange Line right-of-way.

Item, 13, a motion to adopt various color designations for the Exposition Line, the El Monte Busway, Harbor Transitway, and the Wilshire/Western subway line, also was carried over for 30 days.

The Board carried over for 60 days a motion, Item 5, to approve a \$3.6 million restoration of the historic Lankershim Depot Transit Center adjacent to the Orange Line station in North Hollywood.

Item 19, a motion by Councilman Bernard Parks was withdrawn. The motion would have directed the Metro staff to work with the City of Los Angeles in developing a temporary parking lot near the Orange Line station in North Hollywood was withdrawn.

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SGV Sheriff's Deputies threw a pizza party for Marko Tinoco Jr. at his Pasadena school to show him how much his dad, Deputy Marko Tinoco Sr. who's deployed to Iraq with the Naval Reserve, misses him. From left are Deputy Leo Castro, Deputy Ray Tabua, Deputy Tom Rodriguez and Deputy Dan Aparicio, Marko Tinoco Jr. and Deputy Gary De Bondt.



## SGV Sheriff's Deputies Stand In for Deployed Fellow Officer

BY JIMMY STROUP

(April 4, 2006) Sheriff's Deputy Marko Tinoco has been deployed to Iraq for the past several months as part of his commitment as a Seabee in the Naval Reserve— but even that couldn't stop him from getting the message to his son that he loves and misses him.

On March 8, deputies from the Sheriff's Transit Services Bureau's El Monte Division threw a pizza party for Tinoco's son, 10-year-old Marko Tinoco Jr., and his fourth-grade classmates at St. Joseph's Catholic School in Pasadena. They wanted young Marko to know that his father is always thinking of him.

After the event, El Monte Division deputies e-mailed photos of the party to Tinoco in Iraq, wishing him well and a speedy return.

In a return e-mail, Deputy-turned-Seabee Tinoco wrote, "I want to thank you guys for taking time out of your busy day to visit my son. Your efforts sure put [him] on cloud nine – he was so ecstatic, he couldn't stop talking about how cool you guys are."

## Not just part of the job

Among those who visited Marko Jr. in Pasadena was Special Problems Unit Deputy Tom Rodriguez, who said that helping out team members, wherever they are, is not just a part of the job, but a pleasure.

"We explained to the kids what a real hero is to us and what a hero should be – and it's not always a basketball or football star, but that a real hero is someone like Deputy Tinoco," he said. "We think his son's a hero, too, because he's supporting his dad. He's always got a family here with the LA County deputies."

Deputy Tinoco wrote that his co-workers actions had helped revitalize what was beginning to become a hard separation from his family. He is starting to see light at the end of the tunnel and can't wait to come home.

"I thank you for the support you guys have provided for my family and me," Tinoco wrote. "I'm looking forward to the day I can wear the uniform of a Deputy Sheriff and walk the walk with Los Angeles County's greatest."



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Former Metro Operator Sentenced in Vandalism Case

By PAMELA MURANO

(Apr. 4, 2006) In an agreement with the district attorney’s office, former East Valley Division 15 Operator Luano James pleaded “no contest,” March 22, to one count of felony vandalism for vandalizing a Metro “smart card” farebox in September, 2005.

The 21-year Metro employee – who was terminated following his arrest last fall – was sentenced by the Van Nuys Superior Court to a 90-day stay in county jail, three years of probation and ordered to pay a \$30,000 restitution to Metro.

James was videotaped pouring coffee onto fareboxes, as well as stripping the sensors from the farebox currency receivers, on the buses he was operating.

The Metro Special Investigations Unit investigated the vandalism and worked with the Sheriff’s Transit Services Bureau to obtain a warrant for James on the vandalism charge.

On vacation at the time the warrant was served, James eventually voluntarily surrendered to authorities and was arrested and charged under section 594 (A) (1) of the California Penal Code.



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### Exposition Metro Line Construction Authority Board Meeting

(April 5, 2006) The Exposition Metro Line Construction Authority Board approved a staff recommendation at its March 31 meeting to execute the assignment and assumption agreement for the preliminary engineering design services contract.

The Board also authorized the negotiation and execution of Phase III of the contract for design support services during construction of the Exposition Line.

The Board received a report on the proposed \$118 million FY 2007 budget, which includes design-build contractor expenditures, Metro agency and Exposition Authority costs, utility relocation, real estate and right-of-way costs, as well as costs of professional services and third-party review.

The staff also reported on the implementation of the Urban Design Committee and nomination process. The Committee will give the community an opportunity to have input into the aesthetics of the Exposition Line project.

The Board also received the monthly report on contracts approved by the CEO and the quarterly project status.





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Shown with their symbolic Tigers from left, rear are Tiger Team members Dave Kubicek, Ron Dupuis, Ted Montoya and Larry Kelsey. From left, front row are Elizabeth Bennett, Milo Victoria, Tiger Team leader Bruce Feerer, M3 Users group chairman Pat Astredo, and John Roberts. Not shown is team member Pat Lane-Goodson.



Photo by Bill Heard

**M3 Implementation Team had a “Tiger by the Tail”**

(April 5, 2006) CEO Roger Snoble, center rear, commended members of Metro’s M3 Tiger Team, Tuesday, for their work in coordinating the monumental job of implementing the computer-based Maintenance and Material Management System. The CEO also gave special recognition to Elizabeth Bennett, Pat Astredo, John Roberts and Bruce Feerer for their individual contributions to successful implementation.

The system replaces five other online systems dating back at least two decades. M3 is faster, smarter, more powerful and reliable than previous systems. It automates, streamlines and simplifies much of the work required to manage bus, rail and facilities equipment maintenance.



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## Metro Participating with Dodgers in Stroke Assn. Fundraiser

- Half of Metro ticket sales proceeds will aid in fighting stroke

By JIMMY STROUP

(Apr. 5, 2006) It's not often that attending a baseball game can help reduce the incidence of stroke in the black community, but on Easter Sunday, Metro and the Los Angeles Dodgers are teaming up to do just that as part of the "Power to End Stroke" campaign.

Half the proceeds from Metro ticket sales for the Dodgers versus San Francisco Giants game on April 16 will go to the Metro Wellness Program in partnership with the American Stroke Association, a division of the American Heart Association.

The campaign is meant to help reduce stroke among African Americans, who suffer from a higher rate of stroke than other do other ethnic groups. The money collected will be used to provide stroke education to Metro employees as part of the Wellness Program.

Carolyn Flowers, executive officer of Operations, helped organize the event and says the first step in mitigating the damage a stroke can cause is to get immediate medical attention.

"We have a large employee population that is probably not cognizant of all of the signs of stroke," she says. "We thought it was a good fit to try to provide more information to [them] and to work in coordination with the American Heart Association."

And that's not all...

The April 16 game will also feature an Easter egg hunt on the playing field starting at 3:30 p.m., before game time at 5:05 p.m.

For every pair of tickets bought, one child may enter the hunt and has a chance to find one of eight eggs that contains a prize: the opportunity to be on the field with the Dodgers for the pre-game ceremony.

Metro's Wellness Program was developed to reduce the possibility of being injured on the job, as well as instructing employees on the benefits that proper diet, exercise and stress management can have on quality of life.

Costs for the event range from \$20 to \$30. Tickets are available online, but can only be purchased by entering an "@metro.net" e-mail address to ensure the Wellness Program receives its donation.

[Click here](#) to purchase tickets online through Ticketmaster at dodgers@com. Or, copy and paste the following link:

<http://oss.ticketmaster.com/html/go.html?l=EN&t=dodgers&o=14674887&g=4976>

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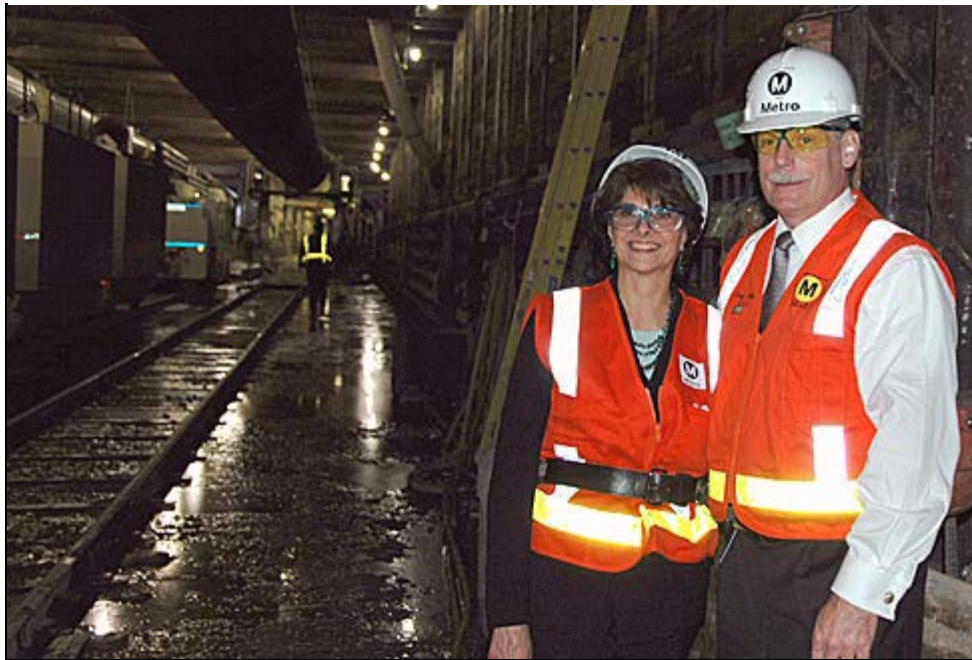
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## Rep. Lucille Roybal-Allard Visits Eastside Tunneling Project



Congresswoman Lucille Roybal-Allard (D-34) donned her safety equipment as Metro's Chief Capital Management Officer Rick Thorpe points out work being done underground at First and Boyle streets during a recent tour of the Metro Gold Line Eastside Extension construction site.

Below, Congresswoman Lucille Roybal-Allard joins Metro's CEO Roger Snoble at the end of their walk through the 344-foot long tunnel boring machine site. In the background, tracks are visible where the excavated soil is transported by muck cars.



Photos by Luis Inzunza

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### La Opinion to Produce Metro Bus Transit TV New Segments

(April 6, 2006) La Opinion, the nation's largest Spanish-language newspaper, announced this week that it will produce the Spanish news content seen on the Transit TV screens now installed on some 1,500 Metro buses.

Hispanics comprise more than half of Metro ridership. The Spanish news broadcasts are meant to appeal to that contingent of riders, providing news that's relevant to the Hispanic community.

The screens, which first started showing up in buses last June, are placed in the coaches cost-free to Metro under an agreement with Transit TV, which funds the units through advertising. The screens should be in every Metro bus by the end of the summer.

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### Public Transportation Use Rate Increasing Over Individual Travel

(April 6, 2006) Public transportation in 2005 grew by 1.3 percent compared to an only 0.1 percent increase in highway travel, according to information released this week by the American Public Transportation Association.

APTA records for the last 10 years show that public transportation has grown by just over 25 percent, while highway vehicle miles traveled in the same period grew by just 22.5 percent.

Light rail experienced the greatest rate of growth compared with other forms of public transportation, showing a 6 percent increase in use over 2004. Los Angeles made the short list of cities that have grown their light rail usage the most, recording a 10.5 percent increase in ridership from the pervious year.

Only Minneapolis, Houston, New Jersey, Salt Lake City and Sacramento showed higher increases in ridership than Los Angeles.

--From Jimmy Stroup

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### Work Begins on New Orange Line Station in West Valley

(April 6, 2006) Grading has begun on a 1/3-mile extension of the Metro Orange Line north of Warner Center in the west San Fernando Valley.

The extension, which will branch off the transitway at Victory Boulevard and Variel Avenue, will end at a new Orange Line station and 588-space parking lot to be constructed along Canoga Avenue just north of Victory.

The new station and triangle-shaped parking lot, scheduled to open in December, will be the last Orange Line stop before buses turn south to make the return loop at Warner Center. A Rocketdyne facility once occupied the site.

A \$13.7million contract awarded to Sully-Miller Contracting Co. of Anaheim, calls for widening Canoga Avenue north of Victory. Part of the street will be closed starting Friday for demolition of sidewalks and other structures.

Once the parking lot is completed, says Project Manager Roger Dames, Metro also will have to make some changes in the traffic signals at intersections near Warner Center to accommodate Orange Line buses.

Metro also owns property on the northeast corner of Canoga Avenue and VanOwen Street, just north of the current construction site, which could accommodate a 228-space future parking lot expansion if passenger demand justifies, says Dames.



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Photos by Luis Inzunza

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**Employees Admitted Free with Badge to LA Home Shows**

(April 7, 2006) In an agreement struck with the LA Home Show, Metro employees will be able to attend any of the Los Angeles-area home shows free of charge with an employee badge.

The home shows are held almost monthly through the summer either at the Los Angeles Convention Center or the Pasadena Conference Center.

The shows feature booths from various companies offering home-related repair, design and reconstruction accessories. Metro has traditionally set up a booth at the LA Home Show to promote area public transit.

Shows will be at the LA Convention Center, 201 S. Figueroa St., Los Angeles, on June 2-4, July 21-23 and Oct. 13-15, and at the Pasadena Conference Center, 300 E. Green St., Pasadena, on Apr. 1-9 and Aug. 25-27.

Hours of operation vary. For more information, go to [www.thehomeshow.com](http://www.thehomeshow.com) --From Jimmy Stroup

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Rosemarie Cendejas enjoys a "Betty Boop" cake at her retirement party March 31. The party capped 37 years of service to Metro.



## Rosemarie Cendejas is Leaving a 'Family' Behind at Retirement

- After 37 years on the job, it's her second retirement

By Reina V. Slutske

(April 7, 2006) Transportation Operations Supervisor Rosemarie Cendejas feels like she's leaving her extended family.

"We work day in and day out together," she says. "And I always try to work with them when they need help."

After 37 years of working for SCRTD and Metro, Cendejas retired March 31. She joined SCRTD in 1968, not long after she took her sister, who was just out of school, to an employment agency.

"She comes running out and says, 'They have a job for you,'" Cendejas recalls. "And I said, 'Well, I already have a job.' But she said, 'But this is better.'"

At the time, Cendejas was working at Transformer Engineers in San Gabriel. She had previous work experience with the phone company, and so at SCRTD, she went into Customer Information.

She came in the day they asked her to, and was hired right away. In that job, which lasted 30 years, she advanced to senior communications officer and was a Customer Information supervisor.

## Worked in HR

Cendejas retired in August 1998, but returned to Metro in April 1999 to take a temporary position as an office supervisor in Human

Relations. The following April, she was hired as a transportation division dispatcher at Central City Division 1.

In that job, she helped maintain schedules for all the operators, and worked behind the counter for eight hours. However, this caused some health problems and she developed a leg injury.

"It won't heal completely until I get off my feet," she says. "So I can't do that standing behind a window eight hours a day."

In retirement from her final position as a transportation operations supervisor, Cendejas plans to develop a schedule, including time to help raise her 3-year-old granddaughter, Juliann.

And, although she is leaving her "extended family" at Division 1, she is going to spend some quality time with her real family, including a trip with her sisters to the Mexican Riviera.

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Arthur Winston celebrates his 100th Birthday at the Metro Division named in his honor. He retired the next day.

## Arthur Winston, hospitalized since March 25, returned home Thursday.

By RICH MORALLO

(April 11, 2006) Arthur Winston is back home and said to be in good spirits following a 12-day hospitalization that began two days after his retirement, March 22.

"We brought him home at about 6 p.m.," said Winston's great niece Yvette Chappell-Ingram of his return home, April 6. "He is resting and continues to be in good spirits."

Winston entered a local hospital two days after retiring from Metro on March 22nd. "He was admitted for exhaustion and dehydration," said Chappell-Ingram.

Former coworkers at Arthur Winston Division 5, the bus facility named for him in 1997, were elated over the homecoming news. "He's doing O.K.," said Renee McLin, a coworker and chair of Winston's Century Celebration Committee.

## 'Thanks and appreciation'

"Arthur wants to send his thanks and appreciation to everyone who has sent him get-well cards," said great granddaughter Brandii Wright. She described how his hospital room was decorated with pictures of the retired service attendant leader.

"A picture of the Laker Girls, who helped celebrate Arthur's birthday and retirement at the bus division, was also displayed," she said.

Family members have indicated that Winston's plans for now are to stay at home and relax after a 76-year career that included 72 years of continuous service to the agency.

News about Winston's retirement, according to family members, reached overseas to countries that included Saudi Arabia and the United Kingdom.

Closer to home, fifth grader Jean Paul of Jacksboro, Texas, wrote, "Mr. Winston, I wish I were 100 years like you."







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Matt Raymond, Chief Communications Officer, welcomes everyone to the second annual Metro Employee Day.



Photos by Bill Heard

## Employee Day at Disneyland was a Hit with Kids and Adults, Alike

By BILL HEARD, Editor

(April 11, 2006) Celeste Aguilar, 5, had her picture taken with Mickey Mouse. "He signed his name," she said, and that was OK, but her real favorite is Minnie Mouse.

Mickey Mouse was much in evidence, of course, during last Saturday's Metro Employee Day at Disneyland. It was the second annual event and it drew some 1,500 employees, family members and friends to a day of fun in the sun.



Some 1,500 employees, family members and friends started their day in Frontierland with a huge picnic breakfast.



Celeste – who also likes the roller coaster – was there with her dad, Fernando, a Mechanic “A” at the Regional Rebuild Center, her mother, uncle and aunt and cousins, and her sister, Giselle, 2. The family lives in West Covina.

The Employee Day began at 8 a.m. with a huge breakfast of scrambled eggs and all the fixin’s, served to an enthusiastic crowd in Frontierland.



There was plenty for everyone – scrambled eggs, sausage, potatoes, fresh fruit, pastries and juice – during the picnic breakfast in Frontierland.

“Breakfast was wonderful,” said Transit Security Sgt. Ty Henderson, who brought his wife, Andrea, his father, Larry, son Todd, 13, and daughter Tara, 12. “I’ve got some energy now to stand in those long lines!”



The Martinez family – from left, Emeteria, Abraham, 16; Israel, 14; and Frank, a bus operator at Division 3 – were at Universal City for last year’s Employee Day and had so much fun, they were back this year at Disneyland.

**Photo with Disney characters**

Ruben Chuayiuso, a Revenue Collection vault truck driver, shepherded his family up for a photo with the Disney characters. With him were his wife, Maria, kids Calvin and Chloe – all from Roland Heights.

“We’re going to walk around now and take the kids on some of the rides,” Chuayiuso said after breakfast.



The guy with the big ears is Mickey Mouse and he rounded up Division 3 Operator Marco Contreras, far right, and his family for a photo. From left are mom Bernadette, niece Desiree, 3; Marco Jr., 4; Isabella, 7; and Manuel, 1, in Dad's arms.



Minnie Mouse just had to have her photo taken with the Mendoza family. From left are David, 8; Kathrine, 10; mom, Karri; Krystal, 7; and dad, Steve, an assistant manager in Metro Rail Wayside Systems.

Danielle Boutier, director of Communication Services and event coordinator, was pleased with the turnout. "Everyone seemed to be enjoying themselves with their families and friends."

Noting that last year's Metro Employee Day was at Universal City, Boutier expects next year's event will be held at a different area theme park.

She's also planning another private employee party, later this year, at Six Flags Magic Mountain. It's scheduled for Saturday, Nov. 18 from 7 p.m. until 1 a.m. Tickets go on sale in the fall. Last year, 1,330 tickets were sold for the employee party.

In a heroic moment during Metro Employee Day, Mickey Mouse plants a 50th Anniversary Disneyland flag atop the Matterhorn. Against all odds, he had struggled up the mountainside while Minnie and Goofy cheered him on.




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## CEO UpDate

### FY 2007 Budget Update and a Tip o' the Hat to Wayside Employees

By CEO ROGER SNOBLE



CEO Roger Snoble

In this column, I want to update you on the FY 2007 budget, which goes into effect July 1. I'm sure you've heard talk about our operating deficit – it's about \$112 million – and I want to put that in perspective for you.

First, it's important to look at what we've been able to accomplish despite our financial situation. We opened the Metro Orange Line, a fairly low-cost project that has been productive from the very beginning. We've also been working to improve the bus system. The crown jewel is the expansion of the Metro Rapid system, which has been attracting a lot of new riders.

Through our service sectors, we're improving local service and we've started new express lines like the 450X and 577X. Overall, the bus system has vastly improved from what it was five years ago. At the same time, we had to do a number of extraordinary things financially to keep moving – particularly after the state pulled back its transportation funding.

For FY 2007, we'll have enough reserves to cover the \$112 million operating deficit. This is "one-time money" and when it's spent, we'll be lucky to have \$60 million in reserves going into FY 2008, when we expect the operating deficit will grow to \$150 million. Arthur Winston, who doesn't use credit cards and doesn't owe money to anyone, certainly would not approve of this.

### Brewing for 10 years

The structural deficit has been brewing for at least 10 years as we've continued to spend more money than we take in. We've managed by borrowing from the future, taking money from major transportation improvements to put into operations. And we're going to have to do something dramatic if we expect to pay our bills in FY 2008.

We expect the state will renew transportation funding and that Metro will receive its fair share. We'll also introduce Metro Connections in spring 2007 and we believe that – with more effective route planning – we can save money and attract more riders, thus increasing revenues.

Right now, in a 24-hour service day, only about one-third of the seats

on our buses and rail cars are filled. We need to find ways to fill those seats. We'll also comb through operations to find ways to stretch our dollars and to reduce such overhead costs as deadheading and overtime.

With the UFS TAP system coming online, we'll look at a more flexible fare structure and possible fare changes. We're considering things like multiple-ride tickets, the price of the Day Pass, distance-based fares and reducing the deep discounts on some of our passes.

So, don't get the idea the situation is hopeless. It's not and, actually, the future can be bright. As big as a \$150 million deficit may be, it's just a fraction of our billion-dollar operating budget. I believe that's manageable and, if we do things in a sensible way, we can go forward with confidence.

### **Hats off to Wayside employees**

In closing, I want to acknowledge Metro Rail Wayside Systems employees who worked virtually around the clock for 10 days to restore service on the Blue Line after a pickup truck catapulted off the 91 Freeway in Compton, March 20, and destroyed the catenary wires over the southbound tracks. Six days later, a car hit a palm tree in Long Beach and damaged another stretch of catenary.

Completing these extensive repairs took an extraordinary effort by our Wayside crews. They did the job right, and I congratulate and thank them for their hard work.

April 11, 2006

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Proposed Development, Hybrid Cars, CCTV on Board Committee Agendas in April

(April 12, 2006) A proposed development in Boyle Heights and the purchase of hybrid sedans and closed-circuit TV systems are among the items before Board committees in April.

Although committee meetings are scheduled April 19 – 20, the full Board meeting will not be held until Wednesday, May 3.

**Item 7, Boyle Heights Development.** The development in Boyle Heights will consist of 90 to 100 for-rent housing units located above 40,000 to 50,000 square feet of ground floor retail or entertainment space, a public plaza area, and parking spaces.

The Planning and Programming Committee will consider a motion giving the CEO authority to enter into a Joint Development Agreement with the developer, Cesar Chavez and Soto, LLC.

The proposed development site, located in a two-block section of Cesar Chavez Avenue between Soto and Fickett streets, currently is being used for the Metro Gold Line Eastside Extension construction office.

The proposed development would be located about two blocks north of the Metro Gold Line station at 1st and Soto.

**Item 22, Hybrid Sedans.** The Operations Committee will consider a motion authorizing the purchase of 40 hybrid sedans on the open market. Earlier bids received were rejected when it was found that the cars could be purchased at a lower price on the open market.

The motion would authorize the CEO to award a fixed-price contract to firms offering the best combination of price and delivery schedule. The total cost of the 40-vehicle purchase must not exceed \$1.08 million.

**Item 33, Closed-Circuit TV.** The Operations Committee will consider a motion to provide closed-circuit TV systems for additional security at divisions 2, 3, 8, 10, 18 and at the Regional Rebuild Center.

The CCTV systems would be added to an existing \$297,785 security contract that would be increased by a not-to-exceed amount of \$390,000 to a new total of \$687,785.

April Committee Meetings

Wednesday, April 19

Planning and Programming, 1 p.m.

Finance and Budget, 2:30 p.m.

Thursday, April 20

Executive Management and Audit, 9 a.m.

Construction, 10:30 a.m.

Operations, 12 noon

Full Board Meeting

The April Board meeting will be held at 9 a.m., Wednesday, May 3.

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



## Metro Rodeo Team to Compete, April 30, in APTA International Finals

(April 12, 2006) Arthur Winston Division 5 mechanics Andrew Warren Jr., Rommel Vargas and Frank Forde, along with Central City Division 1 Operator Sam Morales, will compete as the Metro team, April 30, at the APTA International Bus Rodeo in Anaheim.

The Rodeo is scheduled as one of the opening activities of APTA's annual Bus and Paratransit Conference, April 29 – May 3, at the Anaheim Marriott Hotel.

Warren, Vargas, Forde and Morales won the right to compete as Metro's team by winning the 2005 Metro Bus Rodeo last July.

In September, the team competed at the Southern California Regional Rodeo, hosted by OCTA. The mechanics' team took top honors at that event and Morales placed third in the operators' competition. Later that month, the team participated in the 2005 APTA International Rodeo in Dallas.

The 2006 APTA International competition, normally held in the fall, was rescheduled to this spring.



Central City Division 1  
Operator Sam Morales

The APTA International Rodeo will be held from 7 a.m. – 5 p.m. on Sunday, April 30, at OCTA's Irvine Base. Two days of technical training seminars for mechanics and operators will follow the Rodeo. The Grand Awards banquet is scheduled at the Marriott on Tuesday, beginning at 7 p.m.

The 2006 Metro Bus Rodeo will be held, Sept. 23, at the Santa Anita Raceway parking lot, Gate 6, in Arcadia.

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## Letting the Muse Soothe the Rush-hour Commute



Photo by Erik Qvale

Poet Eitan Kadosh reads his poetry at North Hollywood Metro Rail Station in first of a series of three "Poetry in Motion" readings on board Metro Rail. Kadosh and poets Laurel Ann Bogen, Jennifer Kwon Dobbs, Florence Weinberger, Antonieta Villamil, and Elena Karina Byrne read to commuters during the afternoon rush hour, April 6.

### [Schedule of events](#)

Poets Stage Live Poetry Readings on Board Metro Rail for Rush-hour Commuters during National Poetry Month of

## April

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(April 12, 2006) Acclaimed L.A.-based poets will stage live readings at various points along the Metro Rail System at rush hour on three days of the National Poetry Month of April. The readings personify and extend the experience of *Poetry in Motion ® L.A.*, where the work of 24 poets is inscribed on placards and placed aboard Metro Buses throughout the year. The program brings poetry to an estimated one million Metro Bus riders a day. The readings are a collaboration of the Poetry Society of America and the Metro Art program. The program is coordinated by acclaimed poet Elena Karina Byrne. Admission is free for all readings. -- *From Gayle Anderson*

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### Poetry Month Events

**Thursday, April 13:** 7<sup>th</sup> St.Metro Center platforms of Metro Blue Line, 4 p.m to 6 p.m.

**Poets:** Ellyn Maybe, Jamie FitzGerald, Catherine Daly, John FitzGerald, Hélène Cardona, Michael C. Ford and Elena Karina Byrne read to rush-hour commuters on the platforms of departing Metro Blue Line trains at the 7th Street/Metro Center/Julian Dixon Station beginning at 4 p.m. If the muse so moves them, poets will board a train to a destination station and stage an impromptu reading aboard the Metro Blue Line, hence, the term *Poetry in Motion*.

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**Thursday, April 20:** Union Station platform of Metro Gold Line, 4 p.m to 6 p.m.

**Poets:** Liz Gonzalez, Teka Lark Lo, Elizabeth Iannaci, Bruna Mori, Lynne Thompson, Steve Petersen, Sanora Bartels, and Elena Karina Byrne read to rush-hour commuters on the platform of departing Metro Gold Line trains at Union Station beginning at 4 p.m. If the muse so moves them, poets will board a train to a destination station and stage an impromptu reading aboard the Metro Gold Line, hence, the term *Poetry in Motion*.

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Arthur Winston, at his retirement celebration held at Metro Headquarters, March 23, 2006.



Photo by Gary Leonard

### Arthur Winston Inspired Co-Workers, Symbolized Metro

- Metro icon died Thursday following a short illness
- 'He set a standard that will never be duplicated.'  
--CEO Roger Snoble

By BILL HEARD, Editor

(April 14, 2006) Arthur Winston, who retired March 22, 2006, as Metro's most senior employee, died Thursday evening at age 100. Respected for his integrity, dedication to service and unfailing good nature, he inspired his co-workers and in many ways symbolized the spirit of the agency.

Winston died in his sleep at about 8 p.m., according to a family spokesperson. Funeral arrangements are pending.

Winston had been hospitalized for dehydration and exhaustion at the Kaiser Permanente West Los Angeles Medical Center for two weeks beginning March 24. He was released from Kaiser, April 6, and had

been recuperating at home in the company of family members.

"Our hearts are saddened to hear today of the passing of Arthur Winston who was truly a Metro icon," said CEO Roger Snoble. "Having worked on the job for more than seven decades, Arthur was a legend, a true inspiration, dedicated to his work and loyal to this agency."

"Though his passing comes as a shock to all of us here at Metro, his longevity, commitment and work ethic will continue to inspire us for years to come," Snoble added. "Our hearts and prayers go out to his family members and all of his co-workers at Metro. He set a standard that will never be duplicated. We are all honored to have known and worked with him and will miss him dearly."

**'Unparalleled example'**

"For all of us in Metro Transit Operations, Arthur Winston's life of service will stand as an unparalleled example of dedication to principles, commitment to excellence and pride in the American work ethic," said Deputy CEO John Catoe. "We will never forget his smiling face, his tireless energy and the example of leadership he set for his coworkers. There will never be another Arthur Winston."

"Arthur has always inspired us with his dedication to work and his loyalty to the agency," said South Bay General Manager Dana Coffey. "Arthur, the man – a legend – will always remain in our hearts and memories."

"Arthur was a good man," said Neil Silver, president of ATU's Local 1277. "A major piece of transit history, all the way from the Pacific Electric Railway Company to the present, will be buried with him. We'll miss him; we all loved him. Arthur was quite a person, very unique, one of a kind."

The mood at the Arthur Winston Division 5 maintenance shop turned somber when workers learned of Winston's passing.

"I announced Arthur's death at our 6 a.m. meeting with shift workers and we observed a moment of silence," said Assistant Maintenance Manager Sergio Rubalcava. "It's very quiet here."

"We had just visited him on Wednesday evening," said Mechanic Renee Navarre McLin. She said Winston was resting peacefully at the South Los Angeles home where he had lived since the 1940s.

"Kenny (his great, great grandson) was reading a book about Shaquille O'Neal to Arthur," added Service Attendant Rochelle Wilson.

**100th birthday celebration**

On his 100th birthday and date of retirement, more than 150 co-workers, friends and relatives turned out to celebrate Winston's 76 years of service as a service attendant and team leader with a festive presentation and barbecue lunch at his namesake operating division in Chesterfield Square.

He arrived at the party aboard a special Metro Rapid birthday bus accompanied by the Chivas soccer team's mascot and cheerleaders.

During the event, he received a number of plaques and Metro mementos, along with the best wishes of Metro executives, co-workers, union leaders, elected officials and members of his extended

family.

A special squad of his favorite women, the Laker Girls, wheeled in a large birthday cake and applauded as he blew out the 100th Birthday candle.

That day and in the days before the celebration, Winston garnered national and international fame from numerous print and Internet articles and broadcast programs, including a live birthday interview aired on CNN.

**Official commendations**

He received commendations from the Los Angeles City Council, the county Board of Supervisors and the Metro Board of Directors, among many others. In 1996, he received a congressional citation as "Employee of the Century" from President Bill Clinton.

In his final months with Metro, Winston made the rounds of Metro offices and operating divisions to say goodbye and to speak a few words of inspiration to employees.

A non-smoker who wasn't fond of alcohol, he advised those he met to avoid stress and credit cards. "I don't have no credit cards. I'm not in debt. Don't owe nothing to nobody!"

Arthur Winston was born, March 22, 1906 in Okemie, Oklahoma Territory, some 20 months before Oklahoma was admitted to the Union as the 46th state in November 1907. He moved with his family to Los Angeles in 1918 at the age of 12.

In 1924, Winston was hired by the Pacific Electric Railway Company. In 1925, he married Frances Smith – a marriage that was to last for 63 years until her death in 1988. The day of her death was his only unscheduled absence from work. The couple had four children who later gave them five grandchildren.

**Division named in his honor**

Winston left the transit agency in 1928, but was rehired in 1934. In 1953, he marked 25 years with the Metropolitan Coach Line and was transferred to Division 5, which was renamed in his honor on March 21, 1997, the day before his 91st birthday.

In 1958, Winston observed his 30th anniversary on the job. He marked his first retirement in June 1971 with 37 years, four months of service.

Despite that milestone, he continued as the employee of a succession of agencies, including the SCRTD and Metro, until his retirement after another 34 years, nine months on the job.

With Winston's retirement in March, Transportation Operations Supervisor Ivan McCargo, 89, a 46-year veteran, became Metro's oldest employee. The most senior employee is now 70-year-old Operator Donald Dube, who has 47 years' service. Both men work at Carson Division 18.

Arthur Winston's survivors include his great granddaughter Brandii Wright, her son, Kenny, 4; and a grand niece, Yvette Chappell-Ingraham.

“We are so blessed to have had him in our lives; he leaves behind a great legacy,” said Chappell-Ingram.

-- Rich Morallo contributed to this story.

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**Funeral Services Scheduled This Week for Arthur Winston**

- See [Obituary](#)
- Celebration of Life: The family requests that those attending the services wear white, cream, beige or light-color clothing to honor and celebrate the life of Arthur Winston.

(April 18, 2006) Funeral services have been scheduled for Arthur Winston, who died last week at age 100 following a short illness.

Viewings will be held from noon until 6 p.m., Wednesday, April 19, and from noon until 6 p.m., Thursday, April 20, at Harrison and Ross Mortuaries, 4601 South Crenshaw Blvd., Los Angeles (323-584-1230).

The memorial service will begin at 11 a.m., Friday, April 21, at the Faithful Central Bible Church Tabernacle, 321 North Eucalyptus Ave., Inglewood (310-412-0372).

Burial at Inglewood Park Cemetery, 720 East Florence Ave., at North Prairie, will follow the memorial service.

Winston, who had celebrated his 100th birthday, March 22, died at home in his sleep, April 13. Family members were at his bedside.

His retirement marked a total of 76 years with Metro and predecessor transit agencies. CEO Roger Snoble said Winston was “a legend, a true inspiration, dedicated to his work and loyal to this agency.”





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### Still Time to Register for “Take Your Daughters and Sons to Work Day”

By SARAH WINFREY

(April 18, 2006) It’s not too late to sign up for the annual “Take Your Daughters and Sons to Work Day” on Thursday, April 27.

Metro employees can bring their sons, daughters, nieces and nephews. The event is open to kids eight to 12-years old.

The last day to register is Friday, April 21. Gabriela De Leon, event coordinator, says interested employees can ask their location contacts for further information.

Posters are also located throughout Metro with the name of the location contact and how to register.

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Senior Contract Administrator Barbara Gatewood helps a visitor to the Metro booth. Also staffing the booth were Contract Administration Manager Richard Bachman and Senior Contractor Administrator Vimol Katkaphan.



## 2,000 Business People Attend 14th Annual Vendor Fair

(April 18, 2006) Some 2,000 business people attended the 13th Annual Greater Los Angeles Vendor Fair, April 12, at the LA Convention Center. The event was co-sponsored by Metro and other public agencies.

"The Vendor Fair was well-attended this year," said Kelly Irving, one of the event coordinators. "We look forward to an outstanding 14th annual Fair next year."



A visitor to Metro's booth receives information about contracting opportunities from Prabal Sanyal, a Diversity and Economic Opportunity representative.

Helping staff the Metro booth at the Vendor Fair were, from left, Senior Buyer Joanne Cummings, Contract Manager Al Mitchell and Senior Buyer Sherri Jackson, all of the Purchasing Department



Photos by Suji Lee

More than 1,100 also attended the luncheon to hear keynote speaker Pat Means, publisher of Turning Point magazine, speak on the theme, "Great Enterprises Require Great Leaders."



A Metro Rapid articulated bus was featured at Metro's "mega-booth" during the Vendor Fair, which drew some 2,000 business people.

The Vendor Fair is held each year to give business people an opportunity to make contacts with procurement personnel in the participating agencies and to receive information about contracting opportunities.

A major feature of the Fair's trade show was Metro's "mega-booth," staffed by employees from Procurement and Material Management, Management Audit's Pre-Qualifications unit, Diversity & Economic Opportunity, Ethics, Ride Share, Risk Management and other departments.

Co-sponsors of the event include Metro, the Metropolitan Water District of Southern California, LA Unified School District, and the City and County of Los Angeles.



Contract Administration Manager Richard Bachman provides contracting information to a Metro booth visitor during the Vendor Fair.

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## Transit Services Bureau Schedules Charity Golf Tournament

By SARAH WINFREY

(April 19, 2006) Hoping to make giving fun, the Sheriff's Transit Services Bureau has teamed up with Metro for the TSB/MTA Golf Tournament scheduled Friday, June 16, at the Elkins Ranch Golf Course in Fillmore.

This event, which will begin at 8 a.m. with a shotgun start, benefits the TBS Reserve, volunteer programs and the TSB Charitable Giving Campaign.

The cost of the tournament is \$85 per player, including a barbecue lunch, which will be provided to golfers after the tournament.

Players will be able to participate in a "hole-in-one" contest for a Ford pickup, a "closest to the pin" contest and a raffle.

An e-mail with the tournament flyer attached was distributed recently to Metro employees.

For more information or to register for the tournament, contact Sheriff's Lt. John Baylis at [jcbaylis@lasd.org](mailto:jcbaylis@lasd.org) or at 818-701-2822.



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Roger Moliere, Metro's new property management executive, is excited by the development potential of the 18 acres of Metro-owned property surrounding the Red Line and Orange Line stations in North Hollywood.

## Metro's New Property Chief Excited by Potential for Transit-Related Development

- Agency owns 114 acres of prime development sites
- Can attract more riders, lease income, new transit facilities

By BILL HEARD, Editor

(April 19, 2006) Roger Moliere, Metro's new property management chief, felt like a kid in a candy store when he first looked at the potential for transit-related development on the agency's lands.

"I was elated," Moliere recalls when he realized Metro owns more than 114 acres in strategic locations throughout the county. "I still am. It's terrific property."

A tall man who carries himself with dignity, Moliere, 62, joined Metro in January. He has spent his 35-year career in real estate law, acquisition, development and management – first in his native Indiana and then in Las Vegas, San Francisco and Los Angeles.

For the past 10 years, he was involved with the second-generation, \$1.5 billion redevelopment of LA County-owned property in Marina del Rey. As a deputy director of the Department of Beaches and Harbors, he also was responsible



**Meet Roger Moliere,**  
**Executive Officer ,**  
**Real Property**  
**Management and**  
**Development**

Roger Moliere joined Metro in January 2006 following 10 years with the LA County Department of Beaches and Harbors, where he was involved primarily with redevelopment of Marina del Rey.

He previously served as executive vice president with Minami California, Inc. of San Diego, a Tokyo-based real estate holding company. Earlier, he held top positions in real estate firms in Los Angeles, San Francisco and Las Vegas.

Moliere earned a BA from Albion College in Michigan and his law degree at the Valparaiso University School of Law, where he also was editor of the Law Review. He is a member of the Indiana State Bar Association and a fellow of the Indiana Bar Foundation.

Moliere and his wife, Christine, live in downtown Los Angeles and maintain a second home in San Diego County. They have a

for development along 31 miles of the county's oceanfront property.

daughter, Jennifer, who lives with her family in Indiana.

So, there's genuine excitement in Moliere's voice when he lays out the possibilities for joint development of such Metro properties as the almost 18 acres around the North Hollywood Metro station or the 12.5 acres at the Orange Line's Sepulveda station.

### **'Create a new community'**

Development of the North Hollywood site could "create a new community or a city center" with some two million square feet of residential and commercial units. Requests for proposals should go out to developers this spring, once design guidelines are approved by Metro's Board of Directors.

At the Sepulveda station, Moliere envisions building a parking structure for customers' cars to free up the remainder of the 12.5-acre site for "a really tremendous development." Two additional properties at the Orange Line's Balboa station totaling four acres would be good locations for office buildings.

Moliere is responsible for a 21-member Real Estate staff which administers Metro's properties and works on joint development projects. He also looks to the Countywide Planning and Development staff for property design guidelines and transit-related community planning.

"Transportation-related development is a terrific way to increase ridership – our main goal – and we can do that by making the areas around our stations attractive," he says. Metro can expect regular increases in annual revenue "because our land is valuable and we can lease it for joint development."

In fact, Moliere sees joint development as a triple play for Metro.

### **Attracting transit riders**

Residences, stores, restaurants and office buildings attract transit riders to areas where Metro facilities are located. Those facilities are built by the developer at no cost to Metro or the taxpayers. The agency also will realize 55 to 60 years of lease income – it won't sell the properties – from the developers.

And finally, Metro will recover the developed properties at the end of the lease period.

The list of 22 joint development sites Moliere keeps on his desk includes Metro properties ranging from the 23-acre Taylor Yards – an old rail yard that probably will be converted to housing – to a 6.4-acre site at the Blue Line's Artesia station to a tiny 0.8-acre site at 1st and Lorena along the Gold Line's Eastside Extension.

"Even the small ones, like Chavez and Soto at 3.5 acres," could include 150 apartment units and 50,000 square feet of retail space, Moliere says, noting that the proposed development will be up for approval at the Board's next meeting. "Metro will get about \$600,000 annually in rent, plus CPI adjustments of at least three percent per year."

He expects to see a groundbreaking this fall on a development at

Hollywood and Vine that will feature a luxury W Hotel and residential units. Developers planning residential and retail units at the Wilshire/Western Metro station should start that project this summer.

**‘Sorting out the competition’**

Metro “had a tremendous response” from requests for proposals on sites at Chavez and Soto and on 1st and Soto in East LA and is now “sorting out the competition to choose the best one,” Moliere says.

In the second half of 2006, Moliere expects developers will break ground at the MacArthur Park Metro station to build affordable housing and retail units.

He also anticipates a big mixed-use development to be built over Metro’s Division 7, leaving the transportation and maintenance operations at ground level. “The City of West Hollywood is really excited about this development. It’s in a popular area of the city.”

Further easing the way for transit-related development is local government interest in “master zoning” all the transportation corridors, Moliere says.

**Cut the time required**

Pre-zoning these areas could cut in half the usual two-to-three year time period required for a developer to line up all the necessary entitlements, zoning and building permits.

“We’re finding that, because most cities now understand what public transportation does for them, cities are volunteering to pre-zone,” he notes.

That realization among local officials may have been a while in coming, but Moliere believes the joint development projects in Metro’s future will benefit the general public by reducing traffic congestion and improving air quality as more people use transit.

He sees benefit for taxpayers as developers, not Metro, build some new transit facilities. Benefits for the region as transit-related developments create taxpaying businesses and more jobs for residents. And benefits for Metro as more and more people are able to choose transit on a daily basis.

“There’s an enormous amount of opportunity,” Moliere says. “We want to encourage developments that serve transportation.”

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## 'TRAIN' Warning Signs Now Installed at 59 Long Beach Intersections

- Approaching Metro Blue Line trains activate the new signs

By RICK JAGER

(April 20, 2006) Metro has completed installation of new L.E.D. "TRAIN" signs at all 59 left-turn lanes in the Metro Blue Line corridor on Long Beach Boulevard and Pacific Avenue in Long Beach.

The new L.E.D. "TRAIN" signs are activated each time a train approaches an intersection, warning motorists waiting to make a left turn that a train is approaching the intersection.

The goal of the \$500,000 safety program is to help prevent left-turn accidents in the street-running portion of the Blue Line.

"This is fantastic news for motorists in the Long Beach area as they navigate the streets of Long Beach where the Metro Blue Line operates," said Long Beach City Councilwoman and Metro Board Member Bonnie Lowenthal. "Anything we can do to improve the safety of the Metro Blue Line is welcome and it is hoped that these new "TRAIN" signs will do the trick in warning motorists that a train is approaching the intersection."

### Lunar bar signals

In addition to installing the new "TRAIN" signs, Metro also has replaced and relocated the "T" train signals with lunar bar indications that Blue Line train operators use to navigate their trains through the intersection.

"We have had great success with a similar program in downtown Los Angeles, having reduced left-turn accidents by 71 percent over the past six years," said Metro Rail General Manager Gerald Francis. "Our goal is to have no accidents at all, but we need driver cooperation



and, hopefully, these new train indicator lights will warn motorists that a train is approaching.”

To date, a total of 39 “TRAIN” signs have been installed in the downtown Los Angeles area.

Over the last few years, Metro’s Corporate Safety staff has been implementing the Rail Safety Improvement Program. The program, under the leadership of Abdul Zohbi, Metro’s Systems Safety manager, was initiated to mitigate all types of hazards and reduce, if not eliminate, rail incidents.

**Other safety equipment**

The new Long Beach signs complement other Metro Blue Line safety equipment additions that include the installation at various crossings of swing gates, pedestrian gates, four quadrant gates, median islands and additional warning lights, including fiber optic signs designed to warn pedestrians that a second train is coming through the intersection.

Nearly 50 percent of all train vs. vehicle accidents are the result of illegal left turns on the “street running” segments of the Blue Line alignment in Los Angeles and Long Beach where trains operate on city streets, as opposed to the exclusive right-of-way in the mid segment of the alignment.

In addition, Metro continues to engage in an aggressive community outreach program aimed at reducing the number of accidents.

The program includes safety presentations by Metro Community outreach staff at fairs, schools, housing association and community group meetings, as well as door-to-door contact with residents along the alignment.



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## New Metro Bike Map Details LA County's 1,252 Miles of Bikeways

- Map locates bike racks, lockers and bike path access points

By BILL HEARD, Editor

(April 20, 2006) Bicycle commuters and recreational bikers now have a new Metro Bike Map to guide them through LA County's 1,252 miles of bike paths, on-street lanes and designated bike routes.

The 34-inch by 24 1/2-inch fold-out map details the bikeways in bold colors and includes key symbols showing bike path access points and the location of bicycle lockers and racks.

"This map, the first new countywide bike map we've published since 1993, has much more detailed information," says Cosette Stark, director, Research and Development. "We've had really positive feedback and we hope that it will encourage bicycle commuting by providing better information on the bike facilities available."

Metro Rail and Metrolink lines are laid out on the Bike Map, along with the Metro Orange Line and Metro Rapid routes. There are insets

Bike map: [metro.net](#) | ([pdf](#))



Publication of the Metro Bike Map was a team effort by Cosette Stark, Yvonne Price, Paula Carvajal and Neil Sadler of Metro Communications; Metro Bike Program Manager Lynn Goldsmith; and Alta Consulting.

showing bikeways in the western and northern sections of LA County, as well as on Santa Catalina Island.

Side panels also provide information about rules for bicycles on Metro buses and trains, tips for successful bicycle commuting and addresses and phone numbers for Metro, LADOT, the LA County Bicycle Coalition and Bikestation Long Beach.

**Bike to Work Week**

The new bike map is being distributed to commuters through Metro Commuter Services Employer Programs and by Metro Customer Relations in time for [Bike to Work Week](#), May 15 – 19. Some 65,000 will be printed.

“We’re hoping that, between our new bike map and the new Metro bus and rail system map, people will be able to plan a route to get from one end of the county to the other using their bicycles and transit,” says Lynn Goldsmith, Metro Bike Program manager, noting that the map will be updated again next year.

LA County currently has 251 miles of off-street, exclusive bike paths, but “our goal is to increase that to 500 miles,” says Goldsmith. There are 481 miles of designated on-street bike lanes – which Metro’s strategic bike plans propose to triple – and 520 miles of bike routes marked by signage.

Metro has placed 285 bike lockers and 400 racks capable of holding a total of 800 bicycles at Metro Rail and Metrolink stations.

Goldsmith points out that 20 million bicycles were sold in the United States last year and that 80 million Americans own bikes.

“That’s an untapped potential,” she says. “If someone is riding a bike for recreation on the weekends and also using transit, they are more inclined to use transit to commute and eliminate the use of their car.”



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## Family, Friends, Co-workers Celebrate Arthur Winston's Life



More than 400 friends, co-workers and members of the family gathered at Faithful Central Bible Church Tabernacle in Inglewood, Friday, to pay their respects and to celebrate the life of Arthur Winston, who died earlier this month at age 100 – a respected Metro employee who was loved by many in the community. The Metro Choir, led by Renee Willis, performed during the funeral services.

South Bay General Manager Dana Coffey remembered her travels with Arthur Winston and the lesson he taught her. "He said, 'Don't stop; do something with your life. Keep it simple and down to earth.' "



- Text and Photos  
by Bill Heard



Neil Silver, president of ATU Local 1277, said Arthur Winston's "record of service is unmatched and unmatched. Your presence graced public transit and the labor movement for over 75 years."

Deputy CEO John Catoe, speaking on behalf of Metro, noted that, during Arthur Winston's lifetime, "many doors were closed to him, but he kept knocking." Eventually, Catoe said to the congregation, "those doors were open to him and to all of us."



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## Interns Gain Work Experience While Contributing to Metro

- Program is 'a win for us all,' one supervisor says

By RICH MORALLO

(April 21, 2006) It was 7 p.m. on a Wednesday last November when Kathy Lo arrived at Metro by bus.



Intern Kathy Lo coordinates the Metro Volunteers program.

"I had heard that there was a community meeting at the agency and I was doing research for my urban planning class," said Lo, a junior at the University of Southern California.

The meeting of the Metro Citizens' Advisory Council made Lo interested in the agency and its transit and public service programs. A month later, she applied for a Metro internship.

Today, Lo is one of 60 students who participates in the Metro Internship Program and spends her time working in the area of community outreach. She coordinates the activities of the Metro Volunteers, staff members who promote transit in the neighborhoods on the weekends.

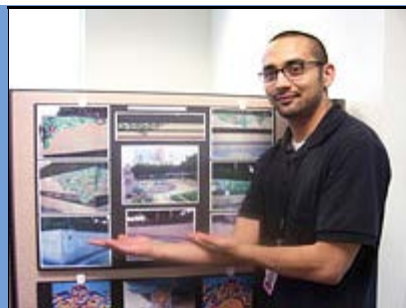
Also contributing to the agency's work is Daniel Garcia, a junior in graphic design at the Art Institute of California - Los Angeles.

"I came to work at Metro to get my feet wet in the art field," said Garcia, who was featured in a recently published pamphlet that outlined the agency's college internship opportunities.

Photos by Kathy Lo



Intern Stacy Zung is a graphic design major assigned to the Metro Design Studio.



Intern Daniel Garcia is assigned to the Metro Art program.



**Regularly ride the subway**

He and fellow intern Stacy Zung have several things in common. They are both graphic design majors and regularly ride the subway.

"I probably use the Red Line more often for work and play," said Zung, who goes to California State University Long Beach.



Intern Peter Watkinson is a photographer assigned to the Metro Design Studio.

Another student at Cal State Long Beach is senior Peter Watkinson, who regularly rides Metro Rail and who, like many of the other Metro interns, has definite opinions on mass transportation.

"Public transit is important because it reduces the amount of automobiles on the freeways," said Watkinson, whose photographs are used to promote the agency. "It's more economic and cleaner than driving, and perhaps more obviously, it allows those without an

automobile a quick mode of transportation."

When Laura Almeda, a former Metro TCAP intern, heard that the late Arthur Winston was visiting the Gateway Building during his last work week at Metro in March, she jumped into action.

**Arthur Winston visit**

By shifting priorities in Customer Communications where she is assigned, Almeda coordinated a 30-minute visit for the 100-year old service attendant leader to talk to 20 interns at the agency.

A sophomore at Pasadena City College, Almeda learned how to handle the realities and challenges of the workplace. She made all the arrangements for the Winston event, including scheduling the visit with the South Bay sector office, and creating and e-mailing a flyer to notify the other students.



Intern Laura Almeda is assigned to Metro Customer Communications.

"I came to Metro to build up the amount of my work experience," said Almeda, who rides both Metro Bus and Metro Rail to get to school and work.

"We are very happy to have interns available to our department," said Almeda's supervisor Edie Howard, a Customer Communications account executive. "They are one of the strong elements that contribute to the daily work production."

Howard is a fan of the intern program. "It would be difficult to meet our deadlines without their hard work," she said. "I view this program as a win for us all."

The Organizational Development & Training department oversees both

the Metro Intern Program and TCAP, the Transportation Career Academy Program.

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**Service Sectors set May Governance Council Meetings**

By RICK JAGER

(April 25, 2006) Metro's service sector governance councils will hold their regular monthly public meetings in May to discuss various transportation issues in their service sectors.

The following is a list of Metro governance council May meetings:

- San Fernando Valley Service Sector, 6:30 p.m., Wednesday, May 3, Marvin Braude Constituent Service Center, 6262 Van Nuys Blvd., Van Nuys.
- San Gabriel Valley Service Sector, 5 p.m., Tuesday, May 9, San Gabriel Valley Sector Office, 3369 Santa Anita Ave., El Monte.
- Westside/Central Service Sector, 5 p.m., Wednesday, May 10, La Cienega Tennis Center, Sunset Room, 325 S. La Cienega Blvd., Beverly Hills.
- Gateway Service Sector, 2 p.m., Thursday, May 11, The Gas Company, 9240 Firestone Blvd., Downey.
- South Bay Service Sector, 9:30 a.m., Friday, May 12, Carson Division 18, Train Room, 450 W. Griffith Street, Carson.

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Ridership on the Metro Red Line climbed nearly 13.7 percent to 3,361,110 average monthly boardings during the January, February, March period.



Photo by Gayle Anderson

## Metro Ridership Balloons Along with Region's Gas Prices

By KIM UPTON

(April 25, 2006) In the wake of rocketing gas prices, Metro is experiencing significant gains in ridership, as Southern Californians scramble to avoid paying more than \$3 a gallon for gas.

In the first quarter of 2006, total Metro Rail ridership rose almost 11.4 percent and bus ridership increased 7 percent over the same period last year, based on total monthly boardings.

The most significant gains were seen on the Metro Red Line between North Hollywood and downtown Los Angeles. Ridership climbed nearly 13.7 percent to 3,361,110 average monthly boardings during the January, February, March period.

Ridership also ballooned on the Metro Orange Line, which is not tallied along with bus figures. Since its debut at the end of October, 2005, ridership has grown to more than 18,000 weekday passengers, or about triple first year ridership projections.

## Blue Line boardings up

The Metro Blue Line between downtown Los Angeles and Long Beach grew more than 10.7 percent to 2,091,469 average monthly boardings during the January, February, March period.

There are also anecdotal indications that ridership is on the rise. Metro parking lots are filling up faster and earlier, according to Metro officials, and many rush-hour buses and trains are filled to capacity.

Visits to the Southern California regional ride-share Web site ([www.commutesmart.info](http://www.commutesmart.info)) more than doubled in March over February. The Metro Web site ([www.metro.net](http://www.metro.net)), which includes the Trip Planner, experienced a 10 percent rise in traffic in March over the previous month as commuters searched for alternatives to expanding gas prices.

The migration to mass transit makes sense, according to Los Angeles Mayor and Metro Board Chairman Antonio Villaraigosa. "Not only can you save yourself from rising gas prices; drivers traveling solo can save more than \$5,000 a year, including car depreciation, insurance, gas and parking, if they switch to Metro."





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**Metro Gets Grant to Purchase More Clean-Air Buses**

By KIM UPTON

(April 26, 2006) Due to the overwhelming success of its clean-air bus program, Metro has been awarded \$405,000 in grant funds from the Air Quality Management District (AQMD) to help pay for 75 clean-fuel, compressed natural gas (CNG) buses.

With this purchase, the Metro fleet is now 88 percent CNG buses, keeping it in the lead as the largest CNG fleet in North America. By 2008, the agency plans to have nearly 100 percent of the fleet running on CNG.

Metro's move to CNG buses is essential to Los Angeles air quality. Compressed natural gas buses are cleaner burning than comparable diesel vehicles, particularly in areas of nitrogen oxide (NOx) and particulate matter (PM) emissions, the two primary elements in what is commonly thought of as smog.

Compared with diesel-powered buses, the agency's CNG bus fleet reduces emissions of particulate matter by more than 90 percent, carbon monoxide by more than 80 percent and greenhouse gases by more than 20 percent.

Purchase of the newly funded buses brings the fleet of 2,500 vehicles directly operated by Metro up to nearly 2,200 vehicles running on compressed natural gas.

**Buses now in operation**

The 75, 40-foot buses were purchased last year and are already in operation. Total cost of the buses, which are funded with federal, state and local funds, is an estimated \$30 million.

While maintenance costs are typically 15 to 20 percent higher for CNG than for diesel buses, due to higher parts costs and increased maintenance requirements, Metro expects this price differential to decrease as diesel engines and exhaust systems require reconfiguration to meet increasingly stringent California Air Resources Board emission reduction rules.

Metro was the first transit agency to commit to compressed natural gas buses on a massive scale. Metro's CNG program was launched in 1993 with the purchase of about 200 buses.

Since then, Metro estimates it has reduced approximately 7,400 tons of nitrogen oxide and 60 tons of particulate matter. That is equivalent to removing more than 100,000 cars from the road each year for NOx and 30,000 cars for PM.




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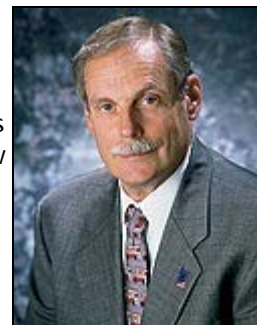
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Editor's Note: This op-ed piece first appeared in the April 26, 2006, edition of the Los Angeles Daily News.

## Making Metro go from red to black

By ROGER SNOBLE

Over the past four years the Los Angeles County Metropolitan Transportation Authority (Metro) has made great strides in serving the people of the Los Angeles region with system improvements and new services. Here in the San Fernando Valley the Metro Orange Line has seen unprecedented success, and is expected to continue to see increasing ridership.



CEO Roger Snoble

For nearly a decade Metro has achieved or exceeded targets for easing overcrowding, expanding service, reducing fares and increasing the number, quality and environmental efficiency of buses in service.

Metro today operates the newest, cleanest and most modern bus fleet in the country. Ridership is up (4.7%) and fare box revenues are up (9%) from a year ago.

A recent customer survey revealed overwhelming satisfaction (84%) with Metro's service and agreement that service is markedly better than just a year ago. Not surprisingly, customer complaints are at an all time low.

By adding 300 Metro Rapid buses and 30 Metro Liners, we are about halfway to achieving our goal of deploying a 700-vehicle, 28-line Bus Rapid Transit network that will be by far the largest in the country by 2008. In addition, we have increased customer mobility by adding Metro Express lines between major transit hubs.

Meanwhile, 260,000 men and women, including students, ride Metro Rail Red, Gold, Green and Blue Lines daily to and from their destinations in safety and comfort. The Gold Line Eastside Light Rail Extension is now under construction and will begin service in 2009. Additionally the Exposition Light Rail Line will start construction this year and begin operations in 2010.

Despite our success, we have a structural operating deficit and are very much aware that in the near future the people of Los Angeles will be profoundly affected by the looming financial crisis this agency faces unless corrective action is taken and new revenue sources are found. This is why we are continually looking for ways to generate more revenue or reduce costs.

Over the last four years Metro has cut 545 positions within the agency. Today Metro has one of the leanest operations in the country,

particularly when you take into consideration that we have far more responsibilities than the typical transit agency.

With a meager 10% of our cost being administrative, we have turned to streamlining operating costs and worked hard to cut unnecessary expenditures to ensure that we operate an efficient system that provides 1.5 million passenger trips per weekday.

Metro's operating costs per hour, even with a 117% rise in fuel costs, have increased less than the rate of inflation over the last four years. In 2004 we modified our fare structure and increased passenger revenues.

However, today we are only recovering 26% of our costs from the fare box. Other similar transit agencies across the nation and even in California typically recover 40 to 60% of their operating dollars from the fare box. Even with these disparities, I plan to submit a balanced budget for Metro as we enter a new fiscal year.

Under the strong leadership of the Metro Board of Directors, we've made progress toward achieving our long-term mobility goals for the county.

But to secure the gains we've made, and further our progress, we must face the challenge of eliminating the structural deficit by reducing costs and growing revenue. It's just good business sense. The people of Los Angeles will suffer the consequences of our not acting responsibly to resolve the financial challenges this agency faces.

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**‘Employee Appreciation Soda Sale’ Set for Tuesday**

By SARAH WINFREY

(April 27, 2006) For those of you who can’t live without caffeine or sugar, the Metro Store and Canteen Vending have just the event for you.

On Tuesday, May 2, from 7 a.m. to 3 p.m. they are sponsoring the “Employee Appreciation Soda Sale” in the Terminal 31 parking lot at Vignes and Cesar Chavez across from Metro Headquarters.

This event features many employees’ favorite sodas, such as Coke and Diet Coke, Pepsi and Diet Pepsi, Mountain Dew, Sierra Mist and Orange Twister.

All of those brands will be on sale by the 24-can case for \$6, cash only. There is no limit on the number of cases an employee can buy and the price includes state sales tax and the refund value.

Employee badges are required to purchase cases of soda.



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## Metro Secures \$315 Million In State Funding for Exposition Line

By RICK JAGER

(April 27, 2006) The California Transportation Commission (CTC) approved the allotment of \$315 million, Thursday, for the Exposition Light Rail Transit Project.

The funds are LA County's share of the 2006 State Transportation Improvement Program (STIP), a major source of funding for the project.

"With this funding, we are one step closer to breaking ground on the Expo Line," said Mayor Antonio Villaraigosa. "The CTC's support is vital to our efforts to reduce traffic congestion, improve air quality, and expand our public transportation system."

Construction of the 8.5-mile line is expected to start this summer. The line, which will run along a Metro-owned right-of-way along Exposition Boulevard, will connect downtown LA and Culver City

Last month, Metro officials asked the CTC during their STIP public hearing to fund the 8.5-mile Exposition Light Rail Project, indicating it was critical that investment of state monies be allocated to the project.

### 'A win-win situation'

"The Exposition Light Rail Project has the potential to relieve some of the heavy traffic on the Santa Monica Freeway, which makes the CTC's allocation of these state dollars a win-win situation for all Westside commuters," said Supervisor Zev Yaroslavsky. "This is great news for the region."

Metro requested a total of \$523 million from the CTC. This includes \$315 million from the 2006 STIP and \$208 million in Traffic Congestion Relief Program (TCRP) funding which was approved last month.

The recent allocation of the \$208 million was committed by the state legislature and governor in June 2000, but the CTC has been unable to meet that commitment until now, due to the state's General Fund deficits.

The allotment of these state dollars will free up transportation funds from the previously established Exposition Line budget.

The money can be used to fund numerous carpool lane segments such as those nearing construction on State Route 60 in the San Gabriel Valley and the Golden State and Santa Ana segments of Interstate 5 in the San Fernando Valley and Gateway Cities areas.

The freed-up monies could also possibly partially fund future planned

projects such as transit projects and/or carpool lanes on the I-5 Freeway from Route 170 to the 134 Freeway, the northbound I-405 Freeway over the Sepulveda Pass, and the I-10 Freeway from Puente to Citrus or other transportation improvements.

Metro officials expressed appreciation to Governor Arnold Schwarzenegger and the Los Angeles legislative delegation for their continued support for transportation improvements throughout the region.

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## May 1 Protest Marches to Interrupt Some Metro Bus Service

By RICK JAGER

(April 27, 2006) In anticipation of several marches set to take place during the May 1st National Protest, some Metro Bus service will be detoured and will experience delays.

For the planned morning march on Broadway from Olympic to City Hall, Metro Bus service on Broadway and Hill Streets in downtown Los Angeles will be interrupted by the march from approximately 10:30 a.m. until 12:30 p.m.

Metro Buses scheduled to operate on Broadway and Hill Streets between Pico and Caesar Chavez will operate either via Spring or Main Streets, to 4th Street, then to Alameda and to Caesar Chavez and then regular route.

Those Metro Bus Lines operating on Broadway and Hill Streets include Lines 2, 4, 10, 11, 48, 30, 31, 40, 42, 45, 46, 740 and 745.

### Afternoon march

For the planned afternoon march on Wilshire Boulevard from Alvarado to La Brea, Metro Bus service will be interrupted from approximately 2:30 p.m. until approximately 8 p.m.

Metro Bus Lines 20, 21, and Metro Rapid Line 720 operating on Wilshire Boulevard will be detoured via 3rd Street between Bixel Street and Fairfax Avenue.

Metro Bus Service on north/south streets that cross the Wilshire Boulevard march route will also be interrupted. Those routes include Lines 26, 51, 52, 204, 206, 207, 209, 210, 603, 710, 754 and 757. Metro Buses on these lines will operate via their regular route north of 3rd Street or south of Olympic Boulevard.

Passengers will be required to exit the bus and walk across the march route on Wilshire and board another Metro Bus to continue their travel.

Normal Metro Bus service will resume as soon as streets reopen. Patrons are encouraged to use the Metro Red Line to minimize delays.

**EDITOR'S NOTE: In an interoffice memo addressed to all employees, CEO Roger Snoble wrote, in part:**

"While we respect employee's free speech rights, it is important that we be able to maintain service levels on that first day of the work week.

"A major mission of Metro is to provide transportation to our customers. Therefore, we need and expect employees to report to work as scheduled to your assigned location.

"We appreciate your continued excellent work and your support in this matter. If you have any questions, you should consult with your immediate supervisor or manager, or contract Human Resources at Extension 27127."



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A 100-foot wall now protects LA's Zanja Madre from mud slides and other damage, while permitting a view of the historic "Mother Ditch." Photo by Dave Walker.



## Metro Built a Wall to Protect LA's Historic Zanja Madre

By JIMMY STROUP

(April 27, 2006) A 100-foot wall meant to protect LA's historic Zanja Madre water aqueduct from mud slides, erosion and rain damage now surrounds an exposed section uncovered in March, 2005 during an expansion of the Metro Gold Line rail yard.

The 15-foot-high wall, completed last week, will shield the 75-foot section of the "Mother Ditch" from damage since it rests at the bottom of a 60-foot hillside.

"We built the wall to protect it from the hillside caving in onto it," said Dave Walker, Metro construction manager of the protective project.

The recent rains showed that the wall was going to be a necessary addition if the Zanja Madre were to be left exposed: mud created by the storms washed down the hillside and covered the brick- and mortar-lined tube.

Not to be dissuaded, Walker and his crew used the slide to their advantage as a way to protect the historic waterway while the wall was under construction.

**'Left it covered'**



"Before we started building the wall, the rain washed the hillside behind it down onto the Zanja and covered it up," he said. "We just left it covered to protect it while we built the wall behind it and then cleaned it all up once we'd finished."

The four-foot wide Zanja Madre segment was evaluated by archeologists when it was first uncovered. Walker said the scientists recommended that they expose the outer areas, but leave it as intact as possible.

"The middle of it was filled with silt and the archeologists told us to leave that in it. It'd keep it from caving in," he said.

The first segments of the Zanja Madre were built in 1781 to provide domestic and irrigation water from the Los Angeles River to the early settlers. The Zanja Madre fed as many as nine smaller ditches – or zanjás – and was used in older parts of the city until as late as 1904.

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## Facelifts, New Art and Rider Amenities for Historic El Monte Busway

By KIM UPTON

(April 28, 2006) Two El Monte Busway terminals and the historic El Monte Station – the busiest bus facility west of Chicago – are getting facelifts.

The Cal State LA and LA County-USC Medical Center stations have undergone \$2 million in modernization and security improvements and have been repainted and enhanced with beautiful tile murals. The project was spearheaded by Metro.

In addition, the El Monte Station has been landscaped, repainted and, of prime importance to riders, additional berths have been added to accommodate more buses. The El Monte Station project was spearheaded by Foothill Transit.

"We wanted to enhance the structures by making them safer, easier to use and more inviting for the thousands of people who travel through them every year," said Supervisor Gloria Molina, who headed the project fund drive. "At the same time we saw an opportunity to add art to make the areas – and our county – a little brighter."

"The two structures are essential to our system and they have served us and our patrons well," said Jack Gabig, San Gabriel Valley general manager. "It was time for a refurbishment, but we didn't want to replace them because they are structurally perfect for the job. The best answer was a makeover that would bring the stations up to today's standards."

## Preservation and modernization

Improvements at El Monte Station were the best way to preserve the distinctive site while modernizing it, according to Paula Lantz, Foothill Transit vice president.

"El Monte Station is perhaps the most vital transportation hub for Foothill Transit service," she said. "We anticipate these improvements will enhance the profile not just of the station, but of regional public transportation...."

Dedicated in July, 1973, El Monte Station was the nation's first bus terminal built exclusively for a mass rapid transit operation.

The circular structure, built for \$945,000, was designed to speed bus movement as well as passenger flow, according to a 1972 SCRTD publication.

The \$3 million station improvements just completed include six new bus berths, a new public address system, new lighting on the upper and lower levels and renovations of signage, shelters and benches.

In 1975, the El Monte Busway carried 12,000 passengers per day. Today it carries an estimated 40,000. The El Monte Station hosts an estimated 1,100 bus trips per day, making it the busiest station west of Chicago.

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## Mark Your Calendar

**Rail Operations Celebration>** All employees, families and guests are invited to the Metro Rail Operations Celebration from 11 a.m. until 2 p.m. on Saturday, June 24, at Division 20, 320 South Santa Fe Ave., Los Angeles.

**Bus Rodeo>** The 2006 Metro Bus Rodeo, hosted by the San Gabriel Valley Service Sector, will be held on Saturday, Sept. 23, at Santa Anita. Preliminary qualifying events are scheduled Sept. 13 – 16. The APTA International Bus Rodeo will be held in Nashville in early 2007.

## Operator Vicky Maes-Melendez, Maintainer Ronnie Burt Take Top Honors at 2006 Metro Rail Rodeo

- Metro Red Line Operator Vicky Maes-Melendez is first female operator to win the rail event



- Winning team will represent Metro at New York finals
- [List of participants](#)

By JIMMY STROUP

(April 28, 2006) Metro Red Line Operator Vicky Maes-Melendez took top honors, April 22, in the 2006 Metro Rail Rodeo – the first woman to win the annual competition. Blue Line Maintenance Specialist Ronnie Burt won the maintenance event.

Maes-Melendez and veteran competitor Tu Phan – along with

On the scene | Photos by Bill Heard



Rail Maintenance Specialist Ronnie Burt uses a

the maintainer team of Burt, Eric Czintos and Rafaele Mastrangelo – will travel to Coney Island, N.Y., to compete in the American Public Transportation Association's annual International Rail Rodeo, hosted June 10 by New York City Transit.

Burt, Czintos and Mastrangelo were Metro's rail maintenance team at the 2005 APTA Rail Rodeo. Tu Phan and his teammate, Robert Rodriguez, won the operators' event in the 2002 International finals. Rodriguez placed third in last Saturday's local contest.

Maes-Melendez, 41, joined Metro as a bus operator in October 1986, working first out of San Gabriel Valley Division 9. She later entered rail training and was designated a Metro Rail operator in July 2002. In the 2005 Metro Rail Rodeo, Maes-Melendez placed fifth.

Twelve operators representing every Metro Rail line competed in a total of five events: Uniform Inspection, Safety Quiz, Customer Service/Americans with Disabilities Act, Pre-departure Inspection and the Over-the-Rails Course.

"Everything's challenging, when you're in the competition," said Tu Phan. "The easiest parts are probably the test and the uniform inspection, since those aren't things that change very often. But on the rules and the precision, everyone is judged the same."

One of the challenges was to identify an object on the test course that was meant to resemble a possible pipe bomb – something rail operators are trained to detect and handle, should they ever encounter such a situation.

"I knew they would try some kind of trick," said Tu Phan.

micrometer to make delicate measurements during last Saturday's competition. Burt took first place in the maintenance events.



Metro Blue Line Maintenance Specialist Stan Nacon probes for defective components.



Metro Blue Line Maintenance Specialist Eric Czintos carefully measures the depth and width of the flange on a rail car wheel.



Metro Red Line Operator Rosalva Flores points out a defect as she prepares to board the test rail car. A first-time competitor, Flores placed sixth.



Metro Red Line Operator Melvin Henderson takes the controls as he prepares to start the Over-the-Rails Course. Henderson placed ninth for his first time in the Rail Rodeo.



"That's what separates the men from the boys out on the tracks."

The Over-the-Rails Course is the most important event for the operators. Davide Puglisi, transportation manager for Rail Operations Control, said the event has many elements meant to test the skills operators would need to excel in their job performance.

### 'Judged on procedure'

"They're judged on their procedure – making sure they sound their horn twice before they move, things like that," he said. "There are a number of obstacles throughout the course: signals that aren't quite right... and there are a variety of things they should observe and react to."

Blue Line Operator Alfredo Ramirez said even being invited to compete is an honor, since the competition is restricted to only a few out of more than 180 operators Metro-wide.

"By being here, we're winners already. There are only a handful of operators that make it into the competition," he said. "You've got to have the knowledge of the rules and the operation to compete, and to know everything is a challenge."

Maintainers from all divisions were represented within the ranks of the nine maintenance specialists who competed in the Rail Rodeo.

The eight events for maintainers consisted of the Written Test, Mystery Box, Defective Component, Dome of Ohms, Heating/Ventilation/Air Conditioning (HVAC), Wheel Defect, Measuring Devices and Parts Identification.

### Four-year winner

First-place winner Ronnie Burt continued his record of placing high enough to attend the international APTA competition for the fourth year running.

"Today, the HVAC was the hardest for me," he said. "Every year it's different. Every time I seem to stumble on something that I thought would be easy. I guess at the end of the day, everybody makes mistakes and you're more prepared for one thing or another."

Eric Czintos, also repeating a placement high enough to attend the APTA international competition in June, said his rough event this year was the Wheel Defect event in which a set of wheels is unserviceable and the maintainers have to identify why.



A "lost child" sits forlornly waiting to be discovered by competitors on the Rail Rodeo test train.



Metro Red Line Operator Jorge Zavaleta, a first-time competitor, checks the undercarriage of the test train as judge Chris Medina looks on. Zavaleta placed eighth in the competition.

“In the shop, not all of us end up working with the wheels all the time, which makes it harder,” he said.

“I’m very pleased about this year’s Rodeo and the fact that on the rail operations and the maintenance sides, all four lines are represented in the competition,” said Dave Kubicek, director of Rail Fleet Services. “This is the first time we’ve had that happen, and we’re real happy to see everybody interested and out for the event.”

2006 Rail Rodeo Participants	
Maintainer Participants	Operator Participants
Ronnie Burt, Metro Blue Line Div. 11	Vicky Maes-Melendez, Metro Red Line Div. 20
Eric Czintos, Metro Blue Line Div. 11	
Rafaele Mastrangelo, Metro Red Line Div. 20	Tu Phan, Metro Red Line Div. 20
Glen Abraham, Metro Red Line Division 20	Robert Rodriguez , Metro Red Line Div. 20
Robert Dimerin, Metro Green Line Div. 21	Ruben Ramirez, Metro Green Line Div. 21
Jose Padilla, Metro Gold Line Div. 22	Ramon Alvarez, Metro Red Line Div. 20
Stan Nacon, Metro Blue Line Div. 11	Rosalva Flores, Metro Red Line Div. 20
David Bonzell, Metro Green Line Div. 21	Nasir Mia, Metro Red Line Div. 20
Suren Yeremyan, Metro Gold Line Div. 22	Jorge Zavaleta, Metro Red Line Div. 20
	Melvin Henderson, Metro Red Line Div. 20
	Glenda Murrell, Metro Green Line Div. 21
	Alfredo Ramirez, Metro Blue Line Div. 11
	Jose Rodriguez, Metro Gold Line Div. 22



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# Metro's Victoria Woods Goes Back to School as 'Principal for a Day'



**Welcome Back**> Sr. Community Relations officer returns as principal to Thomas A. Edison Middle School, the same school she graduated from 21 years ago. In the background, the school's full-time Principal, Colleen Kaiwi, looks on.

By SARAH WINFREY

(April 28, 2006) It's been 21 years since Metro's Victoria woods graduated from Thomas A. Edison Middle School. And, in that time, she has graduated from college and is about to receive a master's degree.

But, when she was offered the opportunity to be "Principal for a Day" at her old middle school, she jumped at the chance.

"I thought it would be really cool to see what it would be like behind a teacher's desk," says Woods as she describes her enthusiasm for the event.

"Principal for a Day" is sponsored annually by the National Association of Elementary School Principals. It is designed to help community leaders understand the "rewards and rigors" of school principals, according to the NAESP Web site.

When Woods attended



Principal Vicky Woods, at right, above, along

Edison Middle School, she was on the Principal's Honor Roll and played volleyball and basketball. One of her most memorable days at Edison was when she was chosen to wear the Eagle mascot suit for a day and students had to guess who was in it.

A senior community relations officer who primarily works with schools along the Metro Blue Line to promote rail safety, Woods chose to shadow Principal Colleen Kaiwi.

with full-time Principal Colleen Kaiwi, ruled the Edison Middle School campus for an entire school day.



Photos by Sarah Winfrey

Located in Los Angeles adjacent to the Blue Line, Edison's population of 2,500 is primarily Hispanic. More than 50 percent of the kids are learning English as a second language.

Edison is on the track system and, when Woods visited the school, only Tracks A and C were in session. She started her day early at 7:45 a.m., although the students and teachers usually start their day at 7:26 a.m.

As one of her first duties, Woods spoke to a leadership class about the importance of education and about using experiences in school to prepare for their future workplace. "Knowledge is the key. It will get you far," she said.



Back in the classroom, Woods speaks to a leadership class.

Then "Principal" Woods attended a meeting in which she and a group of teachers and parents discussed the Edison dress code.

Woods says she never knew that a school principal's day was so busy. There was barely enough time to take a short break.

After her time as "Principal for a Day" ended, Woods attended a luncheon for participants at the Wilshire Grand Hotel.

Victoria Woods joined Metro in 1990. She earned a Bachelor of Arts in communications from California State University Dominguez Hills and will graduate in May from the University of Redlands with a Master's Degree in organizational management.

She chose communications as her career, she says, because, "I have a passion for people."

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