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Board Approves Budget Amendments; Adjusts Employee Pay Ranges

- Bus recorders, Division 7 upgrade, Ramona High project approved

(July 5, 2006) The Board of Directors approved amendments to Metro's FY 2007 budget at its June meeting that will provide an additional \$9.8 million for various transportation studies and a countywide vanpool program.

The Board's actions include approval for up to 10 full-time Countywide Planning employees to work on the studies, along with two full-time employees and \$4.7 million in grant funding to implement the vanpool program.

The planning studies involve a possible subway extension to the Westside, the Harbor subdivision right-of-way from downtown LA to LAX, and a light-rail line connecting the 7th and Metro station and Union Station.

Other studies involve environmental issues and further design of the proposed extension of I-710 to the I-210, the Goods Movement Action Plan and the SAFETEA-LU federal highway legislation.

At its June 22 meeting, the Board also took the following actions:

Item 15, Employee Pay Ranges. The Board approved a motion to adjust pay ranges for non-contract employees by 10 percent to partially offset the effects of inflation. The motion by Director John Fasana was intended "to ensure equity of compensation."

Some 215 employees – 18 percent of non-represented employees – will be "at the end of their pay range due to the years in which increases were approved but no inflationary adjustment was made...."

The motion "adjusts the ranges only and will not result in employees receiving increases other than any annual increases...approved by the Board for other non-represented employees."

Item 27, Bus Video Recorders. The Board approved a motion to purchase 220 DriveCam Video Systems for use in monitoring the operation of buses.

The DriveCam is particularly effective in accident investigations because it captures the action inside and outside a bus 10 seconds before and 10 seconds after an accident or incident triggers the system or it is manually activated by the operator.

The sector staff wants to use the 220 DriveCam recorders for an extended evaluation of the program to demonstrate long-term safety improvements and cost savings before it would be considered for fleetwide implementation. The cost of the 220 video recorders, including spares, is set at \$281,000.

Item 28, Division 7 Renovation. The Board approved an amended motion that will allow for completion of renovations at West Hollywood Division 7, including construction of a sound wall between the division and residents of adjacent Huntley Drive. Metro had asked to increase the life of project budget by \$1.54 million to cover increased construction costs and to allow for design and construction of the sound wall.

The amendment by Director Bernard Parks directs that the additional funding will be used only to pay for construction of the sound wall. Work already completed includes building renovations, construction of a maintenance annex, installation of equipment and security improvements.

Item 44, Rebuilding Ramona Opportunity High School. The Board approved a staff recommendation to allow the CEO to finalize and execute a land exchange and funding agreement between Metro and LAUSD that will permit construction of a station at Indiana Street for the Metro Gold Line's Eastside Extension and the rebuilding of Ramona Opportunity High School on the adjacent site.

The land exchange and funding agreement is based on a plan the Board approved in May under which Metro and LAUSD will share the projected \$35 million project cost of the acquisition of new properties and the rebuilding of Ramona Opportunity High School. Metro's costs would be capped at \$26 million with LAUSD contributing the remaining funds. The Board's action allows time-critical construction-related activities to progress so that the total project costs can be better defined and further delays and escalation of costs can be avoided.

The Board's approval of the motion was contingent on LAUSD's approving the property exchange agreement by Aug. 3, 2006, and giving Metro control of a portion of the high school property by Nov. 1, 2006. LAUSD would be required to adhere to a master plan for construction of the new school buildings and must issue a notice to proceed with construction within four months after Metro has cleared the site.

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The Board has approved funds to study Diesel Multiple Units (DMU) technology. This DMU self-propelled rail car successfully completed its testing at the Transportation Technology Center (TTC) in Pueblo, Colorado and made its debut at the 2002 APTA Annual Conference in Las Vegas.



Metro to Fund Study of Regional Connector Linking SFV and SGV

- Board also voted funds to study DMU rail car technology

By RICK JAGER

(July 5, 2006) Metro will provide \$150,000 for a study of a possible regional connector that would link transit services in the San Fernando Valley and the San Gabriel Valley.

The study will look at how a regional connector through the cities of Glendale, Burbank, Pasadena and parts of Los Angeles could link the Metro Red Line and/or the Metro Orange Line in North Hollywood with the Metro Gold Line in Pasadena.

On a motion by Director Ara Najarian, a Glendale City Councilman member, the Board of Directors last month approved funding to study the regional connector through Glendale and Burbank.

The Board also approved a wide variety of transportation studies on a host of other transit-related projects for the region.

"This connector line is critical in linking the two great valleys in metropolitan LA – the San Fernando and San Gabriel valleys – and the benefits to commuters in the region will be tremendous," said Najarian.

Under a second motion by Najarian, the Board also allocated \$250,000 to initiate a feasibility study of the use of Diesel Multiple Units (DMU) technology on existing Metro-owned rights-of-way. A DMU is a self-propelled rail car designed for commuter rail or intercity rail service.

"This is cutting-edge technology that should not be overlooked as we plan for future transportation options for the region," said Najarian.

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Retired Div. 1 Manager Jesse Castorena Died Monday, Age 53

(July 6, 2006) Retired Division 1 Transportation Manager Jesse Castorena, who was always quick with a smile and a laugh and who often provided music at Metro events, died Monday at age 53 following a five-year battle with pancreatic cancer.

A vigil is scheduled at 5 p.m., Sunday, at St. Joseph Church, 1150 West Holt Ave., Pomona (909-629-4101). A

funeral at the church will begin at 9:30 a.m., Monday, July 10, with the burial to follow at Queen of Heaven Cemetery, 2161 South Fullerton Rd., in Rowland Heights.

Castorena and his wife, Esther, had just celebrated their 35th anniversary on Saturday. He retired from Metro in February 2002.

Castorena was very active at St. Joseph's Church where he taught religious education. He was president of the St. Vincent de Paul Society and was a member of the Knights of Columbus.

When Castorena was diagnosed with pancreatic cancer five years ago, he was given only three to six months to live.

'God gave him more time'

"But, he lived for years; he fought it and was proud of that," Esther Castorena recalled, "Jesse said that God gave him more time to do His work."



Former Division 1 Manager Jesse Castorena celebrates at 'Best of the Best' gala in this photo taken March 31, 2001.

Castorena, who frequently wore a snap-brim hat over his long, black pony tail, also had a passion for music. He often brought his DJ equipment to Metro events and worked weddings on many weekends.

"I asked Jesse, 'Are you sure this is a



Castorena often brought his DJ equipment to Metro events.

hobby?" his wife said. "But, he loved music and he said, 'This is what I do.'"

Castorena was hired by the SCRTD as a bus operator on his 21st birthday in October, 1973, and drove a bus for 10 years. At one point, he joined the

Transit Police, but served on the force for only a short time, according to his wife.

He became a dispatcher, road supervisor and then assistant transportation manager at divisions 18 and 9. He eventually was promoted to transportation manager at Division 10 and also served as manager at Division 7 before being transferred to his last post at Division 1.

In addition to his wife, Esther, Castorena is survived by his daughter, Christina, 28, and son Jess, 15. Survivors include his father, Jesse Sr., two sisters and three brothers.

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Editor's Note: Russell Homan is a senior equipment maintenance instructor who coaches the Metro Rail Rodeo maintenance specialist team. This is his account of the team's recent visit to New York City MTA's Coney Island Repair Shop in Brooklyn, where the APTA International Rail Rodeo maintenance competition was held. Metro's maintenance team placed second in the International event.

Photos by Russell Homan



Eighteen teams from the United States and Canada competed in the maintenance competition at the APTA Internationals. Metro's maintenance team took second place, finishing behind New York City Transit. Metro's team is in the back row, left.

Metro Maintenance Team Saves Event at APTA International Rail Rodeo

By RUSSELL HOMAN

(July 6, 2006) This year's APTA International Rail Rodeo in New York City featured events for maintenance teams that were to have been provided by rail equipment vendors – unfortunately, two of the vendors went out of business, jeopardizing the competition.

So, the Metro Rail team stepped up and took over an event that included a circuit troubleshooting board. After figuring out how the vendor was trying



to challenge competitors in the event, the Metro team developed a new set of problems – or faults – and inserted them into the board.

The Metro Rail maintenance team, from left Rafaele Mastrangelo, Ronnie Burt and Eric Czintos, waits for a new event to start.

The LA team also created a PowerPoint presentation that showed the contestants how the troubleshooting board functioned and what components were being used to make the circuit work.



The Sacramento team competes on the LA-sponsored event. Team members had only 15 minutes to figure out the three defects that prevented the circuit from working properly.

The competition was held at MTA's Coney Island Repair Shop in Brooklyn, New York which dates back to 1926 and occupies 75 acres. The shop is a major overhaul facility for 5,800 subway cars and the entire Staten Island Rapid Transit fleet.

A shop tour before the competition included the lifting of a complete subway car, via an overhead crane, off an old set of trucks – wheels,

motors and frame – to a new set of trucks on another track. The tour also included visits to the truck overhaul shop.



A rail car is hoisted onto a new set of trucks at New York City Transit's maintenance facility.

The motor overhaul shop is in a separate building and had just been renovated. Workers in the shop strip DC motors down to the frame, re-laminate and vacuum-impregnate them with new epoxy and bake them in an oven before they are repainted, reassembled and load-tested.



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Metro Selected for Salute America's July 4 'Top Ten' Awards



(July 6, 2006) Los Angeles City Councilman Jose Huizar, left, presented a Salute America "Top Ten" award to Metro as "The Best Transportation System in America." Receiving the award on behalf of Metro during the July 4 festivities was Mark Maloney, interim general manager of the Westside/Central Service Sector. Other Top Ten awards were presented to the LAPD, the Los Angeles Fire Department, *La Opinion*, the Chivas USA soccer team and the El Pueblo de Los Angeles Historical Monument, among others. The Sheriff's Department received a service award for "protecting and serving the Greater Los Angeles area."



A gaily decorated bandstand at the El Pueblo Historical Monument on Olvera Street was the center of Salute America's annual July 4th festival. The multicultural event included the re-enactment of the 1847 flag-raising by participants in period costumes. There also were demonstrations by blacksmiths and potters and a day-long series of live entertainment, food booths and children's activities, ending with a fireworks display.



Metro fare inspectors help staff a Metro booth during the Salute America July 4th festival on Olvera Street. The event celebrated the city's first Independence Day and saluted Los Angeles as the "Creative Capital of the World."

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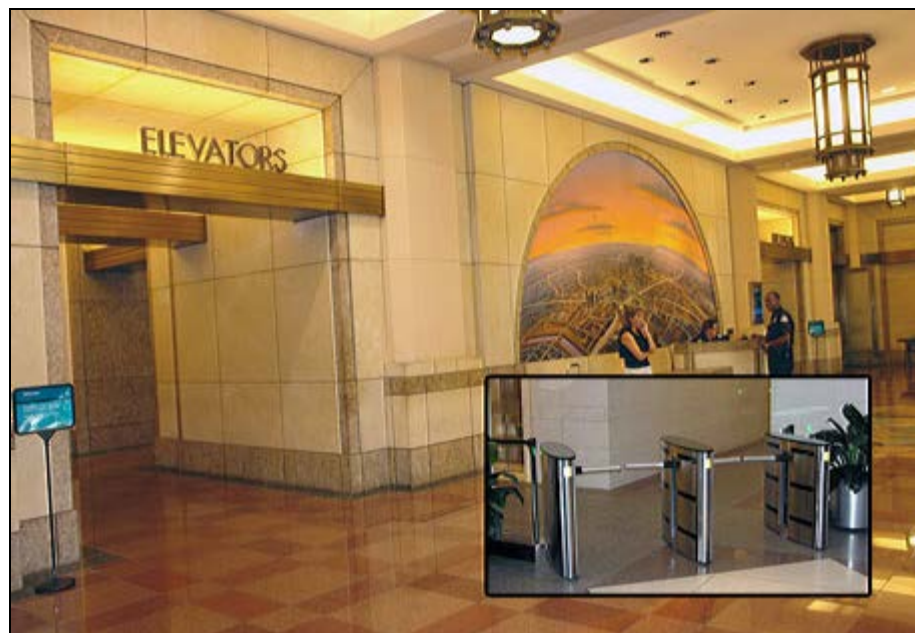
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Turnstiles, similar to those shown in the inset photo, will be installed at both entrances to the Headquarters tower and will be operational July 24.



Photos by Bill Heard

Major Security Upgrades Planned for Metro Headquarters

- Parking structure entrance to be closed; P-1 to be restricted
- Turnstiles will control access to Headquarters tower
- [Security measures in brief](#)

By BILL HEARD, Editor

(July 7, 2006) Major security upgrades aimed at controlling access to the Metro Headquarters building and the Union Station Gateway parking structure are in the works and will be in operation later this month.

Beginning Monday, July 31, most areas on the north side of the parking garage P-1 level will be open only to authorized Metro vehicles. Workers already are constructing six-foot-high, sliding iron entry and exit gates with parking card readers at the main parking garage entrance off Vignes Street to restrict vehicle access.

Concrete bollards will be bolted into the garage floor to prevent vehicles from driving around the gates. The bollards will be placed about four feet apart to accommodate pedestrians and wheelchairs.

During the weekend of July 22-23, two pairs of stainless steel turnstiles will be installed on the third-floor mezzanine. Located at the entrances to the main Headquarters tower flanking the security desk,

the turnstiles will have optical sensors that can read the chips embedded in Metro ID badges.

The turnstiles, almost four feet high with 36-inch wide, ADA-compliant entrances, will be equipped with hinged bars that drop to admit an authorized person. Programmed for a "throughput" of 30 people per minute, the turnstiles will be operational July 24.



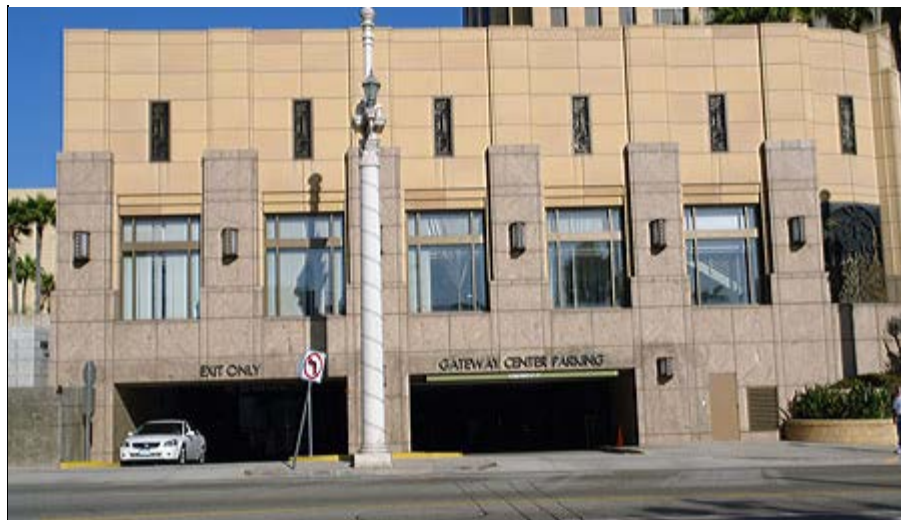
Six-foot steel vehicle gates with card readers are being installed in the south parking structure entrance.

Must carry ID badges

Beginning, Monday, July 24, employees will be required to carry their ID badges at all times in order to pass through the optical turnstiles. Metro Security officers will issue special badges with chips to visitors, including Metro retirees and dependents. Those badges will be marked with the visitor's destination floor. An employee who forgets to carry a badge will be issued a visitor's card.

Additional security cameras will be installed on the third floor to provide real-time video of anyone who attempts to bypass the turnstiles. Other cameras will be added throughout the building and parking structure to augment security.

"We're doing this because we're 'hardening' the facility against any potential terrorist act," says Brian Soto, director of General Services. "These security improvements will keep them away from the area of the main building."



The north entrance to the parking structure will be closed as of July 17.

Driving into the parking structure after the new security measures are in place will be much different. The north entrance off Vignes Street will be closed to all entering or exiting traffic beginning July 17. The north ramp between P-1 and P-2 also will be closed to traffic on July 31.

The parking entrance on Cesar Chavez Avenue will remain open for Metro employee vehicle entry and exit, with an access card, 24 hours a day, seven days a week. Visitors may enter the parking garage through that portal on the same schedule, but can use it as an exit only between 8 a.m. and 9 p.m. on weekdays.

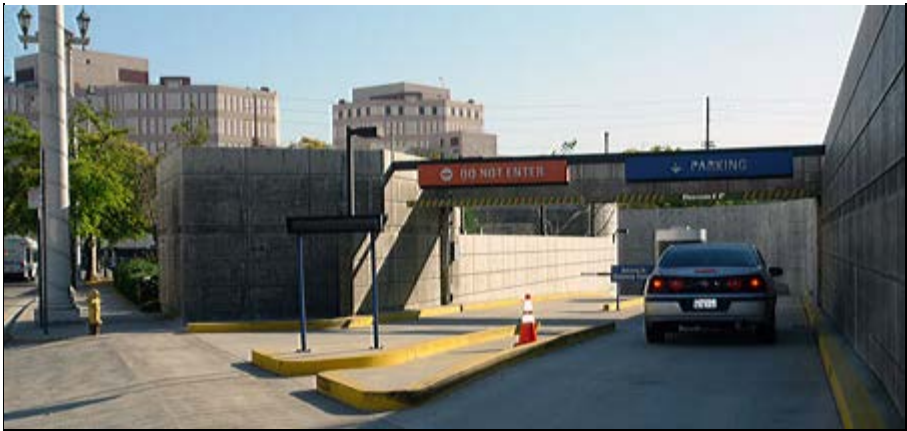


The south entry to the Gateway parking structure will become the main vehicle entrance.

South entrance stays open

The south parking structure entrance off Vignes Street will remain open, but only authorized Metro vehicles and vehicles driven by parents of children at the Child Care Center may turn right into the restricted area.

All other vehicles using the south entrance must turn left to park on P-1 or to use ramps down to parking on P-2 and P-3. P-4, which currently is used by law enforcement and FlyAway patrons, also will be accessible from the south entrance.



The “helical ramp” on Vignes Street will become a major parking garage entrance.

Finally, the “helical ramp,” located on Vignes across from the Headquarters Building can be used to enter or exit the parking structure from 6 a.m. to 9 p.m., weekdays. Visitors can exit from the helical ramp between 9 a.m. and 9 p.m. After that time, they must exit from the south entrance. The helical ramp will be closed on weekends.

Soto reminds drivers exiting from the south entrance that they can only turn left. It is illegal to either go straight ahead onto Ramirez Street by Denny’s or to turn right to enter the northbound 101 Freeway.



The exit from the south parking portal allows left turns only onto Vignes Street.

Metro has retained a traffic consultant to study the Vignes/Ramirez intersection to determine whether changes could be made to provide more options.

While he realizes that the security enhancements will take some getting used to, Soto says, “It will be a plus for us in increasing the security of the Headquarters Building. Over time, once employees learn the new procedure, I think they’ll be happy with it.”



The north ramp from P-1 to P-2 will be closed July 31.

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Members of Metro's Major Unions Approve New Labor Contracts

- Members to receive 10.5 percent wage hike; health fund increases
- Catoe credits interest-based negotiations for early agreement

(July 7, 2006) Members of all three of Metro's largest unions – UTU, ATU and TCU – have now voted their approval of the three-year contract agreements announced June 27.

The latest to approve their contract were members of TCU, who voted Thursday, with 99 percent in favor of the agreement. Members of the UTU voted overwhelmingly for the new contract, July 2, while the ATU membership gave their approval on June 29 with 62 percent voting in favor.

"Thanks to interest-based negotiations, we've ushered in a new era in labor relations that will benefit our employees, customers and taxpayers," said Deputy CEO John Catoe, Metro's chief labor negotiator. "The work doesn't stop with these agreements; we will build upon and strengthen our relationships with the unions."

Members of the three unions will receive a 10.5 percent pay increase over the three-year life of the contracts, with an increase of 3 percent in the first year. They will receive a 3.5 percent wage hike the second year and a 4 percent pay increase in the third year.

Bus operators, for example will receive a new top hourly rate of \$24.30 for those hired before July 1, 1997. Those hired after that date will earn up to \$20.55 an hour.

Health care funding for the unions will increase by 8 percent to 10 percent, depending on the contract.

Catoe noted that the agreements are within the Board's authorization. He said they balance Metro's fiscal constraints with the 7,000 union member's needs, and are comparable to what other employee unions in the area recently received.



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Not long after news of the terrorist bombing in India, Tuesday, Mayor Antonio Villaraigosa toured Metro's Rail Operations Center with Metro Police Chief Cmdr. Dan Finkelstein and Rail GM Gerald Francis to see recent improvements in surveillance equipment and other rail security measures that have been implemented over the past year.



Photos by Luis Inzunza

Extra Metro Security in Place Following India Train Bombings

(July 11, 2006) Following the bombing of commuter trains in Mumbai, India, early Tuesday, increased security has been put into place on all Los Angeles Metro Rail lines.

National intelligence sources have no information at this time that Los Angeles transit systems have been targeted by terrorists, according to Sheriff's Lt. Mike Herek.



Mayor Villaraigosa and Cmdr. Finkelstein field questions from attending media.

However, Metro passengers are asked to assist in keeping the system safe by reporting unusual behavior, abandoned backpacks or suspicious packages to a Sheriff's deputy, Security Assistant or Metro Security officer.

Rail patrons also can press the emergency call button on rail platforms to make a report or can call the Sheriff's Hot Line at 888-950-SAFE (7233) or 323-563-5000.




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Chief Planning Officer Carol Inge Looks 20 to 30 Years Ahead

- She's encouraged for mass transit and air quality, but says region's growth means continued congestion unless driving habits change

By BILL HEARD, Editor

(July 11, 2006) Metro Chief Planning Officer Carol Inge keeps her eyes focused on the future. And what she sees 20 to 30 years down the road for Los Angeles is both encouraging and maybe a little scary.

Encouraging for mass transit, because she sees completion of Metro Rail lines into East LA and to Culver City and Santa Monica, new busways in the San Fernando Valley, a busway or light-rail line along the Crenshaw corridor, extensions of other rail lines in the county, more Metro Rapid lines and extensions of the carpool lanes on major freeways.

Inge also believes that "through technology and other improvements" air quality in the region will be better.

But on the downside, she says, "I think we'll still be seeing congestion, because the region is growing. There will have to be more incentives, or even disincentives, to get people out of their cars and onto transit."

In that context, she mentions higher prices for gasoline and parking and more development near transit stations.

"I'm hopeful that we're going to have a larger rail and bus transit network, a more community-friendly atmosphere for biking and walking. I know that will happen," she says. "If we provide alternatives that move people faster and get people out of their cars, we'll have done a great job."

Oversees long-range planning

Inge, who has been a planner with Metro since 1987, was named interim head of Countywide Planning in August 2005 and was confirmed in the post last April. She is responsible for a 104-member staff that oversees long-range planning for the county and the programming of capital funds and grants for Metro projects and for local city transportation projects.

The staff also conducts transportation project feasibility and concept



Chief Planning Officer Carol Inge

studies, helps gain the required environmental clearances for the projects and works with the preliminary engineering teams to prepare projects for Board approval, before turning them over for construction.

Topping her priority list for Countywide Planning is working on planning the extension of the Exposition Line to Santa Monica and extending the bus-only lane on Wilshire Boulevard. Her priorities include updating the Long-Range Transportation Plan, conducting a Call for Projects and securing adequate funding for the region's transportation projects.

Her priorities also include the Crenshaw corridor and the San Fernando Valley north/south transit corridor.

Inge says the Board's approval in June of \$9.8 million for various studies and other transportation projects will accelerate the pace in Countywide Planning and will add up to 10 more employees.

The work will include a major investment study for extending the Metro Red Line to LA's Westside, along with studies for a light-rail regional connector in downtown LA and a study of the Harbor subdivision right-of-way from downtown to LAX and Wilmington.

Other planning work requested by the Board involves bus lanes, goods movement, extending the I-710 north to the I-210, ridership modeling for an extension of the Metro Gold Line, extending the Metro Gold Line Eastside Project, Diesel Mobile Units, bikeway planning and various carpool lanes.

'An incredible resource'

"We have an excellent staff," says Inge. "One of my emphases will be to have the Planning Department be seen as an incredible resource, a department where you can get information and professional analysis and good recommendations with a high degree of accuracy."

After graduating with a BA from Wellesley College and a master's in urban planning from UCLA, Carol Inge began her career as an associate planner with the City of Huntington Beach in 1979. From 1983 to 1987, she worked as a planner in Inglewood, eventually becoming a development specialist in the city's redevelopment agency.

Inge joined the SCRTD in 1987 as a specialist in joint development and was with the agency for three years before moving to the LACTC in 1990 as a transportation planning manager.

Over the past 16 years, she has moved up the planning ranks to director of the Westside Area Team to deputy executive officer, to interim chief planning officer.

A native of California who grew up in North Hollywood, Inge and her husband Jack Kurihara, a strategic planner for UCLA Medical Center, live in Culver City with their children, Alex, 14; and Emma, 11.

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DWP Commissioner H. David Nahai, left, presents a check for \$357,000 from the DWP Solar Incentive Program to Mayor Antonio Villaraigosa, center, and Supervisor Zev Yaroslavsky. The utility company rebates, which included \$1.46 million from the Southern California Gas Company incentive program, helped fund the installation of the solar generation facilities.



Photos by Juan Ocampo

Solar Panels at Valley Bus Divisions Saved Metro \$185,000 Since May

- Panels supply up to 20 percent of bus divisions' energy needs

By DAVE SOTERO

(July 11, 2006) The huge solar panel project at Metro's San Fernando Valley bus divisions has so far saved the agency at least \$185,000 in electricity costs.

The Sun Valley and Chatsworth divisions were outfitted with a total of 1,648 solar panels last May. The panels produce a combined 425 kilowatts of clean, renewable AC power — enough electricity to provide up to 20 percent of each division's total energy requirements.

Occupying a total of 43,000 square feet of rooftop space at Division 15 and Division 8, the project is the largest solar



CEO Roger Snoble lists benefits of solar project at news conference.

power installation of its kind in the transit industry. The panels have enough generating capacity to power more than 100 homes a year for 25 years.

“It is no small feat for an agency the size of Metro to marshal the will and the resources to implement a renewable energy project of this magnitude,” said Mayor Antonio Villaraigosa, during a news event last Friday. “Far beyond being an environmentally responsible project, these solar panels just make good business sense and are now helping lower agency operating costs at a time when they are most needed.”

“With air quality concerns, rising fuel prices, tight operating costs and budget deficits, renewable energy solutions like solar power generation are becoming both an economic imperative and a responsible way of doing business,” said CEO Roger Snoble.



CEO Roger Snoble takes officials on rooftop tour of Division 15.

Metro’s funding partners

The panels, which cost \$3.3 million to install, were funded by \$1.48 million from Metro, \$1.46 million from Southern California Gas Co. and \$357,000 from the LA Department of Water and Power.

Metro will recoup its own \$1.48 million investment within seven to ten years through reduced electricity costs. The system is designed to last 25 to 30 years.

While other transit agencies have designed solar installations for purpose-built facilities, Metro

is the first to design a solar power generation project of this magnitude on existing rooftop space.

The emissions savings by avoiding fossil-fuel generation is equivalent to removing more than 500,000 pounds of carbon dioxide, 1,000 pounds of nitrogen oxide and 2,500 pounds of sulfur dioxide emissions per year. That is equivalent to taking 100 cars off the road.

Based on the success of this solar project, Metro may retrofit other transit properties with solar panels. Other possible applications could include solar panels on light-rail station platforms, where the photovoltaics could generate power for video surveillance cameras, intercoms and other station equipment.



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Board Committees to Consider Project Funding, Expo Line MOU, Transit Line Colors

(July 13, 2006) Funding for mass transit and county transportation projects, an agreement that will continue to move the Exposition Line project forward, and motions aimed at assigning new colors to four transit lines are among the items before Board committees in July.

Item 5, Transit Funds. The Planning and Programming Committee and the Finance and Budget Committee will consider a motion that, among other things, calls for approving \$1.8 billion in FY 2007 transit fund allocations for Metro operations, municipal transit operators and various jurisdictions. Federal, state and local requirements, as well as Board policies require the allocations.

Included among the allocations would be \$30.7 million for the Bus Service Improvement Program, Foothill Mitigation Program, the Transit Service Expansion Program and the Base Service Restructuring Program. A total of \$17.4 million would be allocated to the Municipal Operator Service Improvement Program and another \$6 million to meet an increase in operators' fuel costs.

Item 6, Call for Projects Funding. The Planning and Programming Committee will consider a motion to recertify \$171.89 million in FY 2006-07 funding to meet previous commitments for projects funded through the Call for Projects. Additionally, the Board will consider a series of actions that include lapsing funds from completed or cancelled projects and extending funding for a number of transportation projects.

Among the projects that will have their funds reprogrammed to later years are an intermodal rail access yard at the Port of Long Beach and a street improvement project on San Fernando Mission Boulevard in Los Angeles will have its funds extended.

Other projects receiving extensions include a State Route 710 access road project, improvements to the Fair Oaks corridor in South Pasadena, construction of Metro's proposed Ramirez Flyover, and the Interstate 5/Magic Mountain Parkway interchange in Santa Clarita.

Item 9, Expo Line Agreement. The Finance and Budget Committee

July Committee Meetings

Wednesday, July 19

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

Thursday, July 20

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

Board of Directors Meeting

- Thursday, July 27, 9:30 a.m.

will consider approving a memorandum of understanding (MOU) between Metro and the Exposition Metro Line Construction Authority that would cover Metro's working relationship with the Authority through completion of the project to Santa Monica.

As required by state law, the MOU would cover funding, staffing, property and Metro's role in design review, construction and testing to ensure that the project will be compatible with the existing rail system. Under the agreement, Metro will purchase any necessary property, while the Construction Authority will manage the design/build contract, using its staff and some Metro staff to complete the project.

Items 15 and 16, Transit System Colors. The Executive Management and Audit Committee will consider a staff recommendation, Item 15, to adopt new colors and matching names for two Metro Rail lines and color designations for two express busways. A second motion by Director Bernard Parks, Item 16, concerns a proposed name and color for the Mid-City/Exposition Line.

The staff report recommends aqua as the color designation for the Exposition Line – the Metro Aqua Line – and purple as the color for the Wilshire/Western subway line – the Metro Purple Line. It recommends silver to designate the El Monte Busway and bronze as the color for the Harbor Transitway.

Parks' motion proposes adopting "Expo Line" as the official name and rose as the official color for the Mid-City/Exposition Light Rail Transit Project

The staff report notes that there are two Metro Red Lines – the Union Station-Wilshire/Western line and the Union Station-North Hollywood line. It recommends differentiating them by color and name to "reduce customer confusion and bring the map in line with industry standards."

The silver and bronze colors for the express busways, the staff report says, "will help increase awareness of these facilities...giving them an identity...(and) promoting connectivity and increasing ridership."

The heavily used Harbor Transitway and El Monte Busway would be included on the Go Metro map along with the Metro Rail lines and the Metro Orange Line to ensure that they are treated as an integral part of the county's transit network. Copies of the revised Go Metro map are attached to the Board report.

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Operator Martin Gourzong's Second Career is Latin Jazz Singer

- 'The groovy one' brought his talent to the U.S. from Costa Rica

By RICH MORALLO



(July 13, 2006) Martin Gourzong dances the salsa as he croons out a melodic Latin jazz song he has written to glorify women.

Singing "Mujer, Mujer" in an office at Arthur Winston Division 5, Gourzong displays his many years of performing experience.

"I started singing when I was a young man in Costa Rica," explains the 54-year-old Gourzong, a Metro Bus operator on his morning break. Gourzong sang through high school and college.

One day, a local producer invited Gourzong to join a 10-member band as one of the singers. That was Gourzong's start in the professional ranks. Through the years, while he worked as a baker and later in shipping, Gourzong continued to perform with bands after he arrived in New York from Costa Rica.

Even after Gourzong came to Los Angeles and joined Metro in July 1991, he always found time for his passion.

Humming a tune

One morning when he was on a bus layover break, Gourzong started humming a tune that was in his head. He grabbed paper and pencil and in 90 minutes he wrote "Mujer, Mujer."



Born in Puerto Limon, Costa Rica, Martin Gourzong performed with local bands before moving to the United States where he has sung with "El Tren Latino," and has recorded several records under the Guarjito Records label, including the hit song, "Carinoso se, Mentireoso no."

"The song praises women for all of their contributions as wives, mothers and home makers," says Gourzong, who also included in his song that some women fall prey to domestic violence.



Members of the salsa band Opa Opa call Metro Bus Operator Martin Gourzong "El Sabroso," meaning "the groovy one." He's shown here, at right, during a performance.

"Mujer, Mujer," one of several tracks produced by Universal Records Latino, is on the CD "Los Paisajes."

Gourzong appreciates his current band, Opa Opa, and Division 5 Transportation Manager Curley Little for continuing to encourage his singing career.

"I'm thankful for their support and this latest CD, the third I've performed on," Gourzong says. "Music is just in me; I like music."

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MyMetro.net Offers Shopping Web Site with Employee Discounts

- Online shopping features 150-plus national brands, 100 magazines

(July 13, 2006) Metro employees and their families now can shop at home on myMetro.net, the employee intranet web site, for thousands of discounted name brand products offered by more than 150 online retailers.

The virtual shopping mall can be accessed through the Metro Store link located at the top of the myMetro.net home page. Shoppers should click on "Discounts" and then "Other Discounts" to reach the Corporate Shopping Company web site.

The retailers' web site also is available to employees on break or during lunch hours from computers in the Library on the 15th floor of Metro Headquarters.

Retailers participating in the shopping web site include Target, Gap, Godiva, Petco, Ann Taylor, Pottery Barn, Timberland, Footlocker, Brooks Brothers, Zales and many more.

Each retailer's web pages include displays of merchandise and a "coupon code" the shopper can enter to obtain a discount.

'Something for everybody'

"With such a wide variety of brands," says Danielle Boutier, director of Communication Services, "there's something for everybody. It's a good thing to keep in mind when you do your shopping, whether it's online shopping or not."

The retailers offer discounts ranging from 5 percent to 20 percent, or more during special sales. A few retailers, instead of giving a discount on a purchase, may provide a rebate with proof of purchase.

Some 100 magazines, including Time, Newsweek, Working Mother, Cosmopolitan, Sports Illustrated, Men's Health, Nickelodeon and

Highlights for Children, can be purchased online with a \$5 discount on subscriptions.

"This will be great for the holiday season as well as for birthdays and other gift-giving occasions throughout the year," says Boutier, noting that it costs Metro nothing to offer the shopping web site. "These discounts will help our employees save some money."

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Division 10 Service Attendant Betty Williams had been sitting in her black Saturn only minutes before this Line 304 bus careened into it. She was not injured.



Photos courtesy of Transportation Manager Karl Downs

Path of Destruction

Employee Held on \$1 Mill. Bail in Division 10 Incident

- Five buses, 15 private vehicles, 3 Metro vehicles involved
- Damage estimated at \$100,000 or more

(July 14, 2006) A Metro employee is being held on \$1 million bail, accused of causing damages conservatively estimated at \$100,000 or more to five buses and 18 other vehicles during a Thursday afternoon incident that created a path of destruction at Gateway Division 10.

Sheriff's deputies booked Jose Martinez, 47, an electronic communications technician, at the Twin Towers Jail and charged him with felony vandalism and taking a vehicle without the owner's permission.

On the path



This Metro Liner sustained heavy damage to the rear passenger door and to the articulated joint in Thursday's incident. Below, Bus No. 6318, the first commandeered at Division 10 Thursday afternoon, smashed into another Metro Liner before hitting this Metro Liner and coming to a halt.

Martinez, who had been placed on administrative suspension and was awaiting a disciplinary hearing, allegedly commandeered a 40-foot bus in the Division 10 yard at about 12:40 p.m. and smashed it into the center of a 60-foot Metro Liner, damaging the rear door and articulated joint.

The bus continued forward, striking the right rear of a second Metro Liner.

Leaving the first bus resting against the Metro Liner, Martinez then allegedly took control of a second 40-foot bus and drove around the division's employee parking lots, striking one private vehicle or Metro vehicle after another before ramming a final car and jamming the bus between the car and another 40-foot bus.

When the incident began, the Division 10 buses were lined up in the yard with their engines running in preparation for the afternoon rollout. A total of five buses, 15 private vehicles and three Metro vehicles – some heavily damaged – were involved in the incident, according to a report by the Bus Operations Center.

Eventually, two Division 10 employees were able to approach Martinez and get him off the bus. He was arrested by Sheriff's deputies who took him to County-USC Hospital for evaluation, and then to the Twin Towers Jail for booking.

No other employees were injured during the incident, which slightly delayed Division 10's rollout, but buses from other divisions filled in and there was no impact on afternoon service.

A native of San Antonio, Tex., who lives in Long Beach, Martinez joined Metro in August 2001.



A jumble of steel: A total of 15 employees' cars and three Metro vehicles were pushed together and damaged in the wake of Thursday afternoon's incident at Division 10.





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CEO UpDate

New Labor Contracts, Employee Pay Raises and a New Board Chair

By CEO ROGER SNOBLE



CEO Roger Snoble

We're certainly starting off FY 2007 on a high note. Contracts with our three major unions were settled amicably before their expiration date. That means no protracted negotiations, no strikes. New contracts mean a wage increase for union employees, and I'll be recommending a similar pay raise for non-contract employees. We're also welcoming a new, energetic Board chair who wants to move the agency forward during her term of office.

I want to begin by congratulating our negotiating teams on their great success in implementing the interest-based negotiation process. And I want to thank the leaders of the three unions – James Williams of UTU, Neil Silver of ATU and Olivia Nelson-Richard of TCU. Throughout the negotiations, they were real partners with our team in meeting the challenges facing the agency.

I also have to thank Mayor Villaraigosa who, as our Board chairman, made it clear to everyone that the negotiations should be settled by the negotiating teams before the contracts expired. His message resonated with all parties.

During bargaining, we looked hard at ways to save money and do things differently. Many of those things are now included in the contracts, which the Board is expected to ratify at its July meeting. The new agreements should show our union employees that we value their contributions and their hard work.

All Metro employees work very hard and contribute to the success of the agency. With that in mind, I will recommend to the Board a 3 percent pay raise for non-contract employees to take effect, retroactively, July 1. It's the same raise our union employees will get this year and, even though the FY 2007 budget includes a 2 percent raise, I believe it's the fair thing to do.

Our new Board chair

Supervisor Gloria Molina presides over her first Board meeting this month. I look forward to working with her and to having her attention on a number of critical issues.

She's told me she's excited about leading Metro and dealing with the many challenges facing the agency.

Supervisor Molina wants to make sure we have a strong set of priorities for the work ahead of us, and a clear vision of where the agency is going. She also wants to develop a strong consensus on the Board about our priorities. I think we're in for an exciting year under her leadership.

Finally, a word about the new security measures here at Gateway. Later this month, new turnstiles will go up on the third floor to control access to the main tower. Security gates have been built in the parking structure and the north entrance will be closed to traffic.

All this means that we'll have to make some changes that may be a little irritating at first. But we need to be mindful that these measures are for our safety and are designed to prevent any harm from coming to us. I think we'll all get used to the new security features pretty quickly and they'll become just a matter of our daily routine.

July 14, 2006

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Supervisor Gloria Molina, who also chairs the Board of Directors, and CEO Roger Snoble presented an "Outstanding Safety Achievement Award" to Eastside LRT Contractors, the joint venture construction company. Project Director Mike Aparicio accepted on behalf of the company.



Photos by Luis Inzunza

Eastside Workers Reach 1 Million Hours with no Lost-Time Injuries

- Achievement astonishes long-time safety execs

By BILL HEARD, Editor

(July 18, 2006) The workers building the Metro Gold Line Eastside Extension have set a record that has astonished long-time construction safety executives – they had no lost-time injuries in the one million work-hours they've spent on the job since July 2004.

"This is the first time in my experience this has happened," said Metro Construction Safety Manager James Brown, who has worked heavy construction jobs all over the country for the past 25 years.

During a million hours celebration barbecue at the worksite last Friday, Brown said teams photograph the job each week looking for safety hazards and discuss them at weekly "toolbox" safety meetings. "The foremen and supervisors, the craftspeople are doing self-inspections,

checking themselves to make sure they're safe."



CEO Roger Snoble congratulated the Eastside Extension construction workers for their "major achievement in construction safety."

Metro Construction Chief Rick Thorpe called the worker's safety record "an incredible accomplishment. One million hours with no lost-time injuries is unheard of in the industry, especially on a job that's as complicated as this one," with tunneling, cut-and-cover and surface construction going on simultaneously.

Eli Choueiry, the deputy executive officer who has daily oversight of the Eastside project, said, "It's the awareness of safety that we're bringing to a much higher level than we have in the past. We stay on top of it with an excellent team of safety managers and enforce safety 100 percent."

Takes safety very seriously

In a brief speech congratulating the construction workers, CEO Roger Snoble praised the workers' accomplishment, calling it a "major achievement in construction safety." He noted that, "As CEO, I am the chief safety officer and it's something I take very seriously."

"Safety is hugely important," he added. "At Metro, safety is Number One and it always will be."



Supervisor Gloria Molina, who represents East LA, called the million-hour safety record "a milestone" and said the workers have been good neighbors in the community.

Supervisor Gloria Molina, who now chairs the Board of Directors and also represents the Eastside community, told the assembled workers, "To work a million hours with this kind of safety record is a milestone, not just for this organization, but for this kind of work throughout the country. Each of you played an important role, because this is a cooperative effort. You have to be a team."

Molina said there have been few complaints from members of the East LA community about the huge construction project. "People really appreciate them as neighbors. Such a tremendous safety record is very meaningful, not only to Metro, but also to the neighborhood."

The six-mile Eastside Extension will open to the public in late 2009 and will serve the Little Tokyo/Arts District, Boyle Heights and East Los Angeles communities with eight new train stations.

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Scott Boim, senior safety specialist for the San Gabriel Valley sector, was on hand, along with General Manager Jack Gabig for the start of the lumbar support program. Boim played a key role in researching and developing the program.



Oh, My Aching Back!

- **New lumbar supports should ease bus operator back pain**

(July 18, 2006) They look like oddly shaped boogie boards with a racing stripe, but the lumbar supports being issued at five operating divisions this week promise to significantly reduce bus operator back injuries.

Called the Moller Orthopedic Pro, the lumbar devices have been extensively tested by operators at North Los Angeles Division 3 and San Gabriel Valley Division 9 over the past year.

In May, the Board approved spending \$380,000 to buy 3,500 of the supports for distribution to operators who have back problems.

On Friday, a number of lumbar supports were handed over to Division 9 operators. This week, the devices will be distributed to operators at divisions 3, 1, 2, 7 and 10.

Those who have back pain or injuries, or who have filed Worker's Compensation claims, will be the first to receive the supports.

"After continuous hours of driving our buses on rough streets, many

operators begin to have back problems and shoulder strains from constantly turning the wheel,” says Robert Torres, Metro Health and Safety manager. “We’re trying to reduce those types of injuries.”

60 percent of injuries

Statistics from FY 2004 indicate that about 60 percent of all OSHA recordable injuries and illnesses among San Gabriel Valley Service Sector employees were related to muscular skeletal disorders.

By the end of a three-month pilot program at the San Gabriel Valley sector divisions, last year, operators reported a 30 percent reduction in back, neck and shoulder pain.

The lumbar supports work by supporting all three curvatures of the spine, according to an orthopedic surgeon who demonstrated the devices at a 2005 health fair.

“The key to the program is not just giving the operator this device,” says Torres. “The device has to be fitted – small, medium or large – and the ergonomic issues have to be explained to the operator.”

The California Occupational Safety and Health Administration figures the average cost of a back injury at \$25,000.

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A total of 15 employees' cars and three Metro vehicles were pushed together and damaged in the wake of the July 13 incident at Division 10.



Photo by Karl Downs

Metro Processing Employee Damage Claims in Division 10 Incident

- Bail now set at \$500,000 for employee charged in incident

(July 19, 2006) Metro has begun processing insurance claims for employees whose vehicles were damaged in the July 13 incident at Gateway Division 10.

Claims forms were distributed to affected employees, last Friday, and an appraiser was at the division evaluating the damaged vehicles. Metro officials say affected employees will be reimbursed quickly for damaged property or rental car expenses.

A total of 15 private vehicles, three Metro vehicles and five buses – including two articulated Metro Liners – were damaged when Jose Martinez, 47, an electronic communications technician, allegedly commandeered two 40-foot buses and drove around the division maintenance yard ramming vehicles.

Bail has now been set at \$500,000 for Martinez, who is being held at the Twin Towers Jail. Sheriff's deputies booked him on multiple charges of felony vandalism and taking a vehicle without the owner's permission.



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Changes Coming to Metro's Employee Transit Subsidy Program

- Change will save time; some will get a little more money
- [Sign-up schedule](#): Dates set for employees to sign up for the revised program

By BILL HEARD, Editor

(July 19, 2006) Changes are coming to Metro's Transit Subsidy Program that will save time for participating employees, but will add a bit of personal responsibility. Some employees also will save a little more money on their commuting costs.

Under the Transit Subsidy Program, employees who ride Metrolink or a municipal transit bus, or who participate in vanpools, have received money each month from Metro to offset all or part of their commuting costs.

In recent years, the subsidy program provided employees up to \$102 a month. Beginning with the September transit passes, however, the maximum monthly subsidy offered by Metro will rise to \$105, the most an employee can receive without being taxed.

Corporate Employee Transportation Coordinator Teresa Milliken, who has 22 years' experience in rideshare programs at Metro and other agencies, will oversee the changes in the Transit Subsidy Program.

Some 1,350 employees now participate in the program, but Milliken plans to begin a new effort this fall at Gateway and in the operating divisions to enlist more employees in Metro's various commuter and rideshare programs.

No more TransitChek lines

Beginning in late August for the September subsidy, Milliken says employees no longer will have to stand in line to receive a

Corporate Employee Transportation Coordinator Teresa Milliken will coordinate Metro's revised Transit Subsidy Program. This fall, she'll also launch a program to recruit more employees into Metro's commuter and rideshare programs.



Photo by Bill Heard

Headquarters Employees to get Online Survey

This year, instead of completing a paper survey about how you get to work, Headquarters employees will fill out the survey online. On Friday, Aug. 4, look for an e-mail with the link to the survey form.

The survey is important, according to Corporate Employee Transportation Coordinator Teresa Milliken, because it tells the South Coast Air Quality Management District how many employees use public transit or rideshare.

It also affects the commuter benefit received each month by many Metro employees. Metro's failure to comply can result in significant penalties.

TransitChek. Instead, a department, floor or division coordinator will distribute actual monthly passes to transit riders during the last week of each month.

Vanpool participants and employees who also receive transit subsidies from their cities will continue to receive TransitCheks.

During a signup period scheduled July 25 – 28, employees who qualify for the Transit Subsidy Program must complete a new application.

The deadline for submitting the application is July 31, says Sandra Blanco-Sanchez, a senior Human Resources analyst who helps administer the program, and employees who don't meet the deadline will not receive a September pass.

Payroll deductions

For some employees, the Metro subsidy will cover the entire cost of the monthly pass. Others, who must continue to pay out-of-pocket to cover the cost of their passes, will be required to submit a payroll deduction form along with the new application during the signup period. Payroll deductions will be made during the second pay period of each month.

The new transit subsidy system can accommodate employees who go on vacation, change work locations or have some other special circumstance, as long as they notify Milliken of the change.

Once the new program is established, says Milliken, it will be better for employees and Metro and "will lift some of the administrative burden from the TransitChek program."

Blanco-Sanchez says the program also will go a long way toward eliminating potential misuse of TransitCheks or monthly passes.

Signups Scheduled for Transit Subsidy Program

Metro Headquarters employees who qualify for the Transit Subsidy Program must apply later this month. Tables will be set up on the 3rd floor mezzanine at these times:

- Tuesday, July 25, 1 p.m. – 3 p.m.
- Thursday, July 27, 10:30 a.m. – 12 noon
- Friday, July 28, 10 a.m. – 11 a.m.

Eligible employees who don't work at Gateway can obtain an application from their Employee Transportation Coordinator. July 31 is the deadline for submitting transit subsidy applications in order to receive a monthly pass for September.

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A visitor at the Metro information table at Salute America event checks out Metro services in the cool shade of Olvera Street.



Metro Volunteers, Division Ambassadors were Busy on July 4th Holiday

By RICH MORALLO

(July 20, 2006) Metro Volunteers and Division Ambassadors attended four community events over the July 4th weekend to promote transit, recruit bus operators and talk about the agency's bus and rail services.

"I volunteered to work over the holiday weekend because it would be interesting to see what the public thinks about our services," said Bertha Estrada, a stenographer at Division 10.

Along with fellow stenographer Conchita Kemp, Estrada passed out Metro transit information at the Delano Park Clean Community Celebration in Van Nuys on Saturday, July 1.

Transit Services Bureau members Michelle Crook and Raul Gonzalez, both Security Assistants, and Deputy Mike Stepner helped staff the Metro table and promote law enforcement careers.

That same day, 35 miles to the south, Administrative Analyst George Echert, another Metro Volunteer, handed out bus operator applications during the One Lord, One Faith, One Baptism



Division 7 Operator Darnay White and his wife, Magdalena, helped staff the Metro information during festivities at Olvera Street event.

Christian Church Job Fair in Long Beach.

"I like to interact with other Metro staff and also meet our public and see what they like or dislike about transit," Echert said.

Echert and Division 10 operators Jose Cervantes and Maria Fernandez talked to 20 residents interested in applying for Metro positions.



Security Assistants Michelle Crook and Raul Gonzalez at the Delano Park Clean Community Celebration.

Circulated Metro information

Transportation planning managers Jeff Boberg and Patricia Chen circulated Metro information brochures and answered questions, while Chen's daughter, Christine, helped pass out safety coloring sheets and crayons.

July 4th saw holiday revelers arrive at historic Olvera Street to participate in the Salute Los Angeles Day. Metro Volunteers Edith Goff-

Youngblood, a senior Customer Service officer, and Ruben Madrid, a rail equipment maintenance supervisor, arrived to set up an information booth.

Division 9 Operator Juan Augspurger helped talk up Metro with the public. "Metro Volunteers and the Division Ambassadors are planning to stress the graffiti program in schools again," he said.

Dvision 10 Operator Sasha Alvarenga, Division 7 Operator Darnay White and his wife, Magdalena, along with Equipment Maintenance Assistant Manager Jess Godinez and Security Assistants Patrick McAfee and Gerald Couch also staffed the Olvera Street Metro table.

At a smaller celebration near Inglewood, Employee Relations Representative Inez Tarver helped with decorations for the Wallace Art Foundation picnic at Kenneth Hahn State Park.

Donning her black Metro cap, Tarver, a Metro volunteer who recently left the agency, spent her weekend celebrating the holiday and promoting public transportation.


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'Subway to Sea' Takes Step Toward Reality with Congressional Action

(July 20, 2006) Mayor Antonio Villaraigosa's dream of a "subway to the sea" took a step toward becoming reality, Wednesday, with action by a congressional committee.

The House Committee on Transportation and Infrastructure adopted H.R. 4653, a bill that would lift a federal ban on extending the Metro Red Line farther west on Wilshire Boulevard.

Authored by Congressman Henry Waxman (D-CA), the bill actually would repeal a provision in a 1986 law that prohibits the expenditure of federal funds for constructing rail tunnels that would pass through specific methane zones within the City of Los Angeles.

The bill still needs approval by the full House and the Senate, as well as a Presidential signature, before becoming law.

"I'd like to thank Congressman Waxman for his extraordinary efforts," said CEO Roger Snoble. "Congressional action taken on this bill represents a genuine first step in addressing the current ban on the use of federal funds for tunneling on the Westside. Metro looks forward to having Congressman Waxman's bill adopted into law."

Law followed explosion

Waxman included the original language restricting federal funding in the 1986 Department of Transportation Appropriations Act following a devastating March 1985 explosion and fire in a Ross Dress for Less store on Third Street in the Wilshire-Fairfax District.

Investigators later found that methane gas seeping into an auxiliary room of the store had caused the explosion, which blew out windows and partially collapsed the building's roof. At least 21 people were injured in the blast, two critically burned.

In 2005, Waxman worked with Villaraigosa to appoint a five-member panel of independent tunneling experts to review the subway tunneling proposal.

In November 2005, the panel reported that tunneling along Wilshire and operation of subway trains west of Western Avenue could be done safely using new tunneling technology.

With the report in hand, Waxman introduced H.R. 4653 in December 2005 to lift the federal tunneling prohibition.



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Wheeling Toward Retirement, Barbara Trigg Remains on the Go

Friends, co-workers
call her an
inspiration to others

By BILL HEARD, Editor

(July 21, 2006) For the past 21 years, Barbara Trigg has performed her job as a Human Resources records clerk while seated in a wheelchair. You'd think she's handicapped. She doesn't.

"No," she says emphatically. "I'm disabled, but I'm not handicapped."

In fact, Trigg has established a reputation as one of Metro's most reliable employees and one of its best volunteers. She has worked all but one Metro Rail grand opening and staffed Metro booths many weekends at community events throughout Los Angeles County.

Her dedicated service and volunteerism, her persistence against odds that would discourage others, her winning personality, her smile — all were mentioned repeatedly, Thursday afternoon, during a retirement party in the Metro Headquarters cafeteria.

Photos by Gayle Anderson



Trigg's friends and co-workers surrounded her as she sat at a table featuring a huge chocolate cake decorated like a baseball diamond – she's a rabid Dodger's fan who attends 30 to 40 games a year. Her effective retirement date is July 31.

'A very positive individual'

"She's really a very positive individual," said her supervisor, Carmen Mayor. "She comes in early in the morning and works hard at her job. She's really a good employee."

Rich Morallo, who coordinates the Metro Volunteer program, said of Trigg: "She continues to be THE outstanding Metro Volunteer of the agency. She has always been so selfless, so giving of her time."



HR Director Stefan Chasnov presents Trigg with traditional Metro plaque cheered

on by Brenda Diederichs, EO Labor and Employee Relations, at left, and Lynda Bybee, DEO, Community Relations.

HR Director Stefan Chasnov thanked Trigg for her service and “for being an outstanding example of people who have physical impairments...and showing us that, despite any challenges, she can do a great job and contribute to the organization.”

Barbara Trigg was in her 40s, newly divorced and a student at Pasadena City College, when she first came to work for the SCRTD as an as-needed employee. She was hired for only three weeks to back up full-timers who were assigned to the agency’s 1984 Olympics operation.

She was supposed to work in Revenue passing out tokens, but wound up as a receptionist in HR. Eleven months later, she was hired full-time as a Records clerk. In those days, she and her co-workers – Dale Petres and Cookie Roberson – processed employee records and filed them alphabetically in banks of metal drawers.

A computer on her desk

“Suddenly one morning, a computer was sitting on my desk,” Trigg recalls. “We all had to learn how to use them. They told us the paper work would be a lot less with the computers – forget it!”

Nowadays, the neatly kept Records office on the Plaza level of Metro Headquarters is surrounded by huge banks of revolving shelves that deliver a set of records to desk level at the touch of a button. No longer in alpha order, employee records are filed by badge number.

It’s work Trigg is good at and says she enjoys. So, why retire now?

“I’m tired of getting up at 4 in the morning,” she says, and hers is a routine that would be difficult for most people.

Up at 4 a.m., she gets ready for an Access Services van that arrives at her El Monte home around 5. They pick up another passenger and she’s at the Gateway Building by 6 or a little after. She has some breakfast and is on the job no later than 7:30.

Trigg puts in a full day and then reverses her travel routine to get back home in the evening in time to feed her cats, Whimsy, Tinkerbelle, Poppy, Kasey and Penny. Or, maybe she’ll take in an evening Dodgers game. Hers are long, eventful days.

Talking up Metro

Then, on many weekends Trigg and her electric wheelchair travel to some community event where, along with other volunteers, she talks up Metro and passes out literature.

And, she does all this despite a hereditary, congenital condition that only some 250 people in the entire world are afflicted with. It’s called

What Others Say
<p><Cookie Roberson, Records Clerk: “I’m happy and I’m sad. I don’t want her to leave, but I’m happy for her because she’s been waiting a long time for this.”</p>
<p><Dale Petres, Records Clerk: “I’ll miss her; we were always there for each other. I wish her well in whatever she does. She’ll be good.”</p>
<p><Lynda Bybee, DEO, Community Relations: “You are a wonderful ambassador for this agency and a wonderful colleague to work with.”</p>
<p><Brenda Diederichs, EO Labor and Employee Relations: “It has inspired me every time I see her because she’s happy and deals with the agency’s issues with a smile on her face.”</p>
<p><Don Ott, EO, Administration: “She has a reputation of being an ideal employee who comes to work every day, does a great job and is great to work with.”</p>

osteopetrosis and it causes a person's bones to become overly dense. Symptoms can include fractures, frequent infections, blindness, deafness and strokes.

Trigg's father, uncle and grandfather all suffered from osteopetrosis, which affects males 80 percent of the time. However, she says, "My brother's fine. I'm the one who ended up with it." Unfortunately, since so few people have the disease, there's not much research in the field.

But, back to that handicapped label. Why doesn't she put herself in that category?

"I think I can do pretty much what I want to do," she says, patting the arm of her electric wheelchair. "I may not be able to do it as fast as other people, but there are lots of people I know who are handicapped. Who are sad that they have whatever they have, but I figure life tossed it to me and I'll cope."

And there's no doubt about it, Barbara Trigg copes. In fact, she has taken life by the horns and wrestled it to the ground.

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Eastward Ho: Laboring behind a curtain of concrete discs, tunnel boring machines Lola, at left, and Vicki, on the right, are about to break through the first segment of the tunnel excavation underway beneath East Los Angeles.



Photo by Luis Inzunza

Tunnel Breakthrough Expected on Gold Line Eastside Project

- Tunneling will continue after pause at 1st and Soto

(July 21, 2006) Lola, the tunnel boring machine, is expected to poke her head out of the tunnel she's been digging beneath East Los Angeles sometime today.

The breakthrough will take place at the 1st and Soto station site in Boyle Heights, about three-fourths of a mile east of where tunneling began on the Metro Gold Line Eastside Extension last Feb. 23.

The second tunneling machine, Vicki, is not far behind Lola in digging a parallel tunnel.

After passing through the station site at 1st and Soto, the two machines will continue excavating the 1.7-mile tunnel through to Lorena Street where the above-ground portion of the rail line resumes en route to its terminus at 3rd and Atlantic.

Throughout the tunneling operation, the 344-foot machines are maintaining a depth of 50 to 60 feet below the surface, carving out 21-foot, 4-inch-diameter tunnels and installing pre-cast concrete tunnel liners.

The 5.9-mile Metro Gold Line Eastside Extension is expected to open in late 2009.

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Senate Committee Provides \$100 Million for Eastside Project

- Measure includes \$1 Million for Metro buses and facilities

(July 21, 2006) The U.S. Senate Appropriations Committee adopted an FY 2007 appropriations bill, Thursday, that includes \$100 million for the Metro Gold Line Eastside Light Rail project and \$1 million for Metro buses and bus facilities.

The bill also provides \$39 billion for federal highways and \$8.8 billion for the Federal Transit Administration. Additionally, a total of \$1.4 billion was included for Amtrak, an increase of \$106 million over the amount appropriated for that agency by Congress last year.

The full Senate is expected to vote on the bill, which includes funding for the Transportation, Treasury, and Housing & Urban Development departments, and the Judiciary, in September.





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This 22-story condominium and retail complex, scheduled to open in 2008, will be built at the Wilshire/Western Metro Rail station.



Illustration courtesy of Archeon Group

Groundbreaking Set July 26 for Wilshire/Western Development

(July 21, 2006) Metro and Koar Wilshire Western, LLC have scheduled a groundbreaking, July 26, for a \$160 million condominium and commercial development at the Wilshire/Western Metro Rail station.

Scheduled to open in 2008, the 22-story “Solair Wilshire” project will be a contemporary glass-walled building that will include 186 for-sale condominium units, 40,000 square feet of commercial and retail space, common areas for the public, subterranean parking garage and 12-space bus layover zone.

It will be the first mixed-use high-rise development to be built for the Koreatown/Wilshire Center community since Metro Red Line Segment 2A opened in 1996.

The project is expected to generate more than 200 new construction-related jobs and increase usage of both Metro Rail and Metro Bus lines serving the area. Metro should receive \$350,000 annually and periodic rent escalations for the property.

Exposition Light Rail
Groundbreaking Ceremony

A groundbreaking ceremony for the Mid-City Exposition Light Rail project is planned for 8:30 a.m. to 10:00 a.m., Friday, Sept. 29. Other details of the event will be announced later.



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Operator Francisco Reyes gets a one-on-one lesson from Grand Master Lee in how to practice T'ai Ji.



Photos by Sarah Winfrey

East Meets West

- Ancient Chinese Martial Art Helps Relax Division 2 Employees

By SARAH WINFREY

(July 25, 2006) Peace and relaxation are all in a day's work for the employees of Crossroads Depot Division 2. Each Tuesday between the 11 a.m. and 1 p.m. they're treated to a pilot program of T'ai Ji lessons and massages.

T'ai Ji (pronounced *Tie Chee*) was originally used in China as a martial art and later became a practice that promotes relaxation and relieving stress. Typically, T'ai Ji uses slow methodical hand and body movements and incorporates health, meditation and the martial arts.

Grand Master Tin-Pang Lee has studied Wu Dang, a specific style of T'ai Ji that focuses on the traditional Taoist martial arts used by Chinese Monks. He has more than 30 years of experience in Wu Dang T'ai Ji.

Moving from his native Hong-Kong to the U.S., he now travels between the two counties, going back to China several times a year where he still operates his studio. In the U.S., he travels to different places to teach Wu Dang T'ai Ji.

At Division 2, Grand Master Lee holds two sessions to accommodate Metro employees who want to participate.

"It really helps me relax when I drive," says Operator Eric Anderson, who has been going to the sessions for about a month. "It really helps the back."

Lee's son, Joe, translates his father's instructions and helps with teaching the martial art while his daughter, Leslie, provides massages for those in need of back, neck and shoulder relief.

Skeptical at first

"I was skeptical because at first no one wanted to get a massage until I tried it," Operator Francisco Reyes says. "It works!"

Lee and his son helped Operator Jose Ramos, who injured his hand, by showing him hand exercises that would help strengthen and improve motion.

"I do the T'ai Ji hand exercises when I'm stopped at a red light," Ramos says, "I notice more alertness, concentration and confidence."

Recently undergoing shoulder surgery, Division Transportation Manager Thom Pelk regained movements in his shoulder by following Lee's guidance and T'ai Ji exercises.

The pilot program was created by Alex Clifford, general manager of the Gateway Cities sector, working with Pelk. The program began in May and is scheduled to last for four months.



Operators Eric Anderson (left) and Martin Price stand in position as Joe Lee, Grand Master Lee's son, explains what to do next.



Metro employees await the start of their weekly lesson in T'ai Ji.



Grand Master Lee shows a fascinated Operator Jose Ramos how he can improve the range of motion in his hands with a simple exercise.

Pelk hopes to extend the pilot program to a year since employees are responding positively to it.

"We pride ourselves in being innovative," he says.

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Photos by Luis Inzunza



Move mouse over image to see the tunnel breakthrough.

'Lola' Reaches Metro Gold Line Eastside Tunneling Milestone

(July 25, 2006) Construction of the Metro Gold Line Eastside Extension project reached another milestone last Friday evening, when "Lola" – one of two massive tunnel boring machines – broke through the last few feet of soil at the 1st and Soto underground construction site in Boyle Heights.

Lola emerged from the 2,800-foot-long tunnel 148 days after tunneling began, Feb. 23, in the underground station construction site at Boyle. The second tunneling machine, "Vicki," will arrive at 1st and Soto in about four weeks.

This week, Lola is being positioned to resume tunneling toward Lorena Street. By early next year, twin 1.7-mile tunnels will be carved out from 1st and Boyle to 1st and Lorena at an average depth of 50 to 60 feet.



Construction crew claims victory.

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Turnstile Passthrough: Terry Matsumoto, executive officer for Finance, places his employee badge on an optical turnstile sensor and gains admittance to the Metro Headquarters office tower. Photos by Bill Heard



Turnstiles Open for Business at Metro Headquarters

(July 25, 2006) Turnstile operation was a bit confusing for some employees, at first, but most seemed to quickly get the hang of it. However, Metro Security officers on the third floor reported providing temporary badges to some 34 employees who either forgot to bring their badge along with them or whose badge for some reason would not trigger the turnstile.

An electronic glitch also shut down one turnstile on Monday afternoon. But by Tuesday morning, technicians from the contractor, MCM Integrated Systems of Van Nuys, had corrected the problem.

In a broadcast e-mail, General Services asked employees to help improve traffic flow through the turnstiles by using the west turnstile nearest the cafeteria to enter the office tower elevator lobbies. Those exiting the office tower elevator lobbies were asked to use the east turnstiles closest to the down escalator.



On hand to mark the installation of the new turnstiles at Metro Headquarters were, from left, MCM Integrated Systems Technician Robert Harris, Systems Engineer Rick Vergara, President Rich McMillan, Metro Building Services Director Brian Soto, MCM Project Manager Bruce Brown and Technician Steve Salcfas.

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The North Los Angeles Division maintenance team collects the "How You Doin'?" trophy for May. Below, Division 8 Transportation Manager Maria Reynolds and GM Richard Hunt join the West Valley Division transportation team to reap the rewards of May excellence.



Divisions 8 and 3 Were 'How You Doin' Winners for May

BY SARAH WINFREY

(July 26, 2006) Winning the honors for May's "How You Doin'?" awards in Transportation and Maintenance are divisions 8 and 3.

It's the West Valley Division's third time winning the transportation award so far this year. Division 8 also had won the "How You Doin'?" trophy for Transportation in March and April.

The West Valley Division celebrated winning the award with a Barbecue Appreciation on July 14.

Employees feasted on barbecue chicken and links, baked beans and cornbread catered by Grandpa Fred's BBQ and then served by division managers.

General Manager Richard Hunt was on hand to present the trophy to the employees and managers.

Taking home the "How You Doin'?" Trophy for Maintenance in May was North Los Angeles Division 3.

Assistant Maintenance Manager Richard Herpers presented the award to the maintenance team who celebrated with a cake in their honor.

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From left, Koar executive James Ahn, CEO Roger Snoble, Koar executives Bruce Rothman and Laurent Opman, Board Members Supervisor Zev Yaroslavsky, Mayor Antonio Villaraigosa, Supervisor Gloria Molina, Supervisor Yvonne Burke, and Koar executive Chris Pak launch construction of \$160 million high-rise condo and retail development.



Photo by Juan Ocampo

Groundbreaking Marks Start of Construction at Wilshire/Western

- High-rise condo and retail development is the first for Wilshire Center since 1996

By DAVE SOTERO

(July 26, 2006) Koar Wilshire Western, LLC and Metro marked the start of construction for a major new joint development project, Wednesday, during a groundbreaking at Wilshire/Western Metro Red Line station.

Scheduled to open in 2008, the \$160 million "Solair Wilshire" project will be a 22-story, contemporary glass-walled building that will contain a mix of uses.

The 2.6-acre development will include 186 for-sale condominium units, 40,000 square feet of commercial and retail space, common areas for the public, subterranean parking garage and a 12-space bus layover zone.

Solair Wilshire will be the first mixed-use high-rise development to be built for the Koreatown/Wilshire Center community since Metro Red Line Segment 2A opened in 1996.

The joint development was made possible through an exclusive ground lease agreement with Metro in 2003. Metro should receive \$350,000

annually and periodic rent escalations.

‘Urban, transit-based lifestyle’

“The Solair development will be the realization of a new urban, transit-based lifestyle that public officials, agency planners, developers and others have long envisioned for the communities along the Metro Red Line,” said Supervisor Gloria Molina. “We’re now seeing developments that are bigger, grander and more pronounced on Metro Rail, a trend that is steadily reshaping urban life near transit in Los Angeles County.”

Solair Wilshire is the latest development for Metro’s Joint Development Program, which seeks to provide the most appropriate private and public sector development on Metro-owned property on, and adjacent to, transit stations and corridors.

The program, which also seeks to reduce auto use and congestion by encouraging transit-linked development, has to date been involved in more than \$1.4 billion in joint development projects throughout Los Angeles County.

Other joint development projects now planned or under construction on the Metro Red Line include Wilshire/Vermont, Westlake/MacArthur Park and Hollywood/Vine.

The Wilshire/Western project is expected to generate more than 200 new construction-related jobs and increase usage of both Metro Rail and Metro Bus lines serving the area.


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Editor's Note: On August 1, Metro Information will celebrate its 100th year of service to the Southern California region. The celebration will be a tribute to the employees who staff one of the busiest customer information centers in the nation – fielding some 7,000 transit information requests each day. It also will be an opportunity for all employees to learn about this valuable Metro customer service. Gail Harvey, director of Customer Relations, wrote this piece for myMetro.net.



Metro Information Planning a Centennial Celebration, Aug. 1

By GAIL HARVEY

(July 26, 2006) It all started back on Aug. 1, 1906 when the first information clerk was hired by Pacific Electric for its Information Bureau. Her name was Mrs. F. P. (Sybil Mather) Raymer and she retired as Chief Information Clerk after 39 years of service.

Mrs. Raymer worked hard and under difficult conditions to make the Information Bureau as great as it became by 1946 – a resource of information about practically anything tourists wanted to know about Southern California.

That concept has carried through to this day, although the Metro Call Center now serves customers not only in Los Angeles County, but also in Orange, Riverside, San Bernardino and Ventura counties.

To get a perspective on the Information Bureau environment at that time, take a moment to look at the various vintage photos located on the Plaza level and 3rd floor of the Gateway Building.

How many of you have ever seen the Metro Call Center? Probably not many, because it is located on the 2nd floor of the Gateway Building and access is restricted.

But in recognition of our Centennial Celebration on Tuesday, Aug. 1, you are invited to our employee "Open House" from 11 a.m. – 2 p.m. Come and visit Metro Information and see how Customer Information agents handle the thousands of calls they receive each day via 1-800-COMMUTE.

Metro employees (sorry, no external guests) are requested to gather in the 3rd floor lobby between 11 a.m. and 2 p.m. A staff member will escort groups to the Call Center.

Take this opportunity to see a vital area within Metro that is “out-of-sight,” but has survived 100 years and continues to provide essential and valuable information to our customers.

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Funeral Services Set, Saturday, for TOS Lowry Pickett

(July 27, 2006) Funeral services are scheduled, Saturday, for Transportation Operations Supervisor Lowry Pickett who died July 14 at his home in Lynwood,

The services are scheduled at 11 a.m., July 29, at the House of God Bible Way Church, 3315 Magnolia Ave., Lynwood.

Picket began his career as a part-time operator in May, 1981, working at a number of divisions, including divisions 9, 18, 10 and the Metro Blue Line. He was promoted to transportation operations supervisor in 1999.

He is survived by his daughter, Rasheeda; his brothers Oliver, Conner, Gary and Don; and his sisters Mary Reeves, Paula Austin and Gwen Pickett.



TOS Lowry Pickett





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Board Approves Labor Agreements, Votes Non-Contract Pay Raise

(July 27, 2006) The Board of Directors voted Thursday to execute agreements with Metro's three largest labor unions and to provide a 3 percent salary increase for non-contract employees that matches the first-year pay raise included in the union contracts.

The new union agreements were effective July 1 and will continue for three years, expiring on June 30, 2009.

The 3 percent non-contract pay increase will go into effect this fall and will be retroactive to July 1, 2006.

ATU members were the first to ratify their new agreement on June 29. UTU members ratified their agreement on July 2 and TCU members voted for their contract on July 6.

The Board's action included a \$13.948 million amendment to the FY 2007 budget to cover the wage and benefit changes in the labor agreements and the non-contract pay increase.





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Anti-Graffiti Raid Nets 18 Suspects, Weapons, Drugs, Graffiti Tools

(July 28, 2006) A law enforcement task force led by members of the Sheriff's Transit Services Bureau arrested 18 suspects, Thursday, and seized weapons, drugs and graffiti tools.

Targeting parolees and probationers suspected of vandalizing Metro buses and trains, the officers raided 71 houses in an effort that began at 4:30 a.m.

One of the 18 arrested was wanted for rape. Warrants were issued for 39 others who were not living at the addresses given to probation authorities.

Graffiti in their neighborhoods "makes people feel uneasy," Metro Police Chief Cmdr. Dan Finkelstein said during a news conference following the raid. "It's going to continue to take organized effort like we had today" to control such vandalism.

In 2004, Metro spent \$7.8 million on graffiti abatement, according to an internal report. Of that amount, \$5.5 million went toward cleaning buses and bus facilities, while \$2.3 million was spent on rail and rail facility cleanup.

In 2005, Metro spent \$7.3 million on labor and parts – an average of almost \$611,000 a month – to clean up graffiti on buses, trains, stations and at its facilities.

Of that \$7.3 million, a total of \$4.7 million was spent to keep buses and bus facilities free of graffiti, while \$2.6 million was spent on rail and rail facility cleanup.

The task force conducting Thursday's graffiti raid included officers from the California Highway Patrol, the Los Angeles Police Department and school police.





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CEO Roger Snoble gives members of the Beverly Hills Mass Transit Committee an overview of the current Metro Rail and Bus system and the various mobility and economic opportunities.

Beverly Hills Actively Considering Metro Red Line Extension

- Committee will advise BH City Council by year's end

(July 28, 2006) "Our traffic problems can only be solved by regional efforts. While there may be short-term solutions, they can only stem the tide for so long," Beverly Hills Mayor Steve Webb said last March. "There is only one long-term solution that will mitigate this problem: The expansion of the Red Line from downtown to the ocean."

Webb made those remarks as he assumed duties as the city's mayor and formed a Mass Transit Committee. The committee is charged with advising the Beverly Hills City Council on possible alignments and station locations for a westward subway extension from its current terminus at Wilshire/Western.

The committee began meeting in late May. It is composed of 15 community representatives appointed by the Beverly Hills City Council and chaired by former mayors Allan Alexander and Mark Eggerman. Metro Community Relations Manager Jody Litvak has been providing information and subject matter experts, as requested by the committee.

Metro Librarian Matt Barrett met with the committee early on to provide a history of various plans and ideas for mass transit in Beverly

Hills going back to the early 20th century.

David Mieger, Westside Area Team Planning Director, also met with the committee to discuss the details of the planning process that would be involved in extending the subway.



Community Relations DEO Lynda Bybee, in pink shirt, points out features of the Universal City station to members of the Beverly Hills Mass Transit Committee during a tour of the Metro Red Line.

Toured the Metro system

On Saturday, June 24, the committee toured the Metro system led by Litvak and Community Relations Deputy Executive Officer Lynda Bybee.

CEO Roger Snoble met the group during lunch and provided an overview of the current Metro Red Line, the various mobility and economic opportunities it has created, and answered numerous questions.

“Beverly Hills’ commitment to seriously consider this issue is very exciting,” said Snoble. “All roads and routes for any western extension lead through Beverly Hills and the city will play an important role in future decisions on the project.”

The tour began with a trip on the Wilshire Rapid 720 bus from Beverly Hills to the Wilshire/Normandie Metro Red Line station. The group also visited stations at 7th and Metro, Sunset/Vermont, Hollywood/Highland, Universal City, and Wilshire/Western before returning by Rapid Bus to Beverly Hills.

“We wanted them to experience the system and see a variety of stations,” said Bybee. “We also wanted to show them various stations at street level so they could begin to imagine different ways a subway could come into Beverly Hills.”

At each station, and along the tour, committee members noted various components of the Metro Red Line including station design,

stations with and without parking, bus connections, speed and reliability of service, cleanliness in the stations and on the train, safety and security features, development around the stations and more.

‘We were very impressed’

“Overall, we were very impressed with what we saw,” commented committee co-chair Allan Alexander.

The committee is also working with City Transportation staff and a transportation consultant to evaluate issues of circulation in Beverly Hills, alignment, station locations, current and future land use patterns in the city, and more.

In the future, the committee will discuss issues of construction and construction mitigation, safety and security, and local funding contributions. A tour of the Metro Gold Line Eastside Extension construction project is being planned.

The committee plans to wrap up its work and make its recommendations to the Beverly Hills City Council by the end of the calendar year.

“We understand that any decisions on a subway extension will be made by the Metro Board of Directors, and that funding from Sacramento and Washington, D.C. will be important,” said committee co-chair Mark Egerman. “We hope our report will help the City Council formulate recommendations as to the best possible alignment and station locations for the subway through Beverly Hills.”

*--From Jody Litvak
Photos by Howard Fischer*


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[Metro History Fact]

1951 Legislation Created Los Angeles MTA – Metro Predecessor

(July 28, 2006) This week in 1951, Governor Earl Warren signed a bill creating the Los Angeles Metropolitan Transit Authority (LAMTA), the first publicly governed transit planning agency for Los Angeles.

LAMTA initially focused on planning a monorail-based mass transit system to replace what remained of the Pacific Electric and Los Angeles Railway systems.

LAMTA would go on to become the region's first publicly governed transit operator on March 3, 1958, serving Los Angeles, Riverside, San Bernardino and Orange counties.

Weak powers and a desire for improved elected representation on its board led to LAMTA's replacement by the Southern California Rapid Transit District in September 1964. SCRTD merged with the Los Angeles County Transportation Commission in 1993 to create the Los Angeles County Metropolitan Transportation Authority (Metro).





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This aerial view, taken in 1989 when Division 12 was still active, shows its location at the intersection of the I-710 Freeway and 7th Street in Long Beach.

Photos courtesy of Dorothy Peyton Gray Transportation Library

Metro, Long Beach Reach Agreement on Sale of Division 12

- Sale won't be final until environmental study, possible cleanup of site

By BILL HEARD, Editor

(Aug. 29, 2006) Metro has agreed to sell the 5.05-acre Division 12 property to the City of Long Beach, which plans to convert the site to parkland and create a greenbelt along the Los Angeles River.

The Long Beach City Council approved the \$3.95 million purchase, Aug. 8; Metro's Board of Directors had earlier approved the sale. The property is located at the intersection of 7th Street and the I-710 Freeway.

Before the sale can be finalized, says Real Estate Director Velma Marshall, Metro must retain an outside firm to conduct a study to determine the amount of environmental cleanup required. A cleanup of the site could take up to three years.

Once acquired by Long Beach, the property would link Drake Park on the north with Cesar E. Chavez Park on the south. The city also is looking at other properties, including five sites owned by the Union Pacific Railroad, to extend the greenbelt farther along the river.



This view of Division 12 from the early 1960s shows the maintenance facility in operation and looks north toward an adjacent housing development.

50-year history

For almost 50 years, Metro and its predecessor agencies have used Division 12 as either an operating division or a bus storage yard.

In early 1959, the Los Angeles Metropolitan Transit Authority worked out a land swap with the City of Long Beach and moved its Division 12 rail and bus operations to the current site.

When the last “Red Car” went out of service on April 8, 1961, the property was converted to a bus-only division with 85 coaches and 151 operators.

During the SCRTD and Metro years, Division 12 provided service to Long Beach and the South Bay, operating Lines 60, 232 and 445, among others.

Metro closed Division 12 as an active division on June 30, 1997. Since then, the site has been used to prepare decommissioned buses for sale and, on occasion, as the location where active fleet buses were taken for installation of new fareboxes or other equipment.

About 100 decommissioned buses currently are stored at Division 12, according to Equipment Maintenance Manager Pat Astredo. Last week, Metro sold more than 50 buses, mostly for scrap. In September, the agency will offer some 70 buses for sale, most of which are in operating condition.