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Gateway Child Center Celebrates 10th Birthday

The Gateway Child Care Center opened its doors Sept. 30, 1996. Thirteen children were enrolled. Ten years later, the center averages some 80 students, ranging in size and age from infants to pre-kindergarten types. Licensed to accommodate 86 students, today 18 staff members, all teachers, tend to 79 students, 40 of whom are children of Metro employees. "It's a great joy," said one parent, "to have your child in such excellent care and right next door within a minute's reach."

See here > [Making the scene](#)



Peek-a-boo> Metro Headquarters is backdrop for Gateway Child Care Center tree house, where children learn and play in proximity of the parents workplace.



Alumni Already: Graduates of Gateway Child Care Center attend the birthday bash and

remember the fun. They are, from left, Kevin Nugent, David Schlesinger, Amanda Dominguez, Kellianne Nugent, Adrian Kashay, Savannah Williams, Grace Newman and Michael Tomota.



Mad Hatters: At right, resident students prefer the tea party option to the podium scene, where Kathi Harper, HR manager who oversees the center contract, welcomes birthday party guests, including parents, staff and visitors. At left is Metro liaison Belen Marquez and the center's director, Esmeralda Ortiz. Also speaking were Thresa McDowell, child care district manager, Administration Executive Officer Don Ott, and Human Resources Director Stefan Chasnov.



Furthermore: Gateway Child Care Center Director Esmeralda Ortiz, at podium, with, from left, parent Diane Corral-Lopez, and Metro staff who oversee the center's contract, Kathi Harper, Don Ott, Stefan Chasnov and Belen Marquez.

Making the scene



Anne Flores with daughter Madison and surprise friend have been transformed for the occasion by roving artists.



Diane Corral-Lopez brings son Luke to the center every day, here attended to by the center's assistant director, Jamie Patrick.



Brittany Zhuang and the lovely Arielle.

Frances Impert with daughter Madeleine, now 10. Madeleine is an alumni from the very first class who enrolled in 1996.



Maya Emsden's son, Hayden, takes face art seriously even though artist Silly Sally may have been just clowning around.

And, many happy more!

Text and photos by Gayle Anderson

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Photo courtesy of BOMA



Metro Administrative Chief Don Ott, center, and Property Management Executive Officer Roger Moliere, right, received the 2006 Visionary Award on behalf of the agency from former LA Lakers star James Worthy, the event's master of ceremonies.

Metro Wins Real Estate Organization's 'Visionary Award'

(Oct. 3, 2006) The Los Angeles chapter of a nationwide real estate organization honored Metro, last week, as the first recipient of its "Visionary Award."

"The Visionary Award was presented to Metro in recognition of the profound impact our projects have made within the community, and for our consistent evolution to meet Los Angeles' ever-growing need for regional mobility," says Roger Moliere, executive officer, Real Property Management and Development.

The award was presented, Sept. 21, during the Building Owners and Managers Association 21st Annual awards gala at the Beverly Hilton Hotel. BOMA is the nation's oldest and largest commercial real estate organization.

The criteria for recognition included cityscape enhancement, the use of public/private partnerships, cultural enrichment and economic impact. In addition to celebrating individual projects, the Visionary Award recognizes the passionate, dedicated and far-sighted individuals who make development a reality.





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Metro Urges Angelenos to Observe California Rideshare Week

By DAVE SOTERO

(Oct. 3, 2006) Metro is urging Los Angeles commuters to share the ride, Oct. 2-6, as part of the annual California Rideshare Week.

According to the U.S. Census Bureau, 73 percent of Los Angeles County workers drove to work alone in 2003, 13 percent carpooled, 6 percent took public transportation, and 4 percent used other means.

The remaining 4 percent worked at home. Among those who commuted to work, the average travel time was 29 minutes.

In a time of high gasoline prices, daily LA County commuters who switch from solo driving to public transportation, carpools or vanpools can save at least \$4,000 per year in commuting costs.

"Ridesharing once or twice a week can make a big impact on reducing traffic congestion," says David Sutton, director of Metro Commute Services. "If everyone who currently drives alone took transit or shared the ride once a week, it could reduce traffic by 5-10 percent during the rush hour. This could increase freeway speeds up to 30 percent, with speeds jumping from 30 to 40 miles per hour."

About 1,200 worksites now participate in Metro Commute Services programs, representing a 65 percent increase within the last four years. Over 50 worksites have signed up for Metro's annual pass program. More than 225 companies order Metro passes each month.



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Employees Have Important Role in Achieving Metro's New Goals and Objectives

- 'We'll have to hustle,' CEO Snoble says

(Oct. 4, 2006) All Metro employees and departments will have important roles in helping the agency reach its goals and objectives this year, CEO Roger Snoble said, Wednesday, during an all-staff meeting.

The CEO outlined six primary goals that include improving transit services, delivering capital projects on time and within budget, exercising fiscal responsibility and leading the region's mobility agenda.

The agency also will work to develop an effective and efficient workforce, secure more local, state and federal funding and improve communications with the Board, government officials and the community.

[Metro Goals & Objectives Fiscal Year 2007](#)



CEO Roger Snoble outlines Metro's goals and objectives and said every employee will play a part in helping achieve them.

"Each of you will have important roles to play in achieving these goals and objectives," he said. "The better job we do, the better it will be for our customers, for all of us and for Los Angeles County."

Noting that a major progress report on the goals is due in May 2007, Snoble said he would be meeting with various departments to work out who will be responsible for helping achieve each set of goals. "We'll have

to do a lot of hustling to make a dent in these goals by next May. We have our work cut out for us."

'Safety is always number one'

The CEO interrupted his remarks early in his speech to point out that, "No matter what we do, safety is always our number one goal. We want to be a safe system for our employees, for our customers and for the people surrounding us."

Snoble appeared to be optimistic about increasing ridership by 5 percent, one of the two objectives listed under improving transit service. In the past year or so, ridership has increased 8 to 9 percent, he said. Discretionary ridership rose by about 40 percent.

"There's still a lot of demand out there," and ways Metro can increase ridership above the national average, he said. "We've been able to do that over the last several years and we want to continue to do so."

A more difficult goal to achieve will be a requirement over the next three years to eliminate the operations structural deficit of between \$120 million and \$130 million.

"That's a big challenge," Snoble said, but it can be done by reducing costs, attracting more riders, working more closely with municipal operators to streamline service and "working through Metro Connections to make service more efficient and effective."

Heavy involvement by Metro

Providing leadership for regional mobility will require heavy involvement by Metro, especially in the area of freight movement from the ports to rail transfer points. The agency also will play a key role in the development of innovative ways to better connect the area's transit systems.

Commenting on the goal to develop an effective and efficient workforce, Snoble illustrated his pride in employees by pointing to the award Metro will receive, Oct. 10, as APTA's 2006 Outstanding Public Transportation System.

"It means we've reached the top from a national perspective," he said. "Getting to the top is one thing; staying at the top is a huge effort every single day. That means we have to have an effective and efficient workforce."

A major factor in reaching the goal of securing more local, state and federal funding is proving that Metro spends its funding productively. The better the agency does that, the CEO said, "the more we're likely to get from Washington and Sacramento, because they have confidence in our ability to deliver for them."

Consent Decree is ending

In answer to a question about the Consent Decree, Snoble made a show of checking his calendar and then announced that the 10-year-old agreement with the Bus Riders Union will end Oct. 29.

Two motions are currently before Superior Court Judge Terry Hatter, Snoble noted, one asking the court to find Metro in contempt for failing

to live up to the Consent Decree, and the other to extend the decree for another four years.

An extension would be difficult for the agency, the CEO said. "We've agreed to provisions, gone through all the different hoops we've had to jump through and done everything we could to meet the letter and spirit of the Consent Decree.

And he repeated earlier statements that Metro would not "let the bus system go to seed," but would work to "make the system more relevant to today's travel patterns, make the service available to more people."

"We have a whole different story to tell today than we had ten years ago," he said.



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Celebration of Metro's 'America's Best' Award Set for Oct. 12

- Employees invited to attend event at Division 1

(Oct. 6, 2006) Metro will receive APTA's 2006 Outstanding Transportation System Achievement Award in San Jose, Oct. 10. But, the real celebration will begin, Oct. 12, at Central City Division 1.

All employees are invited to attend the "America's Best" event, beginning at 10 a.m. Shuttle buses will be available to take employees to the celebration. Details of boarding locations and times will be announced soon.

APTA President William Millar will be the special guest of Board Chair Gloria Molina and CEO Roger Snoble for the local presentation of the APTA award.



Deputy CEO John Catoe, sector general managers, Board members and other VIPs – including the Chivas Girls and soccer team mascot – will be on hand to help mark the occasion.

The celebration, which will include the unfurling of the "America's Best" banner, will be held in a large tent in the Division 1 yard. The Metro Choir is scheduled to perform and refreshments will be provided.

Division 1 is located at 1130 East 6th Street at the intersection of Central Avenue in downtown LA. Metro Bus Lines 16, 18 and 53 serve the location.



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Metro Store has Tickets on Sale for Magic Mountain Private Party

- Event is scheduled for Saturday, Nov. 18

(Oct. 6, 2006) The Metro Store has 1,400 tickets on sale now for this year's private employee party at Six Flags Magic Mountain.

Tickets for the event are \$22 each for adults and kids with a limit of eight per employee. The party is scheduled from 7 p.m. until 1 a.m., Saturday, Nov. 18. The park will be closed to the public during the event.

Last year's private party – the first for Metro – was a sellout with 1,330 tickets sold. The success of the event prompted the amusement park to provide 600 more tickets for sale this year.

"People really enjoyed themselves last year," says Danielle Boutier, director of Communication Services. "They were able to get on the rides quickly and it was fun to be in the park without the big crowds and long lines. They said they were looking forward to this year."

Only about 6,000 people from Metro and other participating companies were at Magic Mountain for the 2005 private party. Normally, about 30,000 are in the park on a Saturday night.

All rides are free

The special tickets will give Metro employees and guests free entry to all rides and attractions in the park beginning at 7 p.m.

The tickets will not be accepted for earlier admission to the park. Food, refreshments and souvenirs must be purchased at regular prices.

Magic Mountain attractions include the Goliath "hypercoaster," the X 4th Dimension coaster, the Colossus, Goliath and Viper roller coasters, among many others.

Rides especially for the kids include Tweety's Escape, Merrie Melodies Carousel, Log Jammer and Daffy's Adventure Tours.

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



"X 4th Dimension at Six Flags Magic Mountain is the world's first "fourth-dimension" roller coaster.





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Getting into the celebratory moment are, from left, the UTU's Goldy Norton, Deputy Mayor Jaime de la Vega, APTA President William Millar, Board Member Pam O'Connor, CEO Roger Snoble, Board Chair Gloria Molina and Deputy CEO John Catoe.

'America's Best' Celebrate a Great Moment in Metro History

- Event at Division 1 underscores Metro's achievement and the importance of the APTA award

By BILL HEARD, Editor

(Oct. 12, 2006) "Good job, Metro, you're America's Best!" That videotaped declaration by a happy customer set the tone for Thursday's celebration at Central City Division 1.

Some 400 employees, elected officials and Board members, gathered beneath a large tent and in the surrounding bus yard for the official presentation of the 2006 Outstanding Transportation System Achievement Award by APTA President William Millar.

After stepping off an articulated bus displaying the "America's Best" logo, Millar told the enthusiastic crowd, "From what I've seen of what you're doing it's the right stuff! To watch the progress you've been making over the years here in LA is nothing short of spectacular...you should feel very good about it."



Division 1 Operator Gloriann Scrugham enjoys a piece of

"You went up against 50 other transit systems throughout North America and you won," Millar continued, attributing Metro's award to "innovative changes and service, the Bus Rapid Transit system, a great rail system, good customer satisfaction numbers, and productivity numbers that were the highest."

the "America's Best" cake following the awards presentation.

Congratulatory remarks and the presentation of official proclamations by Board Chair Gloria Molina, Deputy Mayor Jaime de la Vega and others were punctuated by hard-driving music that caught the spirit of a transit agency on the move.

'We deserved it!'

In her remarks, Molina described going on stage, Tuesday, at the APTA Annual Meeting in San Jose to accept the award. "I went up there and I not only was proud, but I wasn't modest at all because I knew that we deserved it!" she said as the crowd laughed.

But, she said, "It's your hard work, your dedication that got us this award." And she added, "It's also about the people of Los Angeles, who asked for more transit and hopped right on the minute we put it out there."

As the leaders spoke, employees waved large red and orange "We're #1" foam hands. Video presentations featuring employees, customers and descriptions of Metro's growing bus and rail system were interspersed among the speeches.

"We're very proud of this distinction because it's the very first time that Metro has won this award," said CEO Roger Snoble. "From knowing you all and knowing how dedicated you are, this will not be our last."

He added, however, that "it's one thing getting to the top; it's an entirely different thing staying on the top. And we not only need to stay on top, we need to continue to improve every single day."

For his part, Deputy CEO John Catoe thanked not only Transit Operations employees, but those in the wide range of departments within Metro, saying, "all of you had a hand in making this happen."

'A higher standard'

"Now that we're Number One," he said, "you must take that level of performance to a higher standard. We will set the standard for the country. We will be known throughout North America as transit's best."

Goldy Norton, spokesman for UTU General Chairman James Williams, said, "You can imagine how proud we are and how delighted we are with this wonderful recognition."

Noting that UTU members drive the traffic-choked streets of LA every day, he said, "We believe this award shows they're doing an outstanding job of meeting that challenge. We want to thank everyone in this agency for making this award possible."

With the formal part of the program concluded, a blast of music cued a shower of confetti and the unveiling of a lengthy banner that proclaimed Metro had been "Named America's Best."

But, bringing the festivities to a rockin' conclusion was a Tina Turner look-alike

who got the audience moving with her rendition of "Simply the Best!"

"You're simply the best, better than all the rest, better than anyone, anyone I've every met!"

She sang it from the heart. She put everything she had into it...and, in the end, there were no doubts among the crowd that she was singing about the people of Metro.

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Reacting to applause from APTA members after receiving the 2006 Achievement Award are Board Chair Gloria Molina, second from left, Board Member Pam O'Connor, CEO Roger Snoble and Deputy CEO John Catoe. At left, Stephanie Negriff, who chaired the awards committee, presented the award.
(Photo by Bill Heard)

Transit Pros Honor Metro with 'Outstanding System Achievement Award'

By BILL HEARD, Editor

(Oct. 11, 2006) Amid a standing ovation from some 2,000 transit professionals, Metro officials claimed the industry's most prestigious award, Tuesday, during the APTA Annual Meeting in San Jose.

The 2006 Outstanding Public Transportation System Achievement Award for properties with more than 30 million passengers was presented to Board Chair Gloria Molina, Board Member Pam O'Connor, CEO Roger Snoble and Deputy CEO John Catoe.

"It's been very impressive, the work we've been doing over the years. We really deserve this award," Molina told myMetro.net. "We're an all-purpose agency that's constructing rail, running buses, planning. People came together... and here we are: award winners."

The gala awards event was presented with a show business flair that preceded each award with a short video highlighting the agency's achievements. Winners were spotlighted as they proceeded to the stage to receive their awards.

"It's a great honor to be recognized by your peers as doing a really outstanding job and being an outstanding agency," said Snoble. "It takes 10,000 employees and many different partners to pull everything together. There's a

lot of hard work that goes into it and understanding what the goal is."

A first-time award

Winning this year's Achievement Award was a first-time event for Metro, which was formed during a merger in 1993. Both predecessor agencies won APTA awards for innovation.

"If you ask our customers, I think they would tell you that Metro services have improved significantly, not only from the standpoint of appearance, but also from the standpoint of quality," said Catoe. "That's resulted in better ridership and creativity, and many other factors that got us here."

Also receiving the Achievement Award were the Central New York Regional Transportation Authority of Syracuse, N.Y., for agencies with fewer than 30 million passenger trips; the Stark Area Regional Transit Authority of Canton, Ohio, for fewer than 4 million trips; and the Beaver County Transit Authority of Rochester, Pa., for fewer than 1 million trips.

Stephanie Negriff, director of Santa Monica's Big Blue Bus, chaired the awards committee. She believes the APTA award reflects well on all transit agencies in the Southern California region.

"When we see a win for one system, we see a win for the entire region, and I see that as very positive," she said. "This is an opportunity to recognize what we are doing to enhance mobility in our region."

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Metro's Dennis Mori points out important aspects of rail tunneling and construction to the Beverly Hills Mass Transit Committee during their recent tour of the Eastside Extension excavation. (Photo by Ned Racine)

Beverly Hills Mass Transit Committee Tours Eastside Construction

By JODY LITVAK

(Oct. 13, 2006) Members of the Beverly Hills Mass Transit Committee toured the Gold Line Eastside Extension tunnel excavation, recently, and were briefed on rail security by the Metro Community Relations staff.

It was the second "field trip" for the committee, which has been charged with advising the Beverly Hills City Council about proposed alignments and station locations for any future extension of the subway through their city.

During the tour, Dennis Mori, Metro executive officer of Project Management and project director for the Eastside Extension, discussed tunneling, tunnel construction, station construction and other aspects of rail construction.



Beverly Hills committee members examine Eastside Extension tunnel

He pointed out similarities and differences between light rail construction and what might be expected for heavy rail construction.

segments. From left are City Planning Commissioner Shahram Melamed, Committee Co-Chair and former Mayor Allan Alexander, and committee member Hannah Kopeikin.

Discussed security

Following the construction site tour, Paul Lennon, Director of Intelligence and Emergency Preparedness, and Capt. Pat Jordan of the Sheriff's Transit Services Bureau discussed current and planned security features of the rail system, policing and law enforcement practices for rail, and other aspects of security.

The Beverly Hills group also included members of the city's transportation department, representatives from the police and fire departments, a city planning commissioner, and the city's representative on the Westside/Central Governance Council.

Since starting work in late spring, the committee's work has covered topics that include Beverly Hills travel patterns and transit ridership, evaluation of potential station sites, land use issues, environmental planning and approval processes for a subway, history and funding.

The committee plans to present its recommendations to the City Council before the end of the year.

See also: [Beverly Hills Actively Considering Metro Red Line Extension](#)

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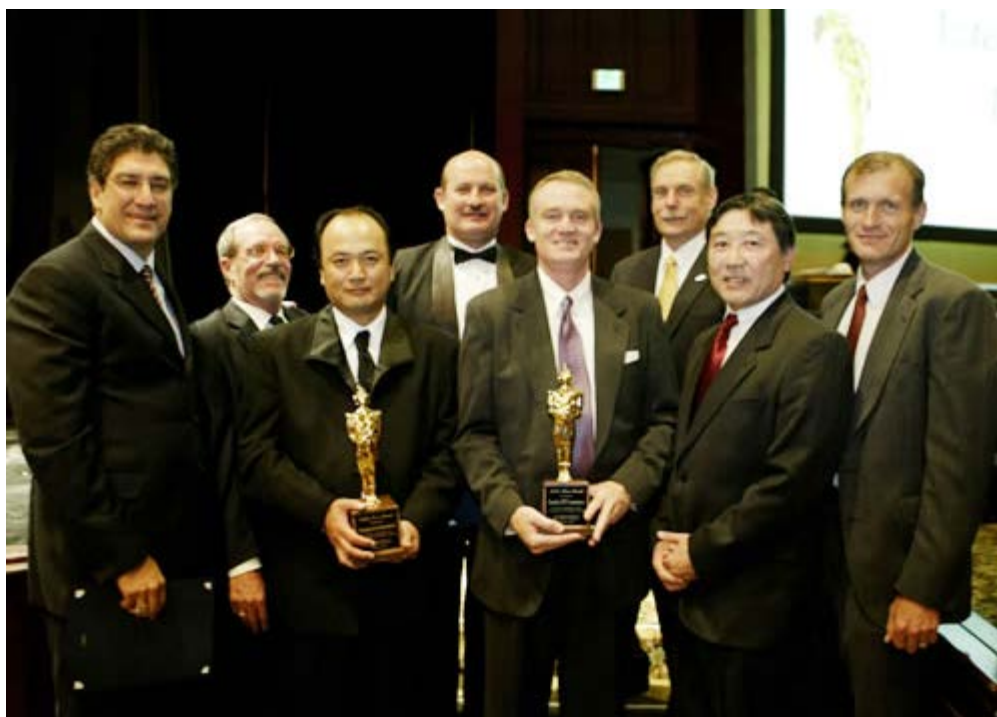
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Attending the Aztec Awards dinner were, from left, Mike Aparicio and Mike Roddy of the Eastside/ Washington Group; Naohito Nakamura, Eastside/Obayashi Corporation; Greg Therrien, Washington Group; Carl Sandstedt, Eastside/Washington Group; CEO Roger Snoble; Metro's Dennis Mori; and Dan Trembly, Eastside/Washington Group. (Photo by Adrian Sanchez)

Gold Line Extension Contractor Receives Community Service Award

By NED RACINE

(Oct. 13, 2006) The Mexican American Opportunity Foundation honored the prime contractor for the Metro Gold Line Eastside Extension, Oct. 6, citing the company's jobs programs.

Eastside LRT Constructors – a joint venture of the Washington Group, Obayashi Corporation and Shimmick Construction – received an Aztec Award at the foundation's 39th annual awards dinner.

The award recognized the contractor's contribution to the Mexican-American community through the Metro Jobs Program.

Joe Hernandez, Metro Jobs Program officer, finds Eastside LRT Constructors "goes beyond its obligation to the Metro Jobs Program."

As evidence of the contractor's commitment, Hernandez points to the 150 Eastside project community members currently in training, many of whom are receiving financial assistance.

In addition, he cites the approximately 80 members of the Eastside project community who have been placed in jobs outside the project.

“For people with no job experience, we are providing access to training in interview skills, life skills and trade skills, so that they will be ready to enter the work force,” Hernandez adds.

The Mexican American Opportunity Foundation’s mission is to provide for the socio-economic betterment of the greater Latino community of California.


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Developments, Financial Forecast, Fare Review, Solar Panels on October Committee Agendas

In this report:

[Item 9. Lankershim Depot Restoration](#)
[Item 10. Westlake/MacArthur Park Development](#)
[Item 11. Victory Boulevard Development](#)
[Item 15. 10-Year Financial Forecast](#)
[Item 21. Metro Fare Policy Review](#)
[Item 31. Division 18 Solar Panel Project](#)

(Oct. 17, 2006) Proposed developments at three Metro stations, a stark financial forecast, a review of Metro's fare policy and a massive solar panel installation at Division 18 are among items on Board committee agendas in October.

Item 9, Lankershim Depot

Restoration. The Planning and Programming Committee and the Construction Committee will consider a motion to approve a "life of project" budget of \$3.6 million for restoration of the Lankershim Depot Transit Center in North Hollywood.

The motion, which includes reprogramming some funds and changing sponsorship of the project from the Community Redevelopment Agency to Metro, calls for restoring the historic train depot for potential future use as a customer service center, a small café or concession stand, restroom facilities for Metro staff and bike racks.

The Lankershim Depot Transit Center would link the Metro Orange Line, the Metro Red Line, local bus service, the adjacent transit plaza, the Chandler Bikeway and the neighboring NoHo Arts District.

Item 10, Westlake/MacArthur Park Development. A motion before the Planning and Programming Committee could lead to the development of a residential and retail development on 2.75 acres at the Westlake/MacArthur Park Metro station. The motion would authorize the CEO to enter into a joint development agreement and ground lease with the developer, MacArthur Park, LLC.

The agreement calls for construction over two phases of 199 affordable, for-rent apartments, 53,200 square feet of commercial space and a 186-space parking structure with a minimum of 100 spaces for use by Metro riders, employees and contractors during normal service hours.

Under the agreement, the number of apartments eventually could

October Board Committee Meetings

Wednesday, Oct. 18

Planning and Programming, 1 p.m.

Finance and Budget, 2:30 p.m.

Thursday, Oct. 19

Executive Management and Audit, 9 a.m.

Construction, 10:30 a.m.

Operations, 12 Noon

Board of Directors Meeting

9:30 a.m., Thursday, Oct. 26

reach 210 and the parking structure could include between 370 and 495 spaces.

Item 11, Victory Boulevard Development. A developer is proposing to build a 31,000 square foot office building on a 1.9-acre Metro-owned parcel near the Metro Orange Line's Balboa station, according to a motion before the Planning and Programming Committee.

The motion would authorize the CEO to enter a joint development agreement with the developer, Remett, LLC, for a ground lease of the property along Victory Boulevard, west of Balboa Boulevard and about a half-block from the Orange Line station.

The building and 150-space parking lot would become a part of Remett's existing four-building Encino Office Park at Balboa and Victory.

Item 15, 10-Year Financial Forecast. A 10-year financial forecast, prepared by the Office of Management and Budget, indicates that Metro's bus and rail operating and capital programs are "financially challenged." The report calls for a combination of reducing costs and raising revenues in order to balance the agency's operating and capital expenses and revenues.

Citing "an aggressive cost-containment strategy begun in FY 2003 and continuing in FY 2007," the report says, "Periodic fare changes are required to bring the farebox ratio up to an acceptable level" in line with federal and state transit industry standards. Without fare changes, the report says, the farebox recover ratio will remain in the mid- to low-20 percent range.

The 10-year forecast indicates that annual deficits in bus and rail operating and capital programs will grow from the \$104.6 million forecast for FY 2008 to \$245.7 million in FY 2016. The total deficit for the 10-year period is expected to reach \$1.87 billion.

Capital expenditures for FY 2007 are forecast at \$627.1 million, but annual expenditures for capital programs are expected to range from a low of \$495.3 million in FY 2009 to a high of \$867.2 million in FY 2014. Total capital expenditures for the 10-year period are forecast to total \$6.16 billion.

Item 21, Metro Fare Policy Review. A "peer review" report on Metro's fare revenues by a committee of transit executives appointed by APTA concludes that the reliability of Metro service is being impacted negatively by the federal Consent Decree and the Formula Allocation Policy (FAP), which determines how local and state sales tax funds are distributed among regional transit agencies.

"Because the FAP limits the ability of Metro to raise revenues and the Consent Decree limits Metro's ability to adequately conform service with demand, Metro for many years, has had to use funds designated for improving its capital plant to cover operating shortfalls," says the report. "If continued, this diversion of funds will limit Metro's ability to maintain its fleet and infrastructure (to) industry standards."

The peer review report is on the agenda of the Executive Management and Audit Committee. Among other things, it recommends restructuring fares with the "recognition that transit users must pay a reasonable portion of services provided." It offers such possible

alternatives as an energy or security surcharge on each fare, an increase in the price of the \$3 Day Pass and the elimination of weekly and semi-monthly passes.

Item 31, Division 18 Solar Panel Project. The Operations Committee will consider a report authorizing the CEO to set a “life of project” budget of \$5 million for installation of a massive solar panel installation at Carson Division 18.

Metro would locate a total of about 1,600 solar panels at the division, dividing them among an installation on the roof of the maintenance building and on a “shading structure” that would cover the employee parking lot behind the transportation building.

The 417-kilowatt system would be expected to generate enough power to save Metro about \$300,000 a year in electricity costs. With those cost savings and figuring in rate increases, the staff estimates that the system would pay for itself in 10 or 11 years.

Metro already has reserved a \$1.2 million rebate from The Gas Company for the project which will be used to offset the \$5 million cost of the Division 18 installation and will reduce Metro’s out-of-pocket cost to \$3.8 million.



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Telling Los Angeles Metro is ‘America’s Best’



Photo by Deniz Durmus

Celebrating its rank among the nation’s transit systems, Metro displayed a giant numeral “1” from the Gateway Building this past weekend. Last week, APTA presented its 2006 Outstanding Transportation System Achievement Award, naming Metro the number one transit system throughout North America. Here, the number 1 illuminates the sides of Metro Headquarters facing downtown Los Angeles and the 101 Freeway. Volunteers coordinated lights and window blinds in more than 800 windows to create this tribute to Metro excellence. (10/17/06)



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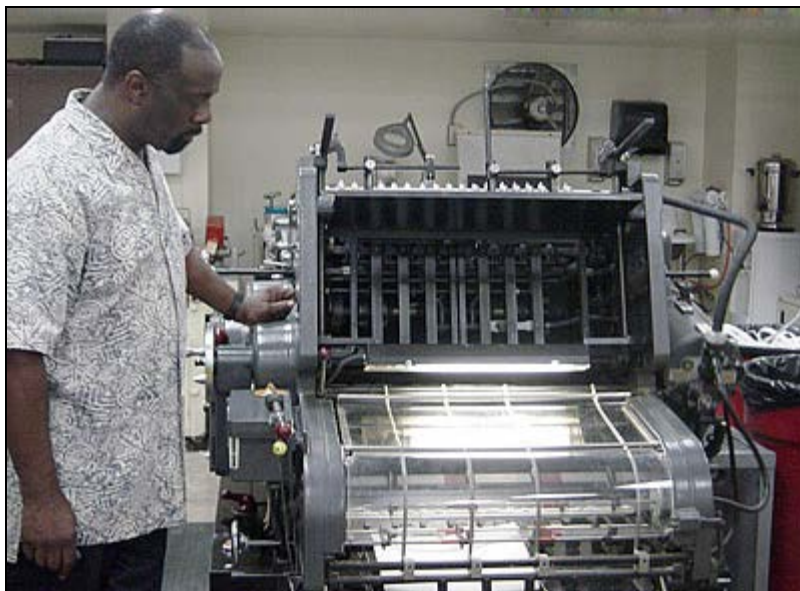
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Metro's Willie Thompson operates a press that makes the tactile letters and raised illustrations in Braille Institute books for the visually impaired.



Photos by Sarah Winfrey

Metro's Willie Thompson Helps the Visually Impaired 'See' Their World

- He operates a special press that prints Braille books

By SARAH WINFREY

(Oct. 17, 2006) Located inside the Braille Institute of Los Angeles is Universal Media Services, a secluded workshop whose employees strive to take down the barriers that face many visually impaired people.

"I realized that this was something amazing," says Metro's Willie Thompson, recalling his first impressions.

Thompson has two work families, one at Universal Media and one at Metro. At San Gabriel Valley Division 9, he's a part-time operator, driving morning runs.



Willie Thompson

He works afternoons at Universal Media operating "Heidi," one of two Heidelberg presses that form the raised images called tactile illustration.

Universal Media produces some 2 to 3 million pages a year for the visually impaired. In the warehouse, located at the Braille Institute's Sight Center, flags line the walls to represent each country the

organization sends material to.



Caitlin Hernandez, at left, enjoys a new Braille book just off the Universal Media presses. At right, Tiffany Kim concentrates on reading her Braille book. (Photos courtesy of Braille Institute)



Making the world a reality

Braille books and reading material are stacked high on tables where volunteers assemble the pages and bind the books. This is a place where the idea of understanding the world becomes a reality for people who can only read about it.

Such Braille Institute programs as Dots for Tots and Tact-Tales help children who are visually impaired learn about a world they cannot see.

Since both jobs are part time, Thompson can maintain two careers he loves: driving a Metro bus where he interacts with customers and helping produce Braille books that allow visually impaired children to read.

"We're like Mayberry," says Peter Mansinne, director of Universal Media, referring to the peaceful hamlet of the Andy Griffith Show. "We have this closeness with each other."

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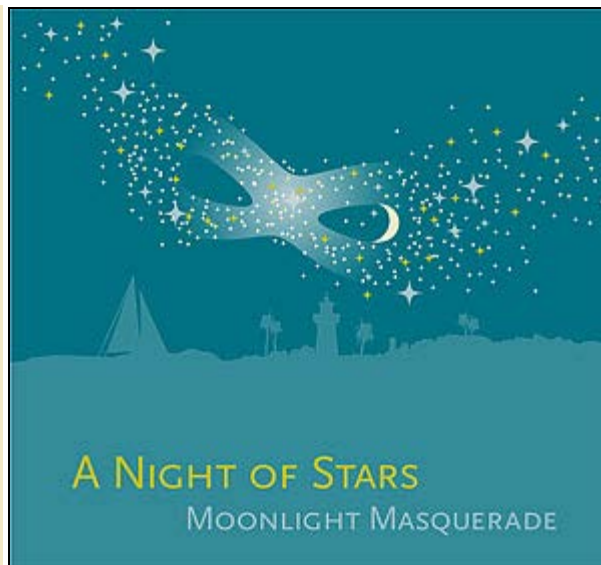
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- **150 Metro Operations Employees to be Honored at 'Night of Stars'**



By NED RACINE

(Oct. 18, 2006) More than 150 Metro Bus and Metro Rail operators, along with operations maintenance employees, will be honored, Friday, Oct. 20, at the "Night of Stars" banquet, hosted by the South Bay Service Sector.

Featuring a "Moonlight Masquerade" theme, the annual event is scheduled in the Bayview Ballroom of the Marina del Rey Marriott.

A reception begins at 6:30 p.m., with dinner and the awards presentation following at 7:30 p.m. The event will be ties-optional with sports coats, collar shirts and slacks for men; dresses or pantsuits for women.

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

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

Board Chair Gloria Molina will be the special guest speaker. Deputy CEO John Catoe will serve as master of ceremonies. Board Member Pam O'Connor also is scheduled to attend.

The Marina del Rey Marriott is located at 4100 Admiralty Way, Marina del Rey. The hotel is west of Lincoln Boulevard and south of Washington Boulevard.

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Metro's top security executive, Paul Lennon, has been tapped for mass transit post at U.S. Transportation Security Administration, where he'll oversee commuter bus and rail security programs nationwide.



Photo by Gayle Anderson

Metro's Paul Lennon Named to Top Mass Transit Post at TSA

- He'll oversee commuter bus and rail security programs nationwide

By BILL HEARD, Editor

(Oct. 18, 2006) Metro's top security executive, Paul Lennon, has been named the U.S. Transportation Security Administration's general manager for mass transit, a newly created position that will give him oversight of commuter bus and rail security programs throughout the nation.

Lennon will work with a number of other top TSA executives, including Kip Hawley, assistant secretary of the Department of Homeland Security and TSA administrator; Robert Jamison, deputy TSA administrator; and John Sammon, assistant TSA administrator.

Lennon will be headquartered in Arlington, Va. His last day with Metro will be Nov. 9, and he will begin his new job Nov. 20.

"I think the Department of Homeland Security has made an excellent choice in Paul. He's probably the best person to help DHS focus on transit," said CEO Roger Snoble. "We're going to miss Paul a great deal. He did a lot for us."

"Paul has been a great advisor to me on security and our interface with federal agencies, specifically the TSA," said Cmdr. Dan Finkelstein, Metro police chief. "I'm really sorry to lose him here, but for those of us who see nationwide security as a team effort, we're clearly going to win with Paul in his new position."

Focus on inspection teams

While managing a staff of several thousand TSA personnel, Lennon expects to spend much of his time focusing on the work of 16-member surface transportation inspection teams that are located in major cities.

He plans to ensure that the TSA teams work in close cooperation with local transit security officials and law enforcement agencies to provide intelligence about security threats, participate in security training and assess security vulnerabilities of local transit agencies.

"My job will be to provide depth to the organization, to hire some top-level executives who have on-the-ground experience relating to transit security," Lennon said. "TSA has people located in the various cities, but they need a better understanding of the mission."

He also expects to provide feedback to Washington about the security funding needs of local transit agencies. "One of the reasons I was interested in this job is that TSA is now going to have a significant influence on federal funding."

Looking back on his eight years at Metro, Lennon believes his biggest accomplishment has been "developing a synergy with the Sheriff's Department as our law enforcement and security provider" and helping cement Metro's reputation in Washington as a "premier" security-conscious transit agency that works well with federal officials.

'An outstanding reputation'

"We have an outstanding reputation in Washington," he said.

"I also can't say enough about the LA Metro team, its employees, the management, our Board and their staff, as well as our Transit Services Bureau," Lennon said. "During my tenure here, I'd match them against any transit law enforcement team in the country. They truly deserve the title of 'America's Best.'"

Lennon joined Metro in July 1998, following five years as executive director of security, safety and operations at the American Public Transportation Association. Previously, he served in the top security role with the Metro-Link light rail operation of the Bi-State Development Agency in St. Louis.

In 1990, he retired from the Boston MTA with 26 years' service, beginning as a light-rail, bus and rail-subway operator in 1965 and rising to chief transportation officer.

Lennon and his wife, Maureen, currently live in Santa Clarita, where she works as an executive secretary in the city government.

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Judge Sets Oct. 26 for Decision on Consent Decree Appeal

(Oct. 19, 2006) Federal Judge Terry Hatter heard arguments in U.S. District Court, today, by lawyers representing Metro and the Bus Riders Union and set Oct. 26 as the day he will issue a ruling on the Consent Decree.

ACLU lawyers, acting for the BRU, have requested a four-year extension of the Consent Decree, and have filed another motion seeking to impose "civil contempt sanctions" against Metro for alleged failure to meet the Special Master's order to comply with bus passenger load factors.

The Consent Decree is set to expire on Sunday, Oct. 29.

In court today, Metro's attorneys said the agency had complied at every point with the 27 or more requirements of the Consent Decree and had fulfilled its obligations.

In complying with decree orders, they said Metro made efforts and introduced innovations that significantly improved operating service and customer comfort and safety.

The attorneys noted that the American Public Transportation Association had named Metro its 2006 Outstanding Public Transportation System Achievement Award winner.

Hatter, who has overseen implementation of the federal Consent Decree for the past 10 years, earlier declined to appoint a replacement when Judge Donald Bliss resigned his longtime post as Special Master.




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CEO UpDate

Feeling the Glow as 'America's Best' and Thinking of Goals Ahead

By CEO ROGER SNOBLE



CEO Roger Snoble

I don't know about you, but I'm still feeling a glow from last week's celebration and the honors Metro received as APTA's 2006 Outstanding Transportation System Achievement Award winner.

To be recognized by our transit agency peers as the best in the country is pretty cool. And then to have Bill Millar, the president of APTA, come out to Los Angeles to personally present the award really emphasizes the importance of our achievement.

Bill came because he believes that the people of Metro really deserve the "America's Best" award. In effect, he was welcoming Los Angeles back in the fold as the national leader our agency should

be.

The original award presentation was at the APTA annual meeting in San Jose, where John Catoe, Board Chair Gloria Molina, Board Member Pam O'Connor and I received many, many congratulations on your behalf from people at transit agencies across the country. For me, however, the most important event was the celebration at Division 1.

I want to thank all those employees from several divisions and the RRC who introduced themselves after the awards presentation and told me what they do every day for Metro and our customers. I was struck by their enthusiasm, their dedication and their interest in making Metro the best it can be.

Making it to the top

As you may have heard me say, it's one thing to make it to the top – it's another thing to stay there. But, based on the record of achievement that brought us the APTA award, I believe we can do it.

That brings me to the ambitious goals set for us this year by the Board. Among them are improving transit services, delivering capital projects on time and within budget, exercising financial responsibility, leading the region's mobility agenda and securing more local, state and federal funding.

The most critical ones are the operational goals, because it's in the operations area that our structural deficit lies. To reach our operational goals, we'll need to make improvements in how we assign and schedule work, how we operate our bus routes and rail lines, and

provide quality, on-time service. And we have to be ready to respond when things go wrong – this is Los Angeles, after all.

Can I tell you something that drives me crazy? It's water-spotted windows on our buses and trains. And I hope we'll make an extra effort now to keep those passenger windows as clean as we keep the operators' windshields.

This may seem like a petty complaint, but we've come so far in raising the quality of our service, cleanliness and safety that we're down to the small details now. Overall, the fleet is really looking good and we all can take great pride in it.

So, finally, let me offer to each of you my congratulations for your achievement as "America's Best." I'm very proud to be associated with you and a member of such a great organization.

October 19, 2006

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Good badge/Bad badge: Scott Page, at left, had no trouble tapping in to demo fare box during 'Tap and Win' event held Sept. 26 and 27. But, at right, HR Supervisor Carmen Mayor's badge crashed and had to be carted off to Human Resources for repair. Keep on tapping, says TAP Project Manager Jane Matsumoto. If your badge doesn't work when boarding a bus or testing a rail TAP validator, you can go to Human Resources on the Plaza level of the Gateway building to activate the TAP function on your ID card. Employees working outside the Gateway building who discover their cards do not work, should call 1.866.TAPTOGO to communicate the problem and HR will make arrangements to exchange their card for a working card. (Photos by Gayle Anderson)

Employees reminded to tap their badge when entering Metro Rail system or boarding a Metro Bus

- Three Metro Employees are Winners in 'Tap and Win' Contest
- [Keep on tapping!](#)

By BILL HEARD, Editor

(Oct. 19, 2006) Three Metro employees have won prizes in the recent "TAP and Win" contest. During the two-day event, hundreds of employees confirmed whether their ID badges were issued with a TAP smart card chip and were compatible with the Universal Fare System, bus fareboxes and rail stand-alone validators (SAVs).

Senior Secretary Donna Deverell won two tickets to Disneyland; Tam Quach, a mechanic "A" at San Gabriel Valley Division 9 won four AMC movie tickets; and Contract Administrator Bassar Richardson won a Metro coffee mug.

But, the real contest was to ensure that employee badges were TAP-compliant and to remind employees to always tap their badges whenever they board a Metro Bus or enter a Metro Rail station. Employee taps are especially important during the project's current test phase to ensure that the system is reliable and ready for public use.

Some badges were found to be inoperable for TAP because they had

▼ Click on image to test your TAP skills! ▼



been broken and the embedded TAP chip or antenna had been damaged. A separate, radio frequency-enabled chip within the badge provides elevator and stairway access at the Gateway Building and gives employees entry through the third floor security gates.

- Employees with Metro ID cards that do not work should go to Human Resources at the Gateway Plaza building to activate the TAP function on their ID card.
- Employees working outside the USG building who discover their cards do not work, should call 1.866.TAPTOGO to communicate the problem and HR will make arrangements to exchange their card for a working card.

During the "TAP and Win" event, some 6,600 employees tapped the fareboxes set up at the Gateway Building or on buses. Another 1,500 tapped the stand-alone validators in rail stations – in all a 12-fold increase in employee taps during that time, according to TAP Project Manager Jane Matsumoto.

Matsumoto was pleased with the employee response, but she says, "We really need to change our employees' habits from just flashing their badges. That's the first step toward changing the culture" of Metro riders who will have to learn to tap when they board a bus or pass a rail TAP validator.

Will prevent confrontations

"This is going to be huge for our operators who will have less need to visually inspect passes," says Matsumoto. It will help avoid confrontations between operators and riders over valid fare payment.

She noted that the data collected during the test phase from employee taps will be used to help spot problems in the system. Some 900 UCLA students, employees and faculty also recently joined the TAP program and their data will be collected during testing.

They are the very first customers to use TAP in real service, systemwide, whether they travel on Metro Bus or Metro Rail. This is an important milestone for Metro, Matsumoto says, and indicates that smart cards have finally arrived on the Los Angeles transit scene.

Once the system is in full swing, Matsumoto says, it's important for employees to continue tapping when they enter the rail system or board either a Metro Bus or a muni bus.

Employee data will be combined with data collected from customers to determine overall ridership patterns and to better plan service. The data also will define the type of rider, including whether the rider is a valid Metro employee, dependent or retiree.

"We don't want to track individuals," Matsumoto says. "We're trying to get data on how people travel, when they travel, what systems and lines they ride. When they don't tap, we can't amass the data."

The TAP program group is working with Human Resources to issue new Metro dependent and retiree badges in the first months of 2007. HR will take new badge photos unless the dependent or retiree prefers their current photo.

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Local Leaders Promote Prop 1A and 1B bonds at Committee Hearing

(Oct. 20, 2006) The California Assembly's Senate Transportation and Housing Committee held an informational hearing at Metro Headquarters, Wednesday, on Propositions 1A and 1B.

Director Richard Katz, who testified on Metro's behalf, was among several regional leaders who provided testimony on how the bonds could improve regional transportation.

Other speakers included Long Beach Mayor Bob Foster, Los Angeles City Councilwoman Wendy Greuel, SCAG Board President and County Supervisor Yvonne Burke, Caltrans Director Will Kempton and Orange County Transportation Authority Chairman Art Brown.

Metro Wins 'Extraordinary Achievement' Award

(Oct. 20, 2006) Metro won an "Award of Extraordinary Achievement" during this week's annual Traffic Safety N Kids Summit. The award honors the agency's transit education program for children and its successful partnership with LAUSD in presenting the program in local schools.

Transit Education Manager Barbara Burns was a featured speaker at three sessions where Metro's award-winning safety videos were shown to participants.

Some 300 to 500 education professionals attended the summit, which focused on new concepts, programs and ideas on how to solve the traffic problems that cause injuries and death to children.

Metro Hosts Chinese Public Works Delegation

(Oct. 20, 2006) Metro hosted a delegation, last week, of 21 officials from the Public Works Audit Division of the People's Republic of China.

The group included the directors and deputy directors of audit bureaus for several of China's largest districts, including Beijing.

Metro staff briefed the international delegation on the agency's role in auditing LA County's transportation projects, the use of performance auditing, and the successful implementation of audit recommendations.

The delegation visited the United States to learn about the process of public works auditing and audit planning, the development and

implementation of quality control systems, and American audit procedures and methods.

Metro Wins Four APTA AdWheel Awards

(Oct. 20, 2006) Metro won four AdWheel Awards at this year's APTA annual conference in San Jose. Three of the awards were for the successful Metro Orange Line campaign and one for the *Metro Quarterly* magazine.

The annual AdWheel Awards competition honors APTA member organizations for excellence in advertising, marketing, promotion and communications.

Each year, APTA agencies submit their very best materials in the media categories of print, electronic communications, campaigns and special events to the AdWheel Awards competition.

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Victor George, center wearing the black sweater, poses with members of the Transit English class he addressed Oct. 6. The five-week language course concentrates on teaching likely job candidates enough English to safely operate a bus in LA's challenging environment.



Photos by Ned Racine

Division 6 Operator Shares Experience With Bridge Program Students

By NED RACINE

(Oct. 20, 2006) Five days a week Victor George operates buses from Metro's Venice Division 6. On Friday, Oct. 6, however, George switched roles and shared his real-world experience with students who aspire to his job.

By donating his time to address the 18 Transit English class students, George hoped to make their path easier. He most wanted to emphasize that bus operators must "treat other people with respect and dignity."

A partnership between Metro and the Los Angeles Community College (LACC) district, the five-week Transit English class contributes to Metro's effort to fill almost 300 bus operator positions.

The language course concentrates on



Victor George, a Venice Division 6 bus operator, makes a point during his talk to the Transit English class. Jim McJunkin, the class instructor, looks on. George emphasized the importance of safety in operating a bus.

teaching likely job candidates enough English to successfully complete bus operator training, to safely operate a bus in LA's challenging environment, and to communicate effectively with dispatchers, supervisors, law enforcement officers and customers.

The program also offers students a chance to change the direction of their lives. Jim McJunkin, one of LACC's Bus Operator Bridge Program instructors, told the students he cares about their success in the Bridge Program, not their past.

Addressing larger goals

McJunkin addresses larger goals than his students' immediate future. "My quest is to get you ready, not just for this job, but for your career," he told the students. "You're going to learn a lot that will help you in your life and your career."

McJunkin, who has taught this type of class for Los Angeles Valley College for 12 years, believes the bus operator positions rank high among available jobs.

The appeal of a well-paying career as a bus operator attracted Marta Garcia to the class. Garcia knew she wanted a job where she could meet people. Now she realizes how large a part attitude plays in her chance of success.

Students asked Victor George many questions about operating a bus, ranging from bus capacity and securing wheelchairs to handling disturbances and fare collection. George answered those questions, but he continually drew the students back to what he believes are the foundations of his job, particularly safety.

"This job is not about risk," he emphasized. "It's about safety. That bus can be replaced. Those passengers cannot."

George, who operates every Metro bus but the 60-foot articulated coaches, believes another foundation of his job is professionalism and courtesy. He told the students he thinks of his bus as his office. And in that office, he added, "I have to be professional and courteous and accommodating."

Greeting each passenger

George has worked for Metro for 18 months, following three years as a Greyhound bus operator. He strongly encouraged students to follow his example and greet each passenger when they enter and exit their 'office'. He said "You'd be surprised how many people smile and say 'Thank you.'"

George also stressed that whether his passengers are pleased with their experience traveling on his bus largely depends on their first impressions of him.

"Treat everyone with respect and try a smile," he counseled the students. "You have to practice courtesy." He also advised that a bus operator can be firm without being rude.

"When someone gets on my bus, I try to make that trip constantly outstanding," he told the group. "That's my job. I love my job."

When students complete the Bus Operator Bridge Program, they are interviewed by Metro. Students who pass that round take the Department of Motor Vehicles commercial license test and receive a learner's permit.

Then they begin Metro's bus operator training program, which involves four weeks of classroom study and two weeks of driving.

LACC's McJunkin describes a powerful benefit to the program's students: "We're affecting their lives and the lives of their families . . . People who normally wouldn't have had this chance."

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County Supervisor and Metro Board Chair Gloria Molina addresses Transit Operations employees gathered at the 2006 Night of Stars awards banquet.



2006 Night of Stars

APTA Award Adds Glow to Honors for 153 Transit Ops Employees

- Molina praises improvement in 'every single area'
- [List of Honorees, 2006](#)
- 7 Employees Named 'Spotlight Award' Winners
- [Credit roll:](#) 'Night of Stars' committee

By NED RACINE

(Oct. 24, 2006) With Metro's receipt of its first APTA award adding an extra glow, the agency honored its best Transit Operations employees during the annual "Night of Stars" banquet Oct. 20 in Marina del Rey.

Called to the stage by service sector, the 153 transportation and maintenance employees received their honors from Deputy CEO John Catoe, who served as master of ceremonies. Seven employees whose actions this past year were especially noteworthy were designated "Spotlight Award" winners.

"We're not only honoring Metro's best, but we're honoring America's best," Catoe told the audience. "You have a lot to be proud of," he added. "I'm

proud of you, and our riders and customers are proud of you."



South Bay recipients begin the parade of honors, where each recipient was congratulated on stage by Deputy CEO John Catoe and presented with a gold medallion.



The seven outstanding "Spotlight" award winners are, from left, Metro Bus Operator Wayne Guidinger, Mechanic John Gerhardt, Operator Baltazar Montes, Operator Kenneth Meyer, Scheduling Documents and Graphic Technician Moonela Carter, Operator Richard Lopez and Rail Paint and Body Repair Leader Lee Hetherington.

Catoe thanked the maintenance employees and bus and train operators for enabling Metro riders to reach their schools, their jobs, and hospitals and visit their friends. Catoe returned to the APTA award when he thanked the transportation and maintenance employees in the audience "for that great honor."

Listing the accomplishments since last year's "Night of Stars," including the opening of the Metro Orange Line and higher Metro rider satisfaction, Catoe concluded "What a great year it has been."

Molina was keynote speaker

The evening's keynote speaker was Supervisor Gloria Molina, Metro Board chair. She described the APTA award as acknowledgement that Metro has improved "in every single area."

Molina recalled the standing ovation Metro received at the APTA award ceremony in San Jose, California. "I really felt we deserved this award, and I was so proud to go up there and accept that award on your behalf."

The supervisor also thanked her audience for their commitment to Metro, saying "Every single day, you are making it better and stronger."

Molina referred to another milestone, saying that Metro finally has a partnership with its unions, as evidenced by this year's labor agreements reached without a work stoppage.

"People throughout my community were very concerned as to whether we were going to have another strike," Molina added. "But we were able to come to the table, we were able to look each other in the eye and certainly talk about the needs each of us had—and we had many—and we were able to come up with an agreement that worked for every single one of them."

More tough challenges

The supervisor mentioned Metro would still go through some tough challenges—overcoming the agency’s deficit and working to increase ridership.

"But it appears to me we are on the right track," Molina said. "And it’s because each and every one of you is on the right track as well."

Metro Board Member Pam O’Connor told award recipients, "Tonight, you’re Number 1; this year, you’re Number 1 because we’re all ‘America’s Best.’ Go Metro!"

Dana Coffey, General Manager, South Bay Service Sector, led the audience in a moment of silence to honor the late Arthur Winston.

The event, featuring a "Moonlight Masquerade" theme, was hosted by the South Bay Sector.

Night of Stars Planning Committee



South Bay GM Dana Coffey, backed by Deputy CEO John Catoe, present event coordinator Fran Curbello, at right, with a special "star" award. The 2006 Night of Stars planning committee was headed by Communications Manager Fran Curbello, along with her vice chair, Events Planning Coordinator Jennifer Salamanca. Also serving on the committee were Larry Cosner of the San Gabriel Valley Service Sector, Suzanne Handler of the Westside/Central Sector, David Hershenson of the Gateway Cities Sector, Lorene Kelley of the San Fernando Valley Sector, Tony Precie of Metro Rail, Gary Shiroishi of the South Bay, Michael Sneed of Metro Rail and George Williamson of Central Maintenance.



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'Night of Stars' Honors 153 Operations Employees

(Oct. 24, 2006) Gold medallions caught the light as, one-by-one, some 150 Transit Operations employees walked across the stage to be honored during the annual "Night of Stars." Called to the stage by service sector, each received his or her award from their general manager. This year's winners are listed by sectors.



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Westside/Central

EQUIPMENT MAINTENANCE

- Garcell Bullocks
- Moonela E. Carter
- Oscar C. Gamboa
- Scott Giang
- David Y. Gorokhovskiy
- Michael S. Llamas
- Ted R. Loyo
- Garbis Salamanian

Westside/Central

TRANSPORTATION

- Raul V. Aguilar
- Porfirio Arreola

San Gabriel Valley

EQUIPMENT

MAINTENANCE

- Jim C. Bui
- Richard D. Duff
- Nga Garrisi
- Jose S. Gomez
- Aurelio S. Guerrero
- Hien Ky Mao
- Antonio Rojas
- O. P. Strilecki

Alberto E. Terriquez

San Gabriel Valley

TRANSPORTATION

Gateway Cities

EQUIPMENT

MAINTENANCE

- Kochiu Chang
- Charley J. Dang
- Raul Esquivel
- Mack Evans
- Annette Goodlett-Owens
- Leopoldo Z. Licea
- Maria D. Monroy
- Hsiao-Man Sun

Andrew Trujillo

Vincent C. Tsao

Gateway Cities

Jose R. Bautista	Michael Chin	TRANSPORTATION
Walter R. Bell	Cecil Escalante	Medardo Aguado
Melvin E. Braxton	Albert R. Gallardo	Zacarias Bravo
Jesus Canaza	Herman Gavia	Cherian C. Brown
George Damian	Colon E. Gomez	Paul R. Demazeliere
Lashawn V. Danner	Raymond L. Guinn	Jerry R. Garcia
Rafael Gagliardi	Manuel Guzman	Edwin E. Mejia
Evan A. Hale	Jose T. Jaime	Baltazar A. Montes
Mohammad S. Islam	Juan M. Navarro	SPOTLIGHT AWARD NOMINEES
Richard S. Munoz	Arturo Ramos	Annette Goodlett-Owens
Jose M. Ramos Leal	Javier Reynoso	Tony Malone
Antonio M. Roxas	Angel A. Romo	Antoinette Martinez
Daniel B. Saldana	Billie C. Underhill	Baltazar A. Montes
Jimmy L. Williams	Sixto Valadez	(winner)
SPOTLIGHT AWARD NOMINEES	SPOTLIGHT AWARD NOMINEES	San Fernando Valley
Moonela E. Carter (winner)	Richard Lopez(winner)	EQUIPMENT
South Bay	Yezid 'Chico' Rubio	MAINTENANCE
EQUIPMENT	Metro Rail	Jose A. De Freitas
MAINTENANCE	EQUIPMENT	Lam V. Duong
James E. Barnes	MAINTENANCE	Thomas W. Hockenbury
Darryl Cheaves	Ramon Alatorre	Sergey Lokot
Kim Hearn	Ronnie J. Burt	En T. Ngo
Thomas L. Hummel	Alfredo M. Camagay	Thomas E. Sawyer
Hung X. Le	Ernest A. Campos	Ryszard Scislowski
Juan Marquez	Mazhar J. Chaudhry	San Fernando Valley
Jose Perez	Tadeo B. Cubero	TRANSPORTATION
William Sullivan	Karen L. Floyd	Alfredo Cuevas
Archie Trotter	Lula Foster	Cesar S. De Guzman
South Bay	George Green	Eduardo de la Torre
TRANSPORTATION	Carlos A. Hernandez	Raul Delgado
Ignatius Arellano	Chi Hong	Ramiro G. Flores
Emiliano Chavez	Gordon K. Lancaster	Raymond Mancera
Charlene Diamond	Joe J. Lopez	Michael G. Reed
Emmanuel Gladden	David K. Martin	Luis A. Santos
Bernie Harris	Roger Martinez	SPOTLIGHT AWARD NOMINEES
Frank V. Hollingquest	Robert R. Matthys	Silvestre Flores
Marjorie Jackson	Nghia Nguyen	Jerry Johnson
Jerry Jenkins	Quynh T. Nguyen	Kenneth Meyer (winner)
Diana Martinez	Kon N. Pan	Central Maintenance
John Mitchell	Filbert Romero	EQUIPMENT
Jimmy Rogers	John Tena	

Ronald Wicks

Naim Yazdani

SPOTLIGHT AWARD NOMINEES

Jack Bailey

Frederick Dickinson

John Gerhardt (winner)

Wesley M. Tomikoshi

Elmer S. Urena

Steven E. Yakemonis

Kenneth Yu

Metro Rail

TRANSPORTATION

Aaron E. Cain

Rogelio G. Chacon

Robert B. Davis

Joel C. Gibson

Joseph W. Kanter

Ralph A. Lee

Robert A. Nidetz

Tu Phan

Samuel J. Porter

Lorenzo A. Rivera

David I. Singer

T. J. Thorn

Wilbert Vander-Ploeg

Michael Q. Walden

SPOTLIGHT AWARD NOMINEES

Lee Hetherington

(winner)

Kay Koopman-Glass

MAINTENANCE

Leonardo Alfaro

Duc D. Banh

David Chan

Brian T. Delamotte

Max A. Duran

Francisco M. Gatdula

Terril W. Johnson

Howard Luong

Duc V. Nguyen

Armenak Serobyan

Roger Serrano

Tom Sintoplertchai

Ralph C. Victorin

SPOTLIGHT AWARD NOMINEES

Duc D. Bahn

Wayne Guidinger (winner)

Roger Serrano



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The Metro Orange Line official first anniversary VIP group is, from left, Metro Board Member David Fleming, Congressman Brad Sherman, Supervisor Zev Yaroslavsky, LA City Council members Wendy Greuel and Tom LaBonge.



Metro Marks 1st Anniversary of Valley's Orange Line Transitway

- Line logged 6 million boardings; relieved traffic on the 101

By DAVE SOTERO

(Oct. 24, 2006) With the one-year anniversary of the Metro Orange Line just five days away, Supervisor Zev Yaroslavsky, city officials and Metro executives gathered in North Hollywood, Tuesday, to mark the success of the transitway's first year.

Joining Yaroslavsky were Congressman Brad Sherman, LA City Council members Wendy Greuel and Tom LaBonge, Metro Board Member David Fleming, CEO Roger Snoble, San Fernando Valley General Manager Richard Hunt and Kymberleigh Richards, who chairs the Valley's Governance Council.

Following a round of speeches, the VIP party and media representatives boarded a Metro Liner and rode to the Laurel Canyon station and back.

Orange Line's Success Encouraging Valley Development

(Oct. 24, 2006) The Metro Orange Line's success is encouraging development projects at several points along the 14-mile transitway in the San Fernando Valley.

Metro is seeking developers for 18 acres of Metro-owned property in North Hollywood, where the Metro Red and Orange Lines meet.

The agency envisions a town center of up to 2 million square feet that would preserve the character of the NoHo Arts District and would include housing, commercial and office space. The Metro Board may act on proposals early next year.

Metro also is working with the

On Monday afternoon, media attention was focused on a collision between an eastbound Metro Liner and a southbound delivery truck. The accident occurred at the intersection where the Orange Line crosses Woodman Avenue at Oxnard Street.

Seventeen of some 80 people on the bus sustained at least minor injuries, including Division 8 Operator Edgar Menendez, and 13 were transported to area hospitals for observation. They were later released. The accident is still under investigation, but witnesses said the truck ran a red light at the intersection and hit the bus.

community to design guidelines for a Request for Proposals to develop agency property at the Sepulveda Orange Line station.

At the Balboa Station, Metro is considering a ground lease that could bring 31,000 square feet of new office building space and parking to the site.

Excellent safety records

Statistics gathered as of September show that both the Metro Orange Line and the larger Metro Bus system have excellent accident safety records. The system averages 3.51 accidents for every 100,000 miles driven, while the Orange Line averages less than half that number at 1.64 accidents per 100,000 miles.



Backed by CEO Roger Snoble and Metro San Fernando Valley GM Richard Hunt, Supervisor Zev Yaroslavsky spoke, Tuesday, at a media event in North Hollywood marking the anniversary of the Metro Orange Line's first year of service.

Ridership has risen nearly every month, with an average of 21,000 average weekday boardings recorded in September, nearly three times what agency planners had expected when the line opened Oct. 29, 2005. In the last 12 months, Metro estimates the Orange Line has logged more than 6 million boardings.

Weekend ridership also has remained strong, with average Saturday and Sunday boardings in September both reaching new records of 13,413 and 10,887 respectively.

"In our wildest dreams, none of us would have predicted triple the ridership we originally projected in the first year," said Yaroslavsky. "At a cost of only \$330 million, a build time of just over two years and high ridership, the Orange Line is one of the most cost-effective transportation projects in the history of Metro, and arguably, the country."

Independent research has proven that the Metro Orange Line is helping to reduce traffic on the congested 101 Freeway.

Freeway speed increased

UC Berkeley research, sponsored by the LA Times, found that the speed of weekly traffic through the south San Fernando Valley from 7 a.m. to 10 a.m. has increased seven percent, from an average 43 mph to 46 mph. Since the line opened, the amount of time morning commuters waste stuck in congestion on the Valley portion of the 101 Freeway declined 14 percent.

Environmental studies are now underway to extend the Orange Line north to the Chatsworth Metrolink Station using Metro-owned railroad right-of-way. Similar studies are also being considered to provide

dedicated Bus Rapid Transit service on Van Nuys Boulevard.

A new Orange Line station will soon open on Canoga Avenue providing West Valley commuters with a convenient location from which to access the transit line. Along with the new station, Metro is building a 611-space Park & Ride lot, bringing the total number of available parking spaces along the line to more than 3,800 spaces.

Metro is also planning to fully renovate the historic Lankershim Depot immediately adjacent to the North Hollywood Orange Line station. The \$3.6 million project will fulfill the desires of the community to restore the facility at its present location for eventual use as a customer service center.


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Judge Will Let Consent Decree Expire, Oct. 29; Denies Contempt Motion

- He will retain jurisdiction over Metro Rapid program until 2010
- Says 'quality of life has improved for Los Angeles' public transit dependent'

By BILL HEARD, Editor

(Oct. 25, 2006) After almost 10 years of federal court oversight of LA County's public transit system, the Consent Decree will be allowed to expire as scheduled on Sunday, Oct. 29.

U.S. District Court Judge Terry Hatter issued an order dated Monday, Oct. 23, denying a motion by the Bus Riders Union to extend the Consent Decree for another four years and a companion motion to hold Metro in contempt for alleged failure to comply with Special Master Donald Bliss's orders.

Hatter, however, will retain jurisdiction until Nov. 30, 2010 to ensure that Metro's New Service Plan is implemented.

That program, which began in 1999, was developed by Metro and calls for the operation of up to 28 Metro Rapid lines by June 2008. The plan was approved by Bliss in November, 2005. It includes requirements for maintaining quality service. Currently, Metro operates 15 Metro Rapid lines and plans to start a 16th line in December to serve Reseda Boulevard in the San Fernando Valley.

"It's good news," CEO Roger Snoble said this morning during phone calls to alert Board members that Judge Hatter had issued an opinion. "He said the Consent Decree had served its purpose and would not be extended. He said we are in substantial compliance."

Will implement service plan

As for the judge's decision to retain jurisdiction over implementation of the New Service Plan for four more years, Snoble said, "He wants to make sure we do what we said we'd do...and that's our intention."

In an interview with my.Metro.net, the CEO said, "Certainly, the main premise of the Consent Decree was to improve the quality of service for all our riders. We've done a great deal of that, but there's a lot more to do yet and we need to work toward improving the system every way possible."

"We're going to go forward," he added. "We have a lot more freedom now to be able to do the things that are necessary for us to attract new riders and serve new markets. Our customers are the big winners and I'm really happy for that fact."

In a statement released Wednesday, Board Chair Gloria Molina said, "Metro has worked very hard to expand the scope and quality of transportation services throughout this region, and Judge Hatter clearly recognizes this fact."

"But, I want to reassure Metro's customers – and the public at large," she continued, "that Metro is committed to sustaining the improvements made to the bus system."

'Taken all reasonable steps'

In his decision, Hatter wrote, "...(I)t is clear that MTA has substantially complied, and taken all reasonable steps within its power to insure compliance with the (Special Master's) Final Order. Thus, MTA will not be held in contempt."

The judge acknowledged that there had been disagreements between Metro and the BRU during the 10-year span of the agreement over how to implement the Consent Decree.

"In hindsight," he continued, "the Consent Decree was a less than perfect document. As a result, it is impossible to achieve absolute compliance. Indeed, the Special Master informed the parties that the Consent Decree did not require perfection."

"Despite an increasing ridership, increasing traffic congestion and fiscal constraints," he wrote, "MTA has substantially complied with the Consent Decree while maintaining fares at reasonable levels."

"As a result of the Consent Decree and the efforts of all parties," Hatter concluded, "the quality of life has improved for Los Angeles' public transit dependent poor population...."

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Metro Board Member John Fasana and Diego Cardoso, Metro's director of regional transportation planning & development, join dignitaries in parking garage ribbon cutting ceremony. From left are, former CTC Commissioner Allen Lawrence, South Pasadena City Manager Philip Putnam, Creative Housing Assoc. President Michael Dieden, Fasana, Cardoso, and South Pasadena Councilman Mike Ten. (Photo by Dave Sotero)



Mission Meridian Village Parking Garage Officially Opens

BY DAVE SOTERO

(Oct. 25, 2006) Metro officials joined officials from South Pasadena, Oct. 20, for the opening of the Mission Meridian Village parking garage, adjacent to the Metro Gold Line's Mission station.

The 122-space public garage for Gold Line commuters is a public-private partnership among Metro, Caltrans and Creative Housing Associates.

Mission Meridian Village was selected by the Urban Land Institute as one of the finest urban design transit-oriented developments in the United States.

It is the recipient of the prestigious Charter Award 2006 from the Congress on New Urbanism, the Tranny Award 2006 from Caltrans for an outstanding transit project in California, and four Golden Nugget 2006 awards from the Pacific Coast Builders Conference.





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Sector Governance Council Meetings Scheduled for November

By RICK JAGER

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

The following is a list of the governance councils’ November meetings.

- San Fernando Valley Service Sector, 6:30 p.m., Wednesday, Nov. 1, Marvin Braude Constituent Service Center, 6262 Van Nuys Blvd., Van Nuys.
- San Gabriel Valley Service Sector, 5 p.m., Tuesday, Nov. 14, San Gabriel Valley Sector Office, 3369 Santa Anita Ave., El Monte.
- Westside/Central Service Sector, 5 p.m., Wednesday, Nov. 8, La Cienega Tennis Center, Sunset Room, 325 S. La Cienega Blvd., Beverly Hills.
- Gateway Service Sector, 2 p.m., Thursday, Nov. 9, The Gas Company, 9240 Firestone Blvd., Downey.
- South Bay Service Sector, 9:30 a.m., Friday, Nov. 17, Carson Community Center, Room 206, 801 E. Carson, Carson.




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City Council Committee Votes to Suspend Wilshire Bus Lane

(Oct. 26, 2006) The LA City Council Transportation Committee approved a motion by Councilman Bill Rosendahl, Wednesday, to suspend the remaining portions of the Wilshire Boulevard bus lane in West Los Angeles to allow for peak period parking eastbound in the morning and westbound in the afternoon.

The full city council is expected to take up the matter at a later date.

Previous council action suspended the bus lane in the two-block segment between Barrington and Federal Avenues with the condition that no further portions would be removed, peak period parking would not be reinstated, and the segment would be automatically restored when the bus lane extension to the Veterans Administration property went into effect.

Members of the LADOT staff testified that installation of the bus lane, which was accomplished by removing peak period parking, did initially improve travel flow. They said removal of the bus lane without a reinstatement of parking would lead to greater travel improvements.

Councilmember Wendy Greuel requested a report from LADOT on the issues surrounding removal of the bus lane, the criteria for its reinstatement, and information from Metro regarding efforts to extend the bus lane in other areas.

Sen. Boxer to Speak at Mobility 21 Annual Summit, Oct. 30

(Oct. 26, 2006) U.S. Senator Barbara Boxer has been confirmed as the keynote speaker at the 2006 Mobility 21 Summit, scheduled Monday, Oct. 30 from 8:00 a.m. to 2:00 p.m. at the Sheraton Universal Hotel in Universal City. She will be joined by Mayor Antonio Villaraigosa and other key officials to discuss solutions to the region's traffic problems.

More than 500 are expected to attend the fifth annual summit, which will focus on such topics as the \$280 billion-plus in federal funding authorized through 2009 for surface transportation programs and highway safety. The infrastructure bonds on the ballot in California, and public-private partnerships for financing new construction projects also will be discussed in breakout sessions.

At the luncheon, the 2006 Julian C. Dixon Award will be presented to an individual or organization that has improved mobility in LA County.

Mobility 21 will be presented by Metro, the LA Area Chamber of Commerce and the Automobile Club of Southern California.

South Korean Delegation Gets Firsthand Look at Metro

(Oct. 26, 2006) A seven-member delegation from South Korea's Ministry of Construction and Transportation and the Korea Transport Institute visited Metro headquarters, Oct. 20.

The delegation specifically chose to visit Los Angeles after learning about the Metro Rapid system, as well as about Metro's efforts to promote transit-oriented development.

Following briefings, the delegation embarked on a series of site visits throughout LA County. They included a firsthand look at the joint development project currently under construction at the Wilshire/Vermont Metro Rail station.

Bus Operator Job Fair Scheduled Nov. 4

(Oct. 26, 2006) Metro will conduct a job fair at Metro Headquarters from 8 a.m. to 1 p.m., Nov. 4, to recruit bus operators. The agency is searching for part-time operators to meet the region's growing demand for public transportation.

But operator positions offer a salary of \$10.30 per hour during a six-week training course, and \$13.36 per hour when the trainee has completed the course and begins work. In addition, new operators are eligible for medical, dental, vision, and life insurance benefits.

In prior years, the career fair has generated 200 to 300 applications.

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A Pin for 5: CEO Roger Snoble Reaches 5 Years' Service



(October 26, 2006) Board Chair Gloria Molina surprised CEO Roger Snoble at Thursday's Board meeting by presenting him with his 5-year Metro service pin. "That's for outstanding service," Molina said as she attached the pin to his lapel. She noted that, 10 years after the creation of the agency, Snoble is the first CEO to reach the five-year mark. The Board signed a two-year contract with Snoble, Sept. 28, and he began his sixth year of service on Oct. 1. He was hired as Metro's chief executive officer in 2001, succeeding Julian Burke. (Photo by Bill Heard)



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Illustration on the cover of the Employee Sensitivity Awareness Training Course manual



Best Way to Help Disabled Persons: Show Patience and Respect

- Metro's sensitivity awareness training focuses on understanding daily challenges facing people with disabilities

By NED RACINE

(Oct. 27, 2006) In an age when technology offers an increasing number of aids to people with disabilities, Chip Hazen, Metro's ADA Compliance Officer, told attendees of a recent course that the most valuable tools for employees working with disabled fare passengers might be practicing patience and showing respect.

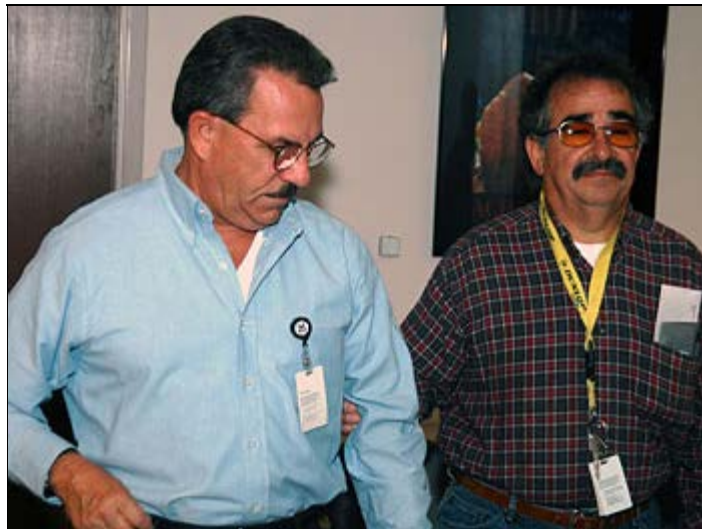
Hazen, who is the staff liaison to Metro's Accessibility Advisory Committee, conducted the Metro class, "Employee Sensitivity Awareness Training," to increase employee understanding of issues raised by the Americans With Disabilities Act (ADA) of 1990. The course, offered twice each quarter, uses role-playing to present effective ways of working with persons with disabilities.

"The class is meant to bring the first level of sensitivity" to an employee, explained Hazen. "It's not specifically geared to those people who come into constant daily contact with someone with disabilities. It's not geared to our operators. It's designed to get someone thinking about how to work with peers and customers with disabilities."

Role-playing for the 21 course attendees included helping a person in a wheelchair overcome a high ticket counter, communicating with a Metro passenger who is smoking near a No Smoking sign and guiding a vision-impaired person asking for directions to a restroom.

As he led the class through the role-playing, Hazen explained that effectively helping a person with disabilities requires reacting to the person as an individual, not as part of a class of people. He also encouraged class

members to see physical spaces through the disabled person's eyes.



Robert Ketring leads Richard Flores as part of a role-playing exercise during Metro's "Employee Sensitivity Awareness Training" course held Oct. 17. The course, given twice each quarter, presents effective ways to aid people with disabilities. (Photo by Ned Racine)

'Tools' for assisting the disabled

Hazen, who serves as chair of the Californians for Disability Rights Foundation, described four "tools" anyone can use when assisting a Metro customer with a disability:

- Show respect to the person you are trying to help.
- Practice patience when helping a disabled person.
- Avoid assuming you recognize a person's disability.
- React to the person, not the disability.

"Look the [disabled] person in the eye," Hazen told the class. "You'd be surprised how much they appreciate that, appreciate being treated like everyone else."

Hazen stressed the importance of working with persons with disabilities by citing the approximately 35,000 boardings by passengers in wheelchairs that occur each month on the Metro system.

The "Employee Sensitivity Awareness Training" course defines a disability as an impairment that limits a major life activity. This broadly defines the variety of disabilities customers bring to the Metro system and the difficulty in ascertaining the level of each person's disability.

For example, a hearing-impaired person might rely on lip reading, although most lip readers can understand only 50 percent of what's being said. Only two percent of the blind use guide dogs. Passengers with speech impediments might unintentionally sound angry.

70 percent have hidden disabilities

A person with a mobility impairment might appear to be physically sound but have limited use of a limb. In fact, of Metro's disabled fare customers, 70 percent have hidden disabilities, adding to the complexity of aiding them.

Not surprisingly, Hazen, who has 30 years of experience in the transportation field, finds the most frequent problem Metro faces in dealing with persons with disabilities stems from employees not accepting that a person with a disability is disabled.

Hazen said that if a disabled person shows a disabled ID card, "The operator should accept that card. Operators should not prejudge that person. The operator is trying to make a judgment call on something outside his or her realm."

Hazen advised course attendees to identify themselves to the person with a disability and offer to help. "Don't assume the person wants help," He said. "They are just as proud as you are."

Julianne Fowler, Senior Development and Training Specialist, adopted "Employee Sensitivity Awareness Training" from material created by the March of Dimes.

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Bus Operator Resigns After Admitting He Faked Assigned Runs

(Oct. 27, 2006) A Metro Bus operator resigned his position earlier this month to avoid disciplinary action following an investigation that found he had frequently returned to his division before he had completed his assigned runs.

Other operators at East Valley Division 15 had become suspicious of the former operator's behavior. They complained to division managers, who immediately launched an investigation and monitored the employee's activities.

Patrons also had filed service complaints that there were gaps in the scheduled service.

The division investigation revealed that the operator was making relief as scheduled. But, he then allegedly drove his empty bus back to the division, parked it and left the division without authorization.

Checks of Metro's Automated Transportation Management System (ATMS) and the Global Positioning System (GPS) confirmed that buses assigned to the operator were parked at the division when they should have been in service.

To confirm division manager's suspicions, Metro's Risk Management Special Investigations Unit (SIU) was assigned to investigate the allegations.

SIU investigators determined that the former operator had a pattern of not completing route assignments, according to Senior Investigator Roy Romero, and had been misleading division management to believe his bus was out on the line.

In fact, the investigation found that the operator was only present for 30 to 40 minutes of a scheduled eight-hour work shift and was not driving his assigned bus route.

Confronted with video evidence of the activities by SIU Investigators, the operator admitted to getting paid for a job he didn't perform





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Metro Store Selling Prints of 'We're #1' Photos



Photo by Deniz Durmus

Glossy prints of this dramatic photo of the Metro Headquarters building are now on sale in the Metro Store. Priced at \$2.50 each, the store has about 100 of the 8" by 10" prints available. Photographer Deniz Durmus captured the nighttime shot, Oct. 13, following presentation to Metro of APTA's 2006 "Outstanding Public Transportation System Achievement Award," naming Metro the Number 1 transit system in North America. Volunteers coordinated lights and blinds in more than 800 windows on all four sides of the building to create this tribute to Metro excellence. (10/27/06)



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San Gabriel Valley General Manager Jack Gabig, right, shows CEO Roger Snoble how the new office structure will look when completed in 2007. Tim Lindholm, left, is the Facilities Operations project manager for construction of the building.



Photos by Bill Heard

New San Gabriel Sector Building Construction Moving Ahead

(Oct. 27, 2006) Construction of a new building to house Division 9 transportation and San Gabriel Valley Service Sector offices is moving ahead on schedule, CEO Roger Snoble found during a recent visit to the construction site.

Construction began last February and has progressed through the steel erection stage to concrete pouring and, soon, roofing, exterior cladding and installation of mechanical equipment, according to Sector General Manager Jack Gabig.

Roger Moliere, Metro's real estate development chief, notes that Division 9 sits adjacent to the El Monte Transit Center and property owned by Caltrans and the City of El Monte, and is near a Metrolink station.



He believes the 55-acre site has a bright future as a transit village. "This will be a new model, because it's one of the few you'll see that is connected to bus facilities as well as rail."

As a welder works on the top floor of the new San Gabriel Valley sector office building, a second builder is hard at work on the floor below.



Construction is moving ahead on the new building that will house offices for the San Gabriel Valley Service Sector and Division 9 transportation.

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TOS Monique Newman of the Bus Operations Center and her 2 ½-year-old twins, Jeremiah (Robin) and Javaughn (Batman), were on hand for the parade.

Witches, Goblins, Super Heroes Haunt Metro at Halloween

(Oct. 31, 2006) The sun hadn't even set on All Hallows Eve before a witch's brew of goblins, super heroes, princesses, fairies, ghosts and other things that go bump in the night descended on Metro Headquarters.

Led by children from the Gateway Child Development Center, the 9th annual Halloween Parade circled through the Plaza level foyer where the kids gathered a tummy-bustin' collection of candies and treats.

Most of the kids were all smiles, but some were stunned by the turnout of admiring adults and by their own appearance... and there were the usual tears from some little ones who had just had too much for one day.



A witch's coven of pumpkins, scary wrestlers and even a Minnie Mouse were on hand to greet the kids from the Child Development Center during Tuesday's Halloween Parade.

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Speaking at the Mobility 21 transportation summit, U.S. Sen. Barbara Boxer said the state will have a better chance for more federal transportation funding if California voters pass the infrastructure bond measures.

Boxer Calls for Californians to 'Step up to the Plate' on Infrastructure Bond Issues

- Villaraigosa, Perata, Nunez push for passage of Props 1A through 1E

(Oct. 31, 2006) Californians must "step up to the plate" and vote for the infrastructure bonds on the Nov. 7 ballot to "send a signal to the whole country" that the state is serious about improving mobility, U.S. Senator Barbara Boxer said Monday during the fifth annual Mobility 21 transportation summit at the Sheraton Universal in Universal City.

Also:

[Majestic Realty is Mobility 21's 2006 'Julian C. Dixon Award' Winner](#)

Noting that only 92 cents of every dollar California taxpayers send to Washington is returned to the state in federal spending, Boxer said the state will have a better chance of receiving a bigger share of funding in the next federal transportation bill if voters pass the bond measures.

Boxer was joined by Mayor Antonio Villaraigosa, State Senate President Pro Tem Don Perata, House Speaker Fabian Nunez and other elected officials in urging passage of Propositions 1A through 1E, the infrastructure bond measures.

Proposition 1B, the largest of the measures, would invest almost \$20 billion in transportation infrastructure and Proposition 1A would ensure that existing state gas taxes for transportation are protected.

“The state has neglected its infrastructure for too long,” Perata said during a news conference. “We have an opportunity to make a strong down payment that will allow us to begin to remedy the problems we’ve had.”



Speaking at a Mobility 21 news conference, Mayor Antonio Villaraigosa said the Southern California region must “come together” on transportation issues.

‘Lose its competitive edge’

“If we don’t pass these bonds,” said Nunez, “California stands to lose its competitive edge not only in the global marketplace, but in this country as well.”

Adding his voice to the call for passing the bond measures, Villaraigosa said, “Mobility 21 is an opportunity for the region to come together to commit ourselves to the planning, to the resource development, to the real commitment to change the way we do business in Los Angeles.”

In remarks during the summit’s opening session, CEO Roger Snoble said Southern California needs to become more adept at seeking federal funding, should improve its political influence in Sacramento and Washington and increase regional cooperation on transportation issues.

He also called for encouraging transit-oriented development, nurturing new transportation technology and improving transportation security.

“We need to fight the idea that our region is incapable of change,” Snoble said, noting the region’s “gas hog” reputation. He pointed to sales of hybrid cars and increasing transit ridership as evidence that the region’s habits are changing.

\$1 billion in funding

Nearly 500 attended Mobility 21, an organization that has secured nearly \$1 billion in federal and state funds for key transportation initiatives.

During breakout sessions, attendees discussed federal funding available through the Safe, Accountable, Flexible, Efficient Transportation Equity Act: A Legacy for Users (SAFETEA-LU). Los Angeles County alone will derive \$5.2 billion in transportation formula funding and earmarks from

SAFETEA-LU through fiscal year 2009.

The summit also focused on public-private partnerships, which can be particularly valuable when public funds are scarce and infrastructure needs are high.

Ideas from these sessions will be incorporated into the Mobility 21 plan of action for the coming year.

During the past four years, the Mobility 21 coalition has brought to national attention significant issues, including the growing goods movement through the ports of Los Angeles and Long Beach and its effect on freeway traffic and air pollution; the importance of housing and business construction along transportation corridors and the need to protect Proposition 42 state gasoline sales tax funds from being raided by the legislature to balance the state budget.

The annual Mobility 21 Summit is sponsored by the Los Angeles County Metropolitan Transportation Authority and the Los Angeles Area Chamber of Commerce, in partnership with the Automobile Club of Southern California.

-- Kim Upton contributed to this story.