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Click on image to visit www.altcareexpo.com



The Alternative Car and Transportation Expo

Alternative Fuel Vehicle Expo Set, Dec. 9-10, in Santa Monica

- Will feature 100-plus environmentally friendly vehicles, seminars, technology displays
- Check it out at www.altcareexpo.com

(Dec. 1, 2006) The City of Santa Monica, Metro and a host of environmental groups will sponsor the AltCar Expo, Dec. 9 and 10, an event billed as the most comprehensive, technologically advanced exposition of alternative fuel and high-MPG vehicles ever held.

The AltCar Expo will be held at Barker Hangar at the Santa Monica Air Center, 3021 Airport Ave., from 9 a.m. to 4 p.m. both days. Admission to the Expo, the seminars and technology displays is free. Parking is \$5.

More than 100 alternative fuel and high-MPG vehicles, including hybrid, electric, hydrogen, compressed natural gas, plug-in hybrid, high MPG gasoline, ethanol and biodiesel, will be showcased at the event along with other environmentally friendly vehicles such as Segways.

Activities include a "new car lot" for alternative vehicles that attendees can drive or purchase, an on-site conversion of a gasoline-powered 1970s era sports car to electric drive, the debut of an alternative fuel sports car, and a super-high mileage display.

VIPs scheduled to participate in the Expo include former CIA Director James Woolsey, Assemblymember Fran Pavley and actors James Brolin, Alexandra Paul and Ed Begley Jr.

Save money, earn tax credits

The Expo is intended to show consumers how they can save money and earn tax credits by "going green" with environmentally friendly vehicles.

Public transit also will play a major role at AltCar Expo, with the latest in bus and light rail technologies, route information and urban planning. Metro will display an articulated bus and its transit expansion plans.

According to a recent Wall Street Journal/Harris Interactive poll, the public continues to show growing interest in alternative fuel vehicles. A third of Americans polled said they are seriously interested in buying or leasing such a vehicle, and a full 92 percent said they would be willing to pay more for one over a traditional gasoline-powered car.

Santa Monica's Big Blue Bus will operate free shuttles from the Los

Angeles Convention Center, where the LA Auto Show will be in progress, to the AltCar Expo to give visitors to the traditional auto show an opportunity to learn more about alternative transportation.

For more information, visit www.altcarexpo.com or call 310-390-2930.

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The seven-member delegation of German legislators, led by Heike Dederer, center, toured transportation facilities in Long Beach and Los Angeles before moving on to San Antonio, Tex.



Photo by Bill Heard

German Legislators Take a Look at LA's Traffic Solutions

(Dec. 1, 2006) Seven German state legislators and their staff were given the full Metro experience, Thursday, during a tour demonstrating how Los Angeles is trying to cope with traffic congestion and air pollution.

The legislators, who belong to three of Germany's five major political parties, are members of governments in Hamburg, Berlin, Bavaria and four other states. Most are members of their legislative transportation committees or are involved in discussions on transportation issues.

During their day in LA, the delegation toured the Metro Blue, Green, Orange and Gold Lines. They also rode Metro Rapid buses on Wilshire and visited the transit-oriented development at Hollywood and Highland.

The Bus Operations Center (BOC) also was a stop of major relevance to the group, which was particularly interested in the traffic surveillance camera system – currently an important issue in Germany.

"We have problems in Germany similar to those in the United States – how to handle mass traffic and how to handle air pollution. That's why we're here to talk about solutions," said Heike Dederer, a former member of the Baden-Württemberg legislature and head of the delegation. "We want to make our transport systems, our Metro, more efficient."

Earlier, the delegation had visited Long Beach and, next, they're heading to San Antonio, Tex., and the National Conference of State Legislatures to talk with their American counterparts about transportation issues.

Marisa Yeager and Helen Valenzuela of Government Relations coordinated the tour at the request of Director Bonnie Lowenthal. Metro presenters were Wilbur Babb of Metro Rail, Heather Hills and Martha Butler of Regional Planning, Tom Jasmin of BOC, Roger Moliere of New Business Development, and Gary Spivack of East Valley Division 15.

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Funeral Services Set for Division 6 Operator Lorraine Parker

(Dec. 1, 2006) Funeral services are scheduled Saturday, Dec. 9, for Venice Division 6 Operator Lorraine Parker, who died Nov. 27, following a lengthy battle with cancer.

A viewing will be held from 5 to 9 p.m., Friday, Dec. 8, and a rosary will be conducted at 7 p.m. at Forest Lawn Mortuary, 21300 Via Verde Dr., in Covina Hills. A funeral mass and burial services will begin at 11:30 a.m., Dec. 9, at the mortuary.

Parker, 46, had survived treatment for breast cancer in 2005 and returned to work in March 2006, but then was diagnosed with bone cancer, according to her friend, Gail Ligon, Division 6 stenographer.

"She really fought hard, but always had a positive attitude and never complained once," said Ligon. "It's a sad loss for us."

Lorraine Parker approached her work "always with a smile and never complained," says Division 6 Transportation Manager Alva Carrasco. "An exemplary employee and just happy to be here at work."

Parker joined Metro in March 1999 as a BDOF operator working out of North Los Angeles Division 3. She became a full-time operator in October, 1999 at San Gabriel Valley Division 9 and later worked at East Valley Division 15, before transferring to Division 6.

A native of Maywood, Calif., Parker made her home in Ontario. She is survived by her six children, Sophia, Trina, Josh, Dominic, Antonio and Trisha.



Lorraine Parker





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Funeral Services Set for Rhea Parnell

- Former secretary retired from Metro in 2003

(Dec. 4, 2006) Funeral services are scheduled Thursday, Dec. 7, for retired secretary Rhea Parnell, who died Nov. 27. She was 67 years old.

The services will be held at 11 a.m. at the Lakeview Chapel in Rose Hills Memorial Park, located at 3888 Workman Mill Road in Whittier.

Parnell joined Metro Nov. 10, 1986 as a secretary. During her tenure, she worked as a typist clerk, stenographer and word processing operator. When she retired on Oct. 17, 2003, she was a secretary in Facilities Engineering-Operations. A commuter, Parnell took the bus to work every day from La Verne.

A native of Chicago, Parnell made her home in LaVerne. She lived the last year of her life at the home of her son, James, in Rialto.

She is survived by son James Parnell, daughter Leah Parnell and granddaughter, Jade Butler, 14. Condolences may be sent to James Parnell, 2469 N. Apple Ave., Rialto, CA 92733.



Rhea Parnell



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New Metro Rapid Line, 3 Limited-Stop Lines Among Service Startups in December

By RICK JAGER

(Dec. 5, 2006) Effective Sunday, Dec. 17, Metro will implement a new Metro Rapid line along Reseda Boulevard in the San Fernando Valley, start three limited-stop bus lines, two new local lines, and add service to 11 bus lines.

New Metro Rapid Line 741, the Reseda Rapid, will begin operating on Monday, Dec. 18 on Reseda Boulevard between Northridge and Tarzana.

The new rapid line will operate Monday through Friday from approximately 5:30 a.m. to 9 p.m. Service will run every 10 minutes in the morning and afternoon peak periods and every 20 minutes in non-peak periods.

Metro also plans to implement three new limited stop bus lines and two new local lines as part of its service enhancements.

The new limited stop lines include Metro Bus Line 364, the Nordhoff St. Limited, that will operate along Nordhoff and Osborne streets between Chatsworth and Sun Valley; Line 350, the Central Avenue Limited, operating between downtown Los Angeles and the Metro Green Line Avalon station; and Line 355, the Compton Avenue Limited, providing limited-stop service between downtown LA and the Metro Blue Line Firestone station.

Replacing lines

New local bus Line 224 will replace Line 166 service along Lankershim Boulevard between Universal City and San Fernando Road and Line 94 service along San Fernando Road between Sun Valley and Olive View Hospital.

New local Line 155, the Universal City/Burbank Shuttle, will provide service between the Universal City Metro Red Line station and the Burbank Metrolink station.

Metro will begin using high capacity 60-foot articulated buses on Lines 233 in Van Nuys and 204 on Vermont Avenue instead of the regular 40-foot buses currently in operation.

Additionally, Metro will add trips to 11 bus lines to improve service. Those lines are: 40, 108, 111, 115, 206, 207, 210, 212, 445, 450X, and 710.

One Metro Bus line will be cancelled. Line 255 (Boyle Heights/East Los Angeles) will operate interim service on weekdays and Saturdays until the route of DASH Boyle Heights-East LA is extended. Sunday service on

Line 255 will be cancelled effective Dec. 17.

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Metro Commute Services representatives Edie Howard, and Liz Armijo-Holbrook welcome transit agencies and colleges to a symposium on the universal college pass program.



Universal College Pass Program: A Metro Partnership

By NED RACINE

(Dec. 6, 2006) Metro's Commute Services welcomed transit agencies and colleges to a symposium, Dec. 5, exploring creation of a universal college pass program for students and staff commuting to campuses.

David Sutton, director of Commute Services, described the Gateway Building event as an effort to build partnerships enabling students and staff to reach campuses more efficiently, avoiding parking and traffic problems.

"We want to get the colleges and the transit agencies together . . . and create a dialog so we can start thinking about and implementing a universal college pass program, not just something where the student applies for a monthly pass, but [something] that puts a transit pass in every student's hand," Sutton said. "Because only then will we see an impact on our buses and trains. That will, of course, reduce traffic



Julie Gatica, a management analyst for the Montebello Buslines, and Betina Cervantes, a Rideshare Program Specialist for Cal State Los Angeles, collect information from Jocelyn Feliciano at Metro Commute Services table. Below, Feliciano and Teresa Milliken greet

and congestion.”

Sutton sees a universal college pass as offering benefits to both student and college. “We’re hoping the students save a ton of money and the colleges can delay new construction for parking with this kind of program,” he said.

Don Shoup, a UCLA professor of Urban Planning and author of *The High Cost of Free Parking*, offered an overview of college pass programs across the country. Speakers from the Los Angeles Community College District, Orange County Transportation District, Whittier’s Rio Hondo Community College and UCLA spoke about the effectiveness of their college pass programs.

Edward Hargrave, Metrolink advertising manager, hoped to encourage colleges to sign up for a discount program for their students.

“Metrolink has a discount for college students,” he explained. “We offer a 25 percent discount. College students are the only ones who can receive the discount.”

Hargrave wants colleges to join Metrolink’s corporate program and begin helping their students save money. Students “cannot get the 25 percent discount at any machines. We can only generate those tickets from our office.”

college and transit agency representatives.



Photos by Ned Racine



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**Metro to Offer Special Holiday Free Fares
Christmas Eve and New Year's Eve on All Metro
Buses and Metro Rail Lines**

(Dec. 7, 2006) Metro will offer a special Holiday Free Fare Program for all Metro Bus and Metro Rail lines operating on Christmas Eve and New Year's Eve.

The free fare program, approved by Metro's Board of Directors in the meeting held Dec. 7, will be in effect between the hours of 9 p.m. and 2 a.m. only on the nights and early morning hours of December 24-25 and December 31-January 1.

Patrons boarding a Metro Bus, including the Metro Orange Line, or the Metro Red, Blue, Green or Gold rail lines during the hours designated will receive a free ride to their destination.

The free rides are being offered during this period to promote safety during the holiday season. Metro is an option for people attending holiday parties so they don't have to drive.

Metro's fleet of more than 2,200 buses, the Metro Orange Line, a dedicated bus transitway in the San Fernando Valley and four Metro Rail lines offer patrons alternatives to driving solo in their vehicles with convenient travel opportunities throughout the region.



Santa can ride the Metro system free after 9 p.m.




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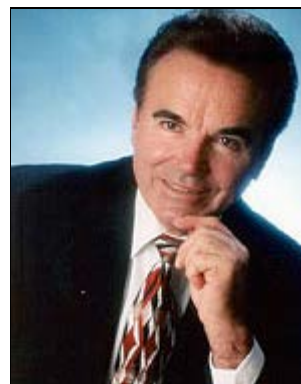
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Services Scheduled for RTD Veteran Frank Kirshner, former Director of Equipment Engineering

By NED RACINE

(Dec. 7, 2006) Funeral services are scheduled for Sunday, December 10, for Frank Kirshner, an RTD employee for 33 years.

Kirshner, who worked as Director of Equipment Engineering, was responsible for bus purchases, parts and other equipment requirements for RTD when he retired in 1989. Kirshner joined the Metropolitan Transit Authority in 1956.



Frank Kirshner retired from RTD in 1989. Photo is circa 2002.

The viewing and Rosary will be held on Sunday evening at McCormick Mortuary, 1998 Pacific Coast Highway, Redondo Beach, CA 90277. The viewing will start at 6 p.m., and the Rosary will begin at 7 p.m. McCormick Mortuary can be reached at 310.792.7580.

The funeral service will be held on Monday, December 11, at 10:30 a.m. at Calvary Cemetery, 4201 Whittier Blvd., Los Angeles, CA 90023. Calvary Cemetery can be reached at 323.261.3106.

According to Kirshner's daughter, Monica Swafford, he spent his retirement years water skiing on the Colorado River, camping, and traveling. Kirshner particularly enjoyed performing maintenance projects on the family's apartment buildings.

A resident of Lawndale, Kirshner is survived by his wife, Martha Fuentes-Kirshner. Ms. Kirshner retired from Metro in 2005 after working 25 years in Mail Services.

Kirshner is also survived by his daughter Veronica Mickelsen and his son Robert Kirshner.

Condolences may be sent to Martha Fuentes-Kirshner, 15019 Mansel Ave., Lawndale, CA 90260.

In lieu of flowers, donations can be made to the Cedar Sinai Multiple Myeloma Fund in Memory of Frank Kirshner. Contact Diane Gabay or Mary Jarrell at (310) 360-4245. You can also go online at www.csmc.edu. Find the link to "online donations" and specify the Multiple Myeloma Fund SOCCI in Memory of Frank Kirshner.



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After carving out a 1.7-mile tunnel under East Los Angeles, the 2-million-pound tunneling machine packs up and calls it a day.

Lola Comes Undone

Up Close and Personal
Click on [SLIDE SHOW](#)

Photos by Ned Racine

(Dec. 7, 2006) Lola, the tunnel boring machine, retired from Metro in December after carving out a 1.7-mile tunnel underneath First Street in East Los Angeles. Lola and her twin sister Vicki were playfully renamed by Mayor Antonio Villaraigosa at a ceremony held to observe the 2-million-pound machines underground descent one year ago. Since then, Lola has plowed through 6,984 feet of East L.A. in her eastbound path, churning up half of 232,668 cubic yards of soil (which amounts to a football field 116 feet high, says Tunnel Resident Engineer Tom Saczynski). Throughout the tunneling operation, the 344-foot-long machines maintained a depth of 50 to 60 feet below the surface, carving out 21-foot, 4-inch-diameter tunnels and installing pre-cast concrete tunnel liners. The 5.9-mile Metro Gold Line Eastside Extension is expected to open in late 2009. -- from Gayle Anderson



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Metro Orange Line to Undergo Pavement Repairs Beginning Tuesday, Dec. 12

- Service to be detoured off transitway in North Hollywood, with service delays of up to 5 minutes anticipated for approximately two weeks

By DAVE SOTERO

(December 8, 2006) Beginning Tuesday, December 12, Metro will begin repaving a portion of roadway on the Metro Orange Line in North Hollywood that is showing signs of wear. Metro Orange Line buses will be detoured off the transitway onto Chandler Boulevard between Tujunga Boulevard and Fulton Avenue, and again onto Fulton Avenue between Chandler Boulevard and Burbank Boulevard for approximately two weeks.

Work is being performed now to enable Metro's construction contractor to complete repairs prior to the start of winter rains to prevent further deterioration. Existing pavement conditions do not, however, pose a safety risk to Metro Orange Line riders.

Metro will ensure that all repairs are made with the least possible impact to Metro Orange Line customers and surrounding community. Pedestrian access will be maintained at all intersections throughout the course of work. However, the Laurel Canyon and eastbound-only Valley College Station stops will be temporarily relocated, and minor travel time delays of up to five minutes may be encountered.

Traffic at Ethel Avenue, Chandler Boulevard North and Bellaire Avenue intersections will be affected by operation of on-street buses and construction activity. Additionally, these intersections will be closed for brief periods during daylight hours.

Work will involve grinding away the top layers of paving material, recompact soils and asphalt, re-striping transitway and pedestrian crossings and re-installing traffic signal detector loops.

Hours of work will be from 7 a.m. to 7 p.m. Monday through Friday except in certain locations on Friday evening, where work will end by sundown in observance of the Jewish Sabbath.

Metro will be distributing construction notices to affected residents and adjacent businesses in advance of construction. Signage will be posted at stations advising patrons of construction work and temporary stop locations. Additionally, agency staff will be made available at relocated stations to help patrons in need of assistance.

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Division One Collects Holiday Joy for Gift-Giving Drive



Doing their part: Central City Division One employees collected gifts for the Metro's Gift-Giving Drive that benefits Skid Row children served by the Fred Jordan Mission. Mechanic George Youngblood and Gwen Moss, Service Attendant Relief Leader, coordinated the considerable effort put forth by Division One operators and mechanics, and delivered the presents in time for the Dec. 6 deadline. Metro will present all donated gifts to the Fred Jordan Mission on Monday, Dec. 11, at 10 a.m. during a short program in the Gateway Plaza. Employees are welcome to partake and enjoy the holiday offerings of the Metro Choir as volunteers load Metro buses with bags of toys and other donations for delivery to the mission, says coordinator Tashai Smith. The Mission will host its Annual Christmas Celebration on Sunday, Dec. 17, when toys and dinner food bags will be distributed to the families and children of Skid Row.



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Thank you from Number One: CEO Roger Snoble Greets Commuters with Commemorative Metro Mugs

CEO Roger Snoble was in the holiday spirit this morning when he personally handed out more than 70 thank-you Metro mugs to Metro Red Line patrons at Union Station.

Making his pitch, the CEO asked commuters if they would like a free mug from Metro and then explained it was a thank-you gift for making Metro the number one transportation system in the country.

The reactions were varied but even those who were a bit rushed seemed surprised and delighted.



Parting words? "Keep riding Metro!" said the CEO.

- Photos by Luis Inzunza



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Funeral Services Scheduled Thursday for Michael Cummings

- **Services for Michael Cummings will be held Thursday, Dec. 14**, from 8:30 a.m. to noon at All Souls Mortuary, 4400 Cherry Avenue, Long Beach, CA 90807. Mourners are asked to arrive early; the memorial service will begin promptly at 9 a. m.

Information: (562) 424-8601.

Following the memorial service Michael will receive a military burial with full Honor Guard at 1:30 p.m. at Riverside National Cemetery ([Staging Area 3](#)), 22495 Van Buren Blvd., Riverside, CA 92518. Information: (951) 653-8417.

By NED RACINE

UPDATE

(Dec. 11, 2006) Funeral services are scheduled for Michael Cummings, a Metro employee for 10 years, who died Dec. 2 after a fall on Thanksgiving Day.

Cummings, 56, began working for Metro in April 1996 as a secretary and became a construction data assistant. From May 2002 he worked as a configuration management analyst in construction.

"He seemed happy in his job," said Augustin Zuniga, Deputy County Counsel, and a friend of Cummings for 34 years. "He seemed happy in his life."

Cummings and Zuniga met at Cyprus College in the 1970s and were roommates several times during their lives. "It was almost as if we were brothers," Zuniga recalled.

Cummings enlisted in the U.S. Marines and served from May 1968 to March 1970, including a tour of duty in Vietnam.

"When he enlisted, he felt he was doing the right thing," said Zuniga. "He believed strongly in what he did." Cummings left the Marines as a corporal.

Passionate about sports cars and motorcycles, Cummings owned several during his life. A clarinet player, he was particularly devoted to music, especially that of Louis Armstrong, Jimmy Buffet and Edith Piaf.

Plans are pending for a viewing. Cummings will be buried at Riverside National Cemetery in Riverside.

Cummings, a resident of West Hollywood, is survived by his domestic partner of nine years, Barbara Palmer. He is also survived by his mother



Michael Cummings

and stepfather.

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ACCOLADES



Access Services Honors Gateway Cities Council Member Cynde Soto

(Dec. 12, 2006) Gateway Cities Governance Council Representative Cynde Soto, shown at center, was recently honored by Access Services, Inc., and the City of Long Beach for her outstanding contributions to public transit on behalf of disabled riders. Soto received the prestigious ASI "Spirit of Accessibility" award for 2006 in recognition of her work. She was jointly nominated for the award by Long Beach Transit and the Gateway Cities Service Sector. Long Beach Mayor Bob Foster and Vice Mayor Bonnie Lowenthal, also a member of the Metro Board of Directors, honored Soto for the many contributions she has made to the transit needs of the disabled over the years in the City of Long Beach at a recent City Council meeting. Soto is pictured here with, from left, Gateway Cities Governance Council Chair Wally Shidler, General Manager Alex Clifford and Community Relations Manager Dave Hershenson.

myMetro.net welcomes reports on achievement, honors and recognition of Metro employees from community, volunteer and professional organizations. Click here to send information to [ACCOLADES](#).



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Santa Delivers 1,500 Metro Gifts to Skid Row Kids

By NED RACINE

(Dec. 12, 2006) Under tall palm trees and the watchful eye of Santa Claus, Metro presented approximately 1,500 gifts to the Fred Jordan Mission's Skid Row Kids, Monday, at the Plaza.

Donated by Metro employees, the toys and canned goods were loaded into a Metro Local articulated bus for a trip to the Mission, located near 4th and Alameda in Los Angeles, where they are sorted by age and gender.

"Your bus will take toys to parents who cannot afford these toys [for their children], and we're very grateful for that," said Willie Jordan,

widow of the late founder. "MTA, without question, always does the best toy drive."

CEO Roger Snoble noted Metro volunteers run the Gift Giving Drive. "They make this happen. And they make it happen on their own time."

Diversity and Economic Opportunity Department (DEOD) employees piled the gifts into the coach, watched by a herd of Child Development Center reindeers wearing paper antlers and sporting red noses. Rudolf would have been jealous.

Metro Choir Provides Carols

The Metro Choir, led by Renee Willis, sang Christmas carols while volunteers loaded the gifts.

Tashai Smith, serving her second year as lead coordinator of the Gift Giving Drive, said she became involved because of the Skid Row kids.

"To think that a lot of children would have no toys—it got my spirit going," Smith, a DEOD manager, said. This is the 11th year DEOD has organized Metro's Gift Giving Drive.

Smith noted that the Mission highly values Metro's donations. "They love the toys that Metro brings because they are such high quality. She praised the contributions from the RCC and divisions.

"There are a lot of children on Skid Row," said Linda Wright, DEO, Diversity & Economic Opportunity. "By far, Metro is the biggest toy gatherer for [Willie Jordan's] mission."

Approximately 10 DEOD volunteers will help distribute the toys and food to the 12,000 to 15,000 kids who will gather at the Mission on Sunday, Dec. 17, from 7:30 a.m. to 5 p.m. Each child will receive three gifts - a "special" toy and two smaller ones, Jordan explained.

"You will help change the life of a Skid Row child, if only for a few hours," Jordan told the assembled volunteers. "These children will always remember that someone loved them this Christmas."



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Appellate Court Affirms Dismissal of Lawsuit Against Metro

(Dec. 14) The California Court of Appeals on Dec. 11 it affirmed a lower court ruling dismissing Metro from a lawsuit brought by a 15 year-old plaintiff shot while waiting for a Metro bus adjacent to Taft High School.

In September 2003, a Metro bus passed a group of teenagers waiting outside Taft High School in Woodland Hills because the bus operator believed the conditions were unsafe. Shortly thereafter, an alleged gang member drove past the group and fired shots, injuring three students, including the plaintiff.

In affirming the lower court's ruling, the Appellate Court determined that Metro owed no legal duty to protect the plaintiff from harm. The court held that although a common carrier, such as Metro, owes the highest duty of care to its passengers, a common carrier does not owe a duty to "a potential passenger."

In fact, the court acknowledged that opening the door to an unruly crowd may violate Metro's duty of care to its passengers already on the bus. The court also held that Metro is not responsible for the criminal acts of another and that there is no duty for a carrier to protect its passengers from an assault that occurs without warning.

As a result of this incident, Metro convened a panel with participants from the Los Angeles Police Department, Los Angeles Sheriff's Department, Long Beach Transit and Los Angeles Unified School District. The panel reviewed Standard Operating Procedure Rules 7.10 and 7.109 – Refusing Transportation.

The panel issued a number of recommendations, which were implemented in the months following the incident.



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Metro's Marion Colston, president of COMTO's Southern California Regional Chapter, honors LADOT General Manager Gloria Jeff at meeting held at Metro Headquarters.



Photos by Gayle Anderson

Conference of Minority Transportation Officials (COMTO) holds Holiday Membership Meeting at Metro Headquarters

- LADOT General Manager Gloria Jeff is featured speaker

By HELEN ORTIZ

(Dec. 14, 2006) The Southern California Regional Chapter of COMTO, the Conference of Minority Transportation Officials, held a festive Holiday Membership meeting Monday, Dec. 11.

LADOT General Manager Gloria J. Jeff, the featured speaker, invoked the spirit of Rosa Parks to deliver an impassioned speech on the vital role diversity plays in the transportation industry.

"COMTO is a unique organization because of its diverse membership," she said. "It brings urban experiences and diverse skills sets together, which are two distinct set of voices that are not normally heard at the same time."



Metro CEO Roger Snoble and Acting Chief Operating Officer Carolyn Flowers each received certificates of special recognition for their leadership, support and commitment to COMTO.

Metro CEO Roger Snoble and Acting Chief Operating Officer Carolyn Flowers each received certificates of special recognition for their leadership, support and commitment to COMTO.

"I am very pleased with the great amount of interest shown here tonight, and it is a good start to grow the local chapter of COMTO," said CEO Snoble. "I am excited to be part of this great organization."

Also honored with special recognition was Carolyn Flowers. "COMTO is an organization that promotes diversity and gives transportation professionals at every level an opportunity to be involved in transportation solutions," she said.



Metro's Marion Jane Colston, at far right, serves as president of COMTO's Southern California Regional Chapter. Members include, from left, Velma Marshall, Linda Wright, Kathie Brabson (LTK Engineering Services), Jeanette Bell, CEO Snoble, Dana Coffey, Myrine White. Linda Somilleda (Foothill Transit) and Marion Colston.

Metro's Marion Jane Colston serves as president of COMTO's Southern California Regional Chapter. "COMTO offers many opportunities for transportation professionals in the Southern California region, who come from diverse backgrounds to blend their individual talents to address multi-modal transportation issues," she said.

Founded in 1971, on the campus of Howard University in Washington, D.C. COMTO was created to provide a forum for senior minority professionals in the transportation industry. Members have served in every sector of the transportation industry to include aviation, highways, ports, rail and trucking.

Today COMTO has chapters in 35 major cities throughout the United States with a membership of over 2000.



Metro in the COMTO spotlight: from left, Linda Wright, Carolyn Flowers, Roger Snoble, Lonnie Mitchell, Marion Colston and Sharad Mulchand.

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Gifts for Someone Special: Volunteers pack 110 gift bags for homebound seniors and others served by the St. Vincent "Meals on Wheels" program. Tess Fitzpatrick, foreground, and Fe Alcid-Little have something in common. They're sisters who volunteer as "runners" for the St. Vincent "Meals on Wheels" program.



Volunteers Stuff 110 Gift Bags of Holiday Cheer for Homebound Seniors

By GAYLE ANDERSON

(Dec. 14, 2006) A number of Metro staff were sequestered at lunchtime on Dec. 7, cheerfully stuffing 100 gift bags for seniors and homebound people served by the St. Vincent "Meals on Wheels" program.

"The holiday season is the loneliest time of the year for the city's poorest seniors, many of whom are homebound without the means or capability to get around," says Tess Fitzpatrick, an administrative analyst in ITS.

Fitzpatrick knows first-hand the joys a hot meal and warm greetings can bring to the forgotten elders. She and her sister, Fe Alcid-Little, are volunteer runners for the St. Vincent "Meals on Wheels" program.

She and other Metro volunteers have been collecting useful items for the goodie bags



Volunteers, from left, Liz Campos, Nancy Untalan, Lynn Ong, and Tess Fitzpatrick help pack 110 holiday gift bags.

that will be delivered to seniors along with their holiday meal on Christmas Day.

"We've put together 110 gift bags for the seniors and those who are otherwise confined to their living quarters. The items included new socks, toothbrushes, tree ornaments, soap, combs, q-tips, candies, shampoo, lotion, Christmas mugs and several other useful items," she said.

Fitzpatrick delivered the gift bags to Sister Alice Marie Quinn at the St. Vincent's Senior Citizen Nutrition Center on Dec. 13. Ultimately, Meals on Wheels will deliver 2,500 bags this season.

St. Vincent Meals on Wheels is privately funded, serving an average of 2,500 meals a day, including some 1,500 meals delivered directly to each home.



Nancy Untalan and Debbie Bishop at the finish line. Roster of volunteers includes Anne Adelman, Renita Anderson, Mila Asuncion, Barbara Olsen-Bonk, Jessica Gil, Maria Mariano, Mary Nugent, Carol Holben, Barbara Burns, Liz Campos, Lynn Ong, Lou Pecho, Cory Uy, Nancy Untalan, Susan Carlasa-Ginsberg, Avis Brame, Nela De Castro, Juliet Glindro, Edina Pagadora,

Tommye Williams , Debbie Bishop, Glendora Walker, Fe Alcid-Little, Tess Fitzpatrick, Helen Cosner, Beverly Davenport-Waldon, Alicia Walker, Jeannette Bell, and Carmelita Malonzo.

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Wyman Jones, in green safety vest, teaches a course in transit rail system safety, transit rail incident investigation and rail hazard management to technicians and executives from the Korean Railroad Corporation.



Metro Rail Expert Travels to South Korea to Train High-Speed Rail Officials

By Ned Racine

(Dec. 14) In October, Metro's Wyman Jones brought his 35 years of rail design, operations and safety experience to South Korea to train technicians and executives of the Korean Railroad Corporation. Jones's commitment to rail, however, began 40 years before at a Canadian railroad crossing.

From October 30 through November 10, Jones taught courses in transit rail system safety, transit rail incident investigation and rail hazard management. He joined the three-person training team at the request of the Transportation Safety Institute (TSI), an arm of the federal Department of Transportation.

"I would say they were [most] interested in how we document and keep systems from becoming less safe as they grow older," said



Jones, who was making his first visit to South Korea. Training took place in Deajeon, a city founded during the Bronze Age.

Because the United States remains a world leader in accident investigation, Jones said, the Korean group approached the United States when it decided to improve the Korean rail system.

Wyman Jones, a supervising engineer in Rail Operations Safety, has been a trainer for the United States Government since the 1980s.

Jones, a supervising engineer in Rail Operations Safety, has been a trainer for the United States Government since the 1980s, while he worked for the Canadian National Railways. He has worked for TSI since 1989.

A Certified Safety & Security Director with the World Safety Organization, an organization that examines system safety, pools knowledge gained from safety problems and disperses that knowledge around the world, Jones joined RTD in 1989 as a rail safety engineer.

Jones particularly impressed the Korean Railroad Corporation with his experience building and designing railroads in Canada, the Dominican Republic, Europe, Malaysia and numerous rail and transit systems within the United States.

System safety for high-speed train

The completion of the Republic of Korea's first 300-kilometer-an-hour train spurred rail officials to reach out to the Department of Transportation and TSI. Unlike systems in the United States, the Korean high-speed train (running at 186 miles per hour) shares track with freight, commuter and transit trains.

"The consequences of a slight imperfection [with] high speed is devastating," Jones said. "If you're going to operate the high-speed [service], you have to be 10 times pickier with the subtleties that you find."

"They wanted to know about hazard analysis, hazard identification, system safety and rail accident investigation, to make sure their high-speed rail would not fall into some of the pitfalls of other systems," Jones explained, "especially since there is no mandate to really be proactive [before] an accident occurs."

Now Korean rail staff wants to analyze their system before an accident prompts an investigation, Jones said. One reason the Korean Railroad Corporation pursued Jones's expertise was its desire to sell its high-speed rail systems to other countries.



Besides overcoming the difficulties in translating English to Korean and back again—Jones spent one day drawing pictures to explain technical information—he found himself facing a different culture among the Korean rail workers.

Jones trained approximately 35 Koreans, most with 25 to 30 years of rail experience. Drawn from all rail disciplines (vehicle, track, operations, signals, control and power), the trainees ranged from the Korean train system director to field workers. Some knew of the Metro system before Jones arrived.

Besides overcoming the difficulties in translating English to Korean and back again—Jones spent one day drawing pictures to explain technical information—he found himself facing a different culture among the Korean rail workers.

For example, Jones assigned his classes to examine their own rail system. "One of our exercises was . . . go take a look at a station and come back with some hazards," he said. "Take 20 minutes, go down to the station, glance through it, take some pictures and come back and make a presentation to us. The idea was for them to get to learn what to look for . . . *before* an accident happens."

Another example grew from a derailment that happened the Saturday Jones and his team arrived in South Korea—a derailment reportedly caused by a shattered train wheel. Jones asked his trainees how they were investigating the train's maintenance. But the Koreans responded that they already knew a wheel had shattered and caused the derailment.

"We want to find the root cause so you can fix it," Jones responded. "Now we're digging deeper. That was a different culture for them." With his trainees, Jones emphasized that system safety begins with design and building and runs through the system's life cycle, including operations and replacement.

Tragic accident spurs lifelong commitment

Jones's commitment to rail began the night of a high school football game near his hometown of Tavistock, Ontario, Canada. After the game, he and friends waited for a parent to pick them up. But when his friend's mother arrived in her station wagon, she had brought her daughter along, meaning one teen would not fit in her car.

So young Wyman Jones called his father. His father agreed to pick him up; Wyman would only have to wait an additional 15 minutes. So young Jones said, "No problem. Go ahead." And his friends drove off in the station wagon.

"Well, as I'm coming home, we see fire trucks, ambulances and everything else—it is the road we normally took too—and it's the car that I would have been in," Jones said. "The wife, the daughter, and the two sons of the same family, as well as four other friends, were killed by a train accident at a grade crossing."

A train had broadsided the station wagon, strewing car parts along the tracks. Ironically, the father of the family killed in the accident was the railroad's station agent in Jones' hometown.

The cause of the accident was never known, although Jones remembers the crossing was humped and approached by a curve, forcing cars to climb and curve at the same time. He surmises the children were talking and screaming and the driver never heard the train.

"After that, I thought, 'We've got to stop this,' "Jones explained. Safety has concerned him ever since.

"I enjoy rail," Jones said. "I've always enjoyed rail. I just want to make it better. That's what I try to do to: To make it the best possible."

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Just Say: "Thanks, but, no thanks!"



The policy that eschews gifts from outside vendors and contractors is valid throughout the year but never more so than during the holiday season, when glad tidings from contractors, vendors and business associates attempt to make their way down Metro's chimney. Above, Chief Ethics Officer Karen Gorman admires a wreath sent by a well-intentioned contractor. The wreath, dutifully turned over to Ethics Department, is destined to make the holidays a little brighter for someone in need: Gifts ranging in value from \$10 to about \$150 or more are bundled up and distributed to various charities each week, said Rebecca Gilden, administrative aide in Ethics.

The Gifts That Keep on Giving

• Ethics Department Rebundles Gifts from Outside Vendors and Contractors for Charity Organizations

(Dec. 15, 2006) Chief Ethics Officer Karen Gorman encourages any employee who receives a gift from an outside company to avoid the appearance of conflict of interest by turning it over to the Ethics Office.

"It's very easy to want to be gracious and not see any harm in a gift and just accept it," says Gorman, but in the long run, "It's easier to say thanks, but no thanks."

Under the law a gift from a contractor and those doing business with a public agency such as Metro must be returned or donated to a charity. In such instances, the Ethics Department can collect the gifts from employees and donate the items to charity, and provide

the employees with records of the transaction.

"We do this as a service to our employees to make it easier for them to comply with the law, to do something nice for a person in need, and help maintain Metro's credibility with the public," said Gorman.

The [Employee Code of Conduct](#), which can be accessed on the Ethics & Lobbyist web pages from the "Select a Department" drop-down menu on the myMetro.net homepage, includes a description of the gift rules in Section 5-15-130.

The purpose of the rule on gifts, according to the Code, is "to assure the public that public employees are not influenced to show favoritism to a contractor based on receiving gifts or for being rewarded for doing his or her job in a way that will benefit the giver of the gift."

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Vicki, the westbound tunnel boring machine that cut a 1.7 mile pathway beneath Boyle Heights for the Metro Gold Line Eastside Extension, reached her destination Dec. 9, nearly one month after her twin sister Lola plowed through the eastbound tunnel on Nov. 14. Still in place, Vicki is pictured at right, adjacent to Lola's vacated eastbound tunnel shaft.



Photo by Gary Leonard

Metro Finishes Boring Twin Tunnels for Metro Gold Line Eastside Extension Under Boyle Heights

(Dec 15, 2006) Metro construction crews finished boring the twin 1.7-mile tunnels for the Metro Gold Line Eastside Extension Dec. 9. "Vicki", one of two massive tunnel boring machines, completed boring the westbound tunnel at the East Portal in Boyle Heights.

Film at 11: Vicki Breaks Through

"Lola," her TBM twin, finished burrowing the eastbound tunnel Nov. 14.

Tunneling operations began last February at First and Boyle streets and moved underground to First and Lorena streets.

Lola and Vicki were custom-built in Germany at a cost of \$10 million each.

Each machine weighs more than 2 million pounds and stretches 344 feet. The diameter of each tunnel is 21-feet. As the machines advanced, pre-cast concrete tunnel lining was installed in the tunnels.

The tunnels are part of a six-mile extension of the Metro Gold Line from Union Station in downtown Los Angeles through the Little Tokyo/Arts District, Boyle Heights and East Los Angeles. Eight new stations, including two underground, will be constructed.

The light rail extension is schedule to open in late 2009.

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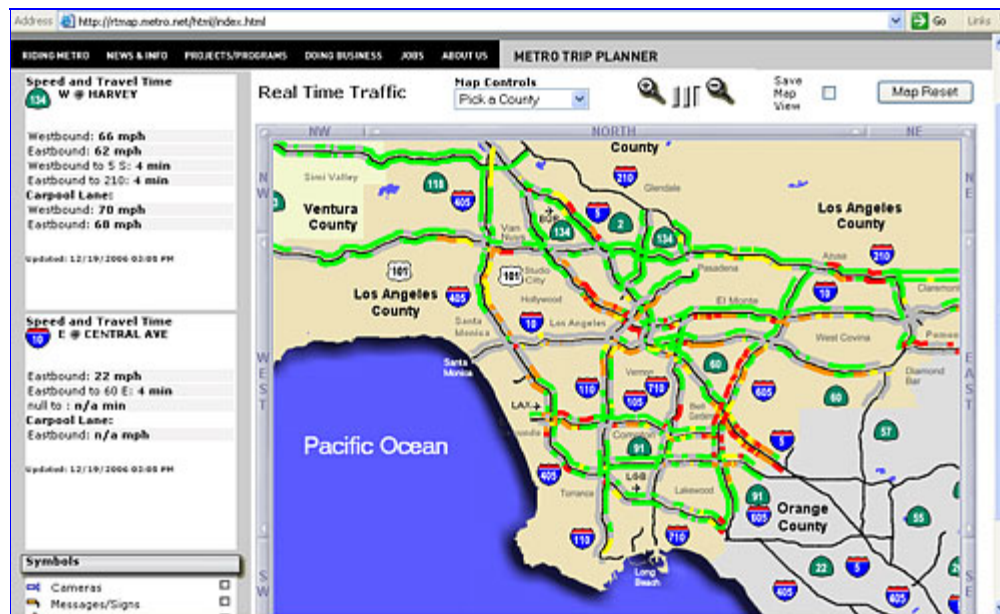
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The Metro 'Real Time Traffic' feature provides free 24/7 traffic updates on freeways in Los Angeles and Ventura counties as well as for major streets in the City of Los Angeles.



[Check it out:](#) Click on image above to visit site.

New Feature on metro.net Gives Public 'Real Time Traffic' Info

- Updates for LA-area freeways and streets available 24/7

By MARC LITTMAN

(Dec. 19, 2006) One of the most comprehensive traffic information services ever offered to the public made its debut today on the Internet at [www.metro.net](#).

The Metro "Real Time Traffic" feature provides free 24/7 traffic updates on freeways in Los Angeles and Ventura counties as well as for major streets in the City of Los Angeles.

Fed by Caltrans, CHP and LADOT, the data is updated every few minutes. It comes from cameras overlooking the freeways as well as electronic sensors embedded in the roadways.

Within a year, the feature will extend its traffic coverage to Orange, San Bernardino and Riverside counties. Currently, commuters link to traffic updates for those counties from the "Real Time Traffic" page.

Besides giving real time speeds for freeways and streets – including carpool lane speeds for comparison – web users can see what's displayed on freeway message signs and check out views from freeway cameras.

They also can click on icons that will pinpoint freeway incidents, such as

accidents, or track freeway construction closures. Map features allow viewers to zoom in and out, and the system will memorize a particular street or freeway location so a user can go right to it anytime.

Traffic information is displayed on metro.net, where the public can find ways to beat traffic by using the trip planner and other rideshare options.

As a measure of the interest in finding driving alternatives, metro.net already receives 40 million viewer hits a month. That number is expected to increase sharply with the new Metro "Real Time Traffic" feature.


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CEO UpDate

2006

A Year to Remember Thanks to Metro's Dedicated Employees

By CEO ROGER SNOBLE



CEO Roger Snoble

Here we are at the end of another year, a remarkable year for Metro by any standard. It's been a year we can look back on with great pride and with a sense of genuine accomplishment.

A quick review of 2006 would include a number of major events, not the least of which was being honored with APTA's Outstanding Transportation System award. We also completed excavation of twin 1.7-mile tunnels on the Eastside; broke ground for construction of the Expo Line; kept up the pace of Metro Rapid implementation with a total of 16 lines now in operation; and – thanks to much hard work over the years – we saw the end of the federal Consent Decree.

We successfully negotiated three major union contracts following a new procedure that fosters cooperation and consensus; installed TAP fareboxes throughout the bus fleet and TAP validators on our rail lines; put articulated coaches into operation on our Rapid and Local bus lines; and began trial runs of our new 2550 rail cars.

So many of you contributed to these accomplishments that it would be impossible to thank you individually. I do, however, want to recognize some accomplishments this past year that can be attributed to individuals. This will be far from a complete list and I know that many other employees deserve equal recognition.

Division 1 Operator **Eric Davis** managed to prevent serious injury to his three passengers after his bus was struck by a car and careened down a steep, boulder-strewn embankment.

The M3 Tiger Team completed the monumental task of implementing the Maintenance and Material Management System – **Pat Astredo, Elizabeth Bennett, Ron Dupuis, Bruce Feerer, Larry Kelsey, Dave Kubicek, Pat Lane-Goodson, Ted Montoya, John Roberts and Milo Victoria.**

Almost **200 Metro Volunteers** worked hard on their own time to promote Metro at dozens of local events, giving our agency a "face in the community."

Andy Gonzales, an equipment maintenance supervisor, noticed a

safety hazard in the Division 15 bus yard and suggested installing pedestrian railings to keep his co-workers safe.

Metro Rail safely and efficiently transported thousands to the 2006 Rose Bowl game and to the immigrant's rights march, May 1, thanks to **Bruce Shelburne**, who coordinated the service, and the many Metro employees who volunteered to help.

Storekeeper **Sidney Mitchell** and Stock Clerks **Kenny Howard**, **Corey Hearn** and **Darryl Mickens** helped keep buses rolling by maintaining a 98.7 percent service rate from their storeroom at the Arthur Winston Division.

The **Metro Gold Line construction workers** building the Eastside Extension have achieved almost 1.5 million workhours without a lost-time injury – a precedent-setting safety record.

Electronic Communication Technician **Jiceri White** installed and maintained the Freeway Service Patrol radios, ensuring the efficiency and effectiveness of the 180 tow trucks.

Documents Technician **Cindy Viramontes** of the Gateway Cities Service Sector redesigned the timetable maps so our customers can see a bus line's route at a glance.

Nicky Astilla, a messenger clerk, made sure the mail was delivered quickly and efficiently every day here at the Gateway Building.

These are only a few of the employees whose thoughtful dedication and hard work contributed to Metro's success this past year. Our organization is stronger for what all of you do every day for our customers.

Let me close out this column by wishing our Deputy CEO John Catoe all the best as he leaves us to assume leadership of the Washington, D.C. Metro system. He'll be greatly missed!

To each of you and to your families, please have a safe and joyous Holiday Season and a Happy New Year!

December 19, 2006

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Bus Operations, Transportation Projects, New Developments Among Board Actions

- [Items 6, 7 and 8, Transportation Funding](#)
- [Item 11, 1st and Boyle Development](#)
- [Item 12, 1st and Soto Development](#)
- [Item 25, Fare Collection Study](#)
- [Item 28, Wilshire Rapid Express Service](#)
- [Item 36, Bus Seat Upholstery](#)
- [Item 47, Job Classifications, Reclassification Upgrades](#)
- [Item 48, Position Authorization and Compensation Policy](#)
- [Item 49, Air Quality](#)

(Dec. 20, 2006) Funding for bus operation and transportation projects, two new development projects and Metro Rapid Express Service on Wilshire Boulevard are among items approved this month by the Board of Directors.

At its meeting in early December, the Board acted on items reviewed during the November committee meetings. No Board meetings will be held in December. The next committee meetings are scheduled Jan. 17 and 18; the Board meeting will be held Thursday, Jan. 25.

The November items voted on in December were:

Items 6, 7 and 8, Transportation Funding. The Board approved three motions that provide a total of \$1.98 billion for a variety of transit funding subsidies and regional transportation programs.

Item 6 includes \$72.6 million for Metro and municipal bus operations. Item 7 provides a total of \$169 million for HOV lanes on the I-5 for the I-5/SR-14 HOV lane connector and soundwalls on I-5. Item 8 authorizes Metro, working with Caltrans, to request a total of \$1.768 billion of state infrastructure bond money for various projects on I-5, I-405, I-10 and Route 138.

Item 11, 1st and Boyle Development. The Board approved a motion authorizing the CEO to begin negotiations with a company that plans to build a mixed-use development with 100 housing units, retail and restaurant space and a food market at the Metro Gold Line Boyle Heights/Mariachi Plaza station.

Item 12, 1st and Soto Development. The Board approved a motion authorizing the CEO to begin negotiations with a developer who plans a community-oriented retail center with 41 apartments on two parcels at

the Metro Gold Line station at 1st and Soto in East LA.

Item 25, Fare Collection Study. The Board authorized the CEO to retain a fare collection expert to study implementing barrier gates and possibly station booths and ticket offices on the Metro Red Line and to study ways to reduce fare evasion on the light-rail system.

The Board also wants to explore distance-based fares on the bus and rail systems; study the use of UFS-compatible equipment for Metro parking lots; and investigate limited-use paper smart card technology.

Item 28, Wilshire Rapid Express Service. Metro's heaviest traveled bus corridor – Wilshire Boulevard – will see even faster bus service, under a plan approved by the Board of Directors.

The Wilshire Rapid Express Service, expected to begin operation in June, 2007 will pick up passengers at Wilshire/Vermont and Wilshire/Western Fairfax Avenue, Beverly Drive in Beverly Hills, Westwood Boulevard and 4th Street in Santa Monica.

The Wilshire Rapid Express would be in service in both directions from 6 to 10 a.m. and from 3 to 7 p.m. Planners expect a 20 percent savings in travel time over the existing Metro Rapid service.

The motion also directed the staff to evaluate implementing up to four additional Metro Rapid Express Service lines by June, 2007 on existing Metro Rapid corridors. A report is due to the Board in February.

Item 36, Bus Seat Upholstery. The Board voted to authorize the CEO to award a five-year, \$4.9 million contract to reupholster the seats on Metro's 2,200 buses.

In the first two years, Molina Gaskets would refurbish 195,760 seats. Over the next three years, the contract calls for reupholstering 97,880 seats per year. In all, the plan calls for refurbishing a total of 489,400 seats over the five-year period.

Item 47, Job Classifications, Reclassification Upgrades. The Board approved a motion that creates 24 new non-contract classifications and provides reclassification upgrades of 33 non-contract positions. .

Item 48, Position Authorization and Compensation Policy. The Board approved a motion to give the CEO more authority to approve non-contract position reclassifications and salaries under \$125,000. The Board will continue to approve all non-contract salaries of more than \$125,000.

Item 49, Air Quality. The Board directed the CEO to form a staff task force to ensure that Metro "maximizes its efforts to improve air quality."

The task force was directed to work with federal, regional and state agencies on air quality programs; to identify emission reductions on agency projects; and to obtain federal and state funding for various environmental projects, including Metro's solar generation project. The staff is required to provide a status report every quarter.



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Former Employee Arrested for Attempted Burglary and Attempted Grand Theft

- Case involves Metro day passes stocked at Division 2

(Dec. 20, 2006) A former employee has been charged with attempted burglary and attempted grand theft in a case involving Metro day passes.

Former Operator Guillermo Mejia, 27, was booked into the LA County Twin Towers jail, Dec. 14. Bail was set at \$35,000. Until last October, Mejia had been assigned to East Valley Division 15.

Investigator Roy Romero of the Metro Special Investigative Unit (SIU) arrested Mejia, who was dressed in an operator's uniform and carrying a computer bag, inside the transportation building at Crossroads Depot Division 2.

On top of and next to the bag Mejia was carrying, Romero found six bundles of day passes dated Dec. 14, 2006.

Assistant Division Manager Diane Frazier had reported to the SIU and Sheriff's Transit Services Bureau that Mejia, in uniform, had been coming into the division in the early mornings. She also reported that the division had been experiencing unexplained losses from its stock of day passes.

An administrative investigation of the incident is still ongoing to ensure the integrity, safety and security of Metro staff and property.

Assisting in the investigation and subsequent arrest of Mejia were Metro Security officers Nick Romero, Orlando McCall, James Pochick and Warren Harper. Sheriff's Detective Keith Schumaker also assisted with the investigation and filing of the criminal charges. --From Pam Murano



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The newly expanded bike room of the Metro Customer Center where an average of 10-12 lost bikes are turned in daily.



Photos by Jori Stern

Have You Seen My Jawbone? Tales of Metro's Lost and Found

By JORI STERN

(Dec. 20, 2006) Accidents happen. I have left my keys multiple places and I've made losing my cell phone an art form. But, how could Metro system riders leave possessions on buses and trains without reclaiming them? By the way – anyone missing a jawbone?

Lorna Riley, a customer service agent at Metro's Customer Center at Wilshire Boulevard and La Brea Avenue, recently guided me through boxes and shelves of unclaimed items being held for 45 days.

Eyeglasses, nail clippers, computers, stuffed animals and umbrellas are routinely left on the Metro System – even an oxygen tank. I didn't, however, expect riders to leave their dentures behind.

Dentures? Yes, false teeth frequently



Anybody lose their power drill? Check with Customer Service Agent Lorna Riley.

make their way to the lost and found. So does the occasional power tool and musical instrument.

Are bicycles left on the Metro system? You have no idea.

The Customer Center's bike room recently reached its capacity of approximately 90 bicycles, even though the bike room expanded only two months ago. This is not surprising, given the fact that the Customer Center receives get about 10-12 bikes each day.

'Truly frightening things'

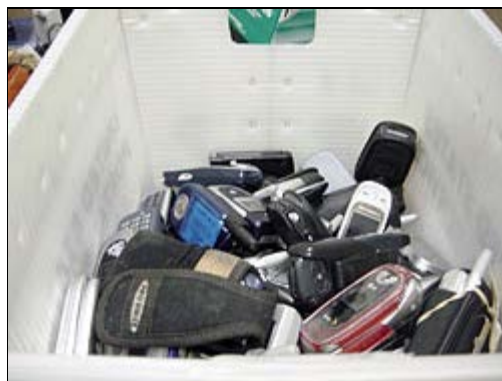
So, what is the strangest item Riley has come across? Cremated remains. "The truly frightening things," she says, "are the most personal."

Those truly frightening things include files on high security computer chips from the Los Angeles County District Attorney's office, as well as children's documents such as birth certificates and Social Security cards.

In this world of instant communication, cell phones have become essential. They are a part of one's livelihood. Yet in the last 45 days, at least 60 cell phones have been left at the Customer Center, waiting patiently for their owners. Another 50 to 60 cell phones, having waited more than 45 days, will be shipped to the United States troops overseas.

What happens if someone loses an item? If the item carries its owner's contact information, the Customer Center notifies the owner by mail. The owner has 45 days from the date the item is found to claim it.

Unclaimed personal items, such as clothing and books, are donated to the Midnight Mission in downtown Los Angeles. Electronic items are picked up by an El Monte company, then sold on a nationwide auction.



Abandoned umbrellas wait for another rainy day. At left, some of the 50 to 60 cell phones waiting at the Customer Center for their rightful owners to return.

Bigfoot perhaps?

Consider the scientist who boarded the bus only to realize he left a body part behind: his jawbone. Okay, maybe not his jawbone, but the jawbone he was transporting. Was it human? Animal? Perhaps Bigfoot?

I guess we'll never know.

For the customer service agent who collects lost or stolen items, the real "fun" is to go digging in a purse that has been left on the train or bus for days at a time.

One day Lorna Riley received a purse that had been left on the bus or train for three days. It was labeled "special handling."

Inside the purse was food. What kind of food? No one knows for sure. She does remember the purse was home to a collection of unappetizing creatures.

An item of great importance

A few months ago, a gentleman walked into the Customer Center looking for an item that was of great importance to him.

He said he was missing his artificial leg. Before he had fallen asleep on the bus, he had removed the prosthesis so he could sleep more comfortably. When he awoke he discovered his leg missing.

The Customer Center called all the Metro divisions, but even with 3,300 items in lost and found, the leg could not be located and to this day remains missing.

if the person who took this gentleman's leg is out there, have a heart, call the Customer Center. It's the holidays, after all.

If you feel you forgot something on the Metro system, inquire with Customer Service immediately. Chances are your possession is boxed away somewhere in lost and found.

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Metro, Teamsters Sign Three-Year Labor Agreement



Photo by Luis Inzunza

Metro and Teamsters Local 911, which represents the agency's security officers, signed a three-year labor agreement earlier this month. The agreement, which is retroactive to Oct. 1, 2006, will be effective through Sept. 30, 2009. Joining CEO Roger Snoble for the signing ceremony were, seated from left, Local 911 Secretary/Treasurer Raymond Whitmer and Chief Operating Officer Carolyn Flowers. Standing, from left, are Senior Administrative Analyst Debbie Snell, Local 911 Legal Counsel William Davis, Equipment Maintenance Manager Amy Hughes, union steward and Security Officer Ronald Allen, Operations Support Director James Woodson, union stewards and security officers German Poblano, Jose Ortiz and Martin Macias, Metro labor consultant Gayland Moffat and union steward and Senior Security Officer Jeffrey Hope. (12/20/06)



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Metro Operator, 3 Kids Facing Bleak Holiday after Apartment Fire

- Division 10 co-workers are collecting donations for the family



Gateway Division 10 Bus Operator
Monique Henson

(Dec. 21, 2006) Metro's Monique Henson and her three children are facing a bleak holiday season this year – they were burned out of their Long Beach apartment earlier this month.

An apparent grease fire in the 158-unit Paradise Garden Apartments, Dec. 8, caused two fatalities and 26 injuries. The fire, which may have traveled through the ventilation system, also caused \$3 million in damages.

Henson, 26, a part-time bus operator at Gateway Division 10, lived in the building with her 6-year-old daughter, Traniquv, and 8-year-old twins, Maliq and Domoniqv.

The family lost everything – furnishings, clothing, photos, toys and other belongings.

To help out the family, Henson's co-workers at Division 10 are collecting, household goods, Christmas gifts and money.

According to Caroline Howard, a transportation operations supervisor at Division 10, Henson "is basically starting from scratch. She was just thankful that she had her children and they were all unharmed."

Despite the tragedy, the operator has continued to come to work each day, Howard says.

Henson joined Metro as a BDOF operator in August, 2005 and was promoted to part-time operator in May, 2006.



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Sheriff's Sgt. Harry Drucker comments on the logistics of the plans for the Spring 2007 anti-terrorism exercise.



Law Enforcement Agencies Test Plans for Major Anti-Terrorist Exercise

- Exercise is scheduled next spring at USG complex

By NED RACINE

(Dec. 21, 2006) Previewing a major anti-terrorist exercise scheduled for spring 2007, law enforcement and transit authorities last week critiqued plans for a real-time test of security measures at the Union Station Gateway (USG) complex.

Held December 14 in the Metro Board Room, the critique gathered comments from local, state, and federal authorities to fine tune the spring 2007 exercise.

That event will be the first anti-terrorist exercise sponsored by the Security Task Force, a group of agencies and businesses concerned with USG security, since an exercise in July 2002, held in the shadow of the Sept. 11, 2001 terrorist attacks.

Seeking to create realistic challenges to USG security, the exercise will attempt to "lock out" Los Angeles' downtown transportation center. This means screening passengers and pedestrians who enter the USG complex and searching automobiles that approach it. Authorities will also search luggage. Checkpoints will surround USG.

Because the Spring 2007 event is an exercise only, passengers and pedestrians using USG that day will be asked to comply with the searches. Those who do not wish to participate, will be offered other avenues into the complex.

"It is a daunting task for us to secure this premise because public transportation is an open door," said Lt. John Herrera, co-designer of the exercise with Lt. Leo Norton. Both are assigned to the Sheriff's Transit Services Bureau.

Photos: Ned Racine



Andy Hughes, Manager, Building Services; and Metro Transit Security lieutenants Rivers Jacques and Keith Bowlin discuss access to the Gateway Tower during Dec. 14's preparation for a Spring 2007 anti-terrorism exercise.

A grim scenario

According to the exercise's grim scenario, the Department of Homeland Security has raised its threat level to "red," following a coordinated terrorist attack on a commuter rail system somewhere in the United States. "Red" is the Department of Homeland Security's second highest threat level.

A "terrorist" team will try to penetrate security forces to deliver a mock explosive device to five critical areas inside USG.

"I know we've done exercises in the past, but you have to stay current; you're only as good as your last exercise," Herrera said. "It's been a while, so we want to see how well we'll do this exercise." One of the goal's of the Dec. 14 critique was to ascertain the number of personnel required for the spring 2007 exercise.

Norton, who has served in the Sheriff's Transit Services Bureau for 10 years, drew on the London and Madrid transit system bombings to create a scenario testing whether USG complex stakeholders are "capable of handing a situation similar to other bombings and terrorist threats."

Agencies attending the tabletop meeting included representatives of Metro Transit Security, Transit Services Bureau, Los Angeles Police Department, Transportation Security Administration, Federal Air Marshall Program, Los Angeles Fire Department, Orange County Transportation Authority, Metrolink, and Amtrak.

Herrera will adjust some plans based on the comments he heard during the Dec. 14 critique.

"We brought in all the stakeholders, and everybody had a say in how we were going to develop our game plan," Herrera said. "I had the overview, but then I had to fine tune it and that's where their participation helped me develop a better plan."

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Mountain-climbing Metro Bus Operator Gerardo Perez on top of Mt. McKinley in Alaska.



Metro's Gerardo Perez Takes Adventure to New Heights

- Mountain climbing bus operator eyes international peaks

By JORI STERN

Calling all mountain climbers! If you're looking for something adventurous to do on a weekend or just happen to have 40 hours a week to train, then you might want to give Operator Gerardo Perez a call over at West Valley Division 8.

A moderate hiker, Perez, who has always enjoyed camping, hiking, and fishing was inspired by his brother to take up mountain climbing seven years ago. Perez's first feat was Mt. Whitney, a 14,491-foot peak in California's Sierra Nevada, which he has now climbed seven times.

Perez admits he doesn't quite understand what draws him there. Every time he attempts to climb Mt. Whitney he says to himself, "I am not going to do this mountain again, but I keep going back." It must be all the nice people Perez says he meets climbing.

Although most of his climbs have been on the West Coast, Perez's next climbs will be international.

He wants to climb the highest peak in different countries, starting with the Chimborazo, a volcanic mountain in the Andes. It is Ecuador's highest

peak at a height of 20,700 feet. He also wants to climb Cotopaxi. At 19,388 feet, it is Ecuador's tallest active volcano.

Perez is returning to Denali National Park in Alaska in June. He was injured there in June 2005. Ironically, it really had nothing to do with climbing. He was injured playing baseball.

Due to bad weather at the medical camp, climbers decided to pull out a plastic baseball bat and ball and play baseball. Perez ran, slipped, and pulled a hamstring. He was eventually airlifted off the mountain.



Gerardo Perez reaches the summit of el Pico de Orizaba in Mexico.

Intimidated by climbing

Perez admits that a lot of people are intimidated at the thought of mountain climbing without having done it. "How are you ever going to know if you don't try."

So how does he keep in shape and prepared to conquer those mountains?

On average, Perez runs three to four times a week, 40-50 miles a week, and hits the gym twice a week. To prepare for the weather conditions and the days of solitude he'll find when he actually does the climb, he takes four- to five-hour hikes in the local mountains.

Perez uses his weekends to go climbing or running. He gets five weeks' vacation that he likes to spread out so he can make at least two to three big trips per year. "When you want something, you make the time."

What about a fear of losing his life up there? Perez has only felt that once. While climbing Mt. Baldy this year with a friend, Perez started back down the mountain. He slipped and was heading for a 2,000-foot drop.

His biggest fear while he was sliding was not falling off the mountain, but hitting a tree or rock. Luckily for Perez, he had his ice axe with him, which got caught in the snow on the side of the mountain. Within seconds, he came to a full halt.

Left hanging there, Perez managed to climb back up, but "it was very scary, and my heart was pounding like there was no end."

The ultimate payoff

The ultimate payoff for Perez would be 29,028-foot Mt. Everest in Tibet. Physically, he knows he can do it, but the cost for the climb alone can

reach \$65,000. Priorities come first, though, and that's his family.

So what does Perez's wife think of all this? According to him, "she is very supportive."

But after 15 years, the occasional thought does come to mind – what if you don't come back. She eases her mind by watching television shows on different climbing expeditions and educating herself about the sport.

Mountain climbing seems like the perfect sport for the fearless, who may also expect to encounter mountains lions, bears and rattlesnakes, as Perez has done in the past.

Too much for the non-fearless? Well, Perez does have a point.

"We work in the city all week and it is lovely to get out to the mountains," he says. A very good point indeed.

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A 'Joyous Noise' to Celebrate the Holidays

(Dec. 22, 2006) "Jingle Bells," "Walking in the Winter Wonderland," "Angels We Have Heard on High" and other songs – along with season's greetings – rang through the halls of the Metro Headquarters building, Friday, as employees prepared for a long holiday weekend.

From the cafeteria, with its crowded tables, to the Plaza lobby, where employees gathered to hear the Metro Choir, Friday morning was spent in celebration. The Metro Cafeteria served more than 1,000 meals.

Santa, who took three forms during the morning, greeted children "of all ages" who posed for photos with the jolly ol' elf. Dominating it all was a 30-foot fully decorated tree.

Jennifer Salamanca of Public Relations coordinated Friday's event, along with committee members and volunteers Irma Rivera, Danielle Boutier, Fran Curbello, Bibi Ramirez, Anna Mercaldi, Sarah Winfrey, Laura Almeda and Jacqueline Martinez.

Photo by Joe Heard



At the foot of the holiday tree, the Metro Choir – led by Renee Willis – performed a concert of seasonal songs and carols.



Santa's little helper, Tess Fitzpatrick, dons antlers for the holiday breakfast. The Metro Cafeteria served more than 1,000 meals.

Photo: Ned Racine

The men in the red suits with white beards were Dan Colonello, Rob Hartert and Cedric Collins. Ruben Ramirez provided the karaoke equipment.

Mary Ann Garcia gets into the holiday spirit by participating in the karaoke contest.

Photo: Ned Racine



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Director John Fasana, CEO Roger Snoble, and Rail General Manager Gerald Francis welcome the 2007 Tournament of Roses Queen Mary McCluggage, at podium, and her court to Union Station Thursday morning to promote Metro Rail service to this year's parade festivities. To accommodate the large crowds expected, Metro will be operating all Metro Rail lines all night long on New Year's Eve to enable people from throughout Los Angeles County to attend the parade.



Photo by Juan Ocampo

Rose Queen® and Royal Court Encourage Public to "Go Metro" to 2007 Rose Parade Festivities

- Metro to run trains all night long New Year's Eve to make getting to parade easy. Metro Gold Line to run additional service New Year's Day

By DAVE SOTERO

(Dec. 22, 2006) The Tournament of Roses Queen and Court joined Metro officials today at the Union Station Metro Gold Line Station to encourage L.A. revelers to "Go Metro" to all 2007 New Year's and Tournament of Roses festivities in Pasadena.

This year's tournament theme is "Our Good Nature" and will feature spirited marching bands from throughout the nation, majestic floral floats, and high-stepping equestrian units. The internationally known event attracts more than one million spectators to Pasadena every year.

"We want everyone to arrive at the parade 'Good Natured,' for having taken advantage of the convenience of Metro Rail and avoiding traffic congestion in Pasadena," said Mary McCluggage, Rose Queen for the 2007 Tournament of Roses.

"The Metro Gold Line is now in its fourth year of parade service. It has become a part of the Tournament of Roses tradition, carrying tens of thousands of spectators to Pasadena for parade festivities," said John Fasana, Duarte City Councilmember and Metro Board member. "With future extensions, the Gold Line will provide whole new communities with rail access to these world-class events."

To promote public safety, Metro will be providing free rides on all Metro buses and trains starting at 9 p.m. on Christmas Eve, December 24, through Christmas Day, December 25, ending at 2 a.m. The agency is also providing free rides on New Year's Eve, December 31, beginning at 9 p.m. through New Year's Day, January 1, ending again at 2 a.m.

The 118th Rose Parade® will take place Monday, Jan. 1, 2007 beginning at 8 a.m. All Metro Rail lines will operate all night Sunday at 20 minute headways to facilitate travel countywide and to enable parade goers to get an early place along the parade route. To accommodate a greater number of riders, Metro will run additional trains on the Metro Gold Line beginning at 5 a.m. until approximately 9 p.m.

Parade goers can choose to use one of four train stations in Pasadena: Memorial Park and Del Mar stations are about two blocks from the parade route; the Lake and Allen stations are approximately four blocks from the parade route.

The public may view post-parade floats via Metro Rail. Metro is offering shuttle service from the Sierra Madre Villa Gold Line Station on January 1 to Post Parade Park beginning at 12:30 p.m. to 3 p.m. Shuttle service from Post Parade Park back to the Sierra Madre Villa Station will continue to 5:30pm. On January 2 shuttle service from the station to Post Parade Park begins at 7 a.m. and ends at 3:00 p.m. Service from Post Parade Park to Sierra Madre Villa Station will continue until 5:30 p.m. Shuttle buses will pick up passengers every five to ten minutes from the station during these times. The cost to ride is a regular fare plus a transfer.

This year the 93rd Rose Bowl Game between USC and the University of Michigan is scheduled for 2 p.m. kick-off. Sports fans attending this game can also utilize the Metro Gold Line and exit at Memorial Park Station. They can then walk a short distance down Holly Street to the Parsons parking lot at 100 West Walnut Street to catch a free game shuttle starting at 1 p.m.


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Changes in Thrift, Compensation Plans to Benefit Employees in 2007

(Dec. 22, 2006) Employees have an opportunity to gain increased tax relief in 2007, thanks to recent changes in the federal Economic growth and Tax Relief Reconciliation Act.

Metro's Accounting Department provides the following information and some reminders to keep employees up-to-date about the thrift and deferred compensation plans, as well as changes in Social Security taxes.

Increase in Annual Elective Deferral Limits:

Here is an opportunity for employees who are enrolled in Metro's 401(k) Thrift Plan and/or 457 Deferred Compensation Plan to sock away even more funds towards retirement.

401(k) Thrift Plan:

As of January 1, 2007, you will be allowed to defer up to \$15,500 annually from your salary. A special provision in the law allows an additional \$5,000 if you are a "Baby Boomer" (age 50 or greater by December 31, 2007).

457 Deferred Compensation Plan:

As of January 1, 2007, you will be allowed to defer up to \$15,500 annually from your salary. A special provision in the law also allows an additional \$5,000 if you are a "Baby Boomer."

If you are eligible for retirement within three years, you are eligible for the pre-retirement "catch-up" provision in the 457 Plan. Your total deferral may increase to \$31,000 effective January 1, 2007. "Catch-Up Provision" packets are available in the Pension and Benefits Office.

Both Plans:

You may contribute to both the 401(k) Thrift Plan and the 457 Deferred Compensation Plan for a total deferral of \$31,000. If you are age 50 or greater by December 31, 2007, you may defer up to a total of \$41,000 in both plans.

If you are in "catch-up" and less than 50 years of age, you may defer a total of \$46,500. That is \$31,000 to the 457 Deferred Compensation Plan plus \$15,500 to 401(k). If you are in "catch-up" and age 50 or older, you may defer a total of \$51,500. That is \$31,000 to 457 plus \$20,500 to 401(k).

Note: Contributions are deducted each pay period (26 per year).

Please contact the Pension and Benefits Office at Extension 2-7184 for enrollment and/or contribution changes forms. Investment information is

available from Erick Spencer at ICMA-RC (866) 339-8795, Orlando Delgado at ICMA-RC (866) 266-7312 or from ICMA-RC Investor Services (800) 669-7400.

Both the 2007 Payroll Calendar and Holiday Schedule are available on the Accounting and Human Resources Intranet sites.

Social Security and SDI Taxes:

As of January 1, 2007, the wage base for Social Security will increase from \$94,200 to \$97,500. This means that some employees will experience an increase in Social Security taxes even though the tax rate percentage will remain the same. At a tax rate of 6.2%, this is an increase of \$204.60 in the maximum amount of Social Security tax that can be withheld from an employee's paycheck. Deductions for Medicare remain unchanged.

The wage base for State Disability Insurance (SDI) will increase to \$83,389. However, the tax rate decreased from .08% to .06%. This results in a tax savings of \$135.01 from the maximum SDI withheld in 2007.

W-2s:

Metro is in the process of finalizing the Form W-2 Wage and Tax Statements. They will be mailed to employees' homes no later than January 31, 2007.

Please do not misplace your 2006 FORM W-2. If you need a replacement copy of your FORM W-2, you must complete a replacement form. You can obtain the form from Forms Online on the Metro Intranet or contact Payroll at (213) 922-6832 and a form will be sent to you. *Once the form has been received by Payroll, it may take up to a five working days to process.*

Metro will offer again this year a service (available January 31, 2007) for those employees who use or are interested in using TurboTax 2006 to prepare their Federal and state income tax returns. This means that you can download your W-2 information directly into TurboTax, and voilà - a good part of your tax filing is completed for you. The web site will be included on your 2006 Form W-2. Additional information can be obtained at www.probusiness.com/turbotax.

Reminders:

Address Change

Please verify your address and Social Security number shown on your pay stub. If you have a change in your mailing address, please notify your Department/Division Manager so that the change can be updated in the Human Resources system before noon December 26, 2006. If your Social Security number is not correct, please contact Gwen Keene in Human Resources immediately (213) 922-7148.

Also, please verify the name on your Social Security card against the name on your pay stub. The IRS may impose a \$50 penalty to the employee and employer for every W-2 if the employee's name does not match that shown on the Social Security card. If there is a difference, please contact Gwen Keene in Human Resources immediately.

Form W-4, Employee's Withholding Allowance

Now is the time to check your Federal and State tax withholding

allowances. Did you marry or divorce, gain or lose a dependent, or have major changes in your family income? If you answered "yes", you may need to file a new 2007 Form W-4.

If you are currently claiming "exempt" from tax withholding, you must submit a new Form W-4 by February 15, 2007 if you wish to retain your exempt status. If a new form is not filed and submitted to the Human Resources Department, withholding for Federal and State taxes will automatically default to "Single" with zero (0) withholding allowances.



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BRU Asks 9th Circuit Court to Overturn Consent Decree Rulings

- Judge Hatter’s decisions had allowed Consent Decree to expire

(Dec. 27, 2006) The Bus Riders Union is asking the Ninth Circuit of the U.S. Court of Appeals to overturn two District Court rulings that effectively released Metro from the federal Consent Decree.

In papers dated Dec. 19, the BRU appeals District Court Judge Terry Hatter’s Oct. 24 decision denying a motion to extend the Consent Decree and a companion motion for civil contempt sanctions against the agency.

The BRU also is appealing Hatter’s Nov. 21 order in which he refused to reconsider his decision to allow the 10-year-old Consent Decree to expire on schedule. The judge retained jurisdiction until Nov. 30, 2010 over Metro’s New Service Plan, which involves implementation of additional Metro Rapid lines.

In his October decision, Hatter wrote that Metro “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, 3 Transit Agencies to Provide Shuttles for President Ford Services

By BILL HEARD, Editor

(Dec. 27, 2006) Metro and three other regional transit agencies will provide shuttle service during a memorial planned for former President Gerald Ford, this weekend, in Palm Desert.

Beginning at 4 p.m., Friday, the shuttle service – which will operate from a parking lot at the Indian Wells Tennis Gardens sports arena to St. Margaret's Episcopal Church in Palm Desert – will continue until 7 a.m., Saturday.

President Ford, the nation's 38th president, died Tuesday at age 93. After a local funeral service, his remains will lie in state in the Capitol Rotunda in Washington, D.C., before burial in his hometown of Grand Rapids, Mich.

The four transit agencies were asked by the Ford family and the Secret Service to provide a total of 56 coaches over a 24-hour period to transport Ford family members, friends and members of the public from the parking area to the church.

According to San Fernando Valley General Manager Richard Hunt, Metro will provide up to 18 buses and some 30 operators, as well as maintenance and supervisory support to the effort, which is being led by Sun Line Transit of Palm Springs. Also, providing buses and operators will be OCTA and Omni Trans of San Bernardino.

Metro's George Trudeau and Steve Rank have been working on the shuttle service plan with the three transit agencies, the Ford family and the Secret Service for the past 18 months, said Hunt.



Gerald Ford, the 38th president of the United States, died Tuesday in Rancho Mirage



TOS Steve Rank directs mourners onto a departing bus at the memorial services held for the late President Ronald Reagan in June 2004. Shuttle buses transported some 1,800 an hour to the Reagan Library in Simi Valley.

In June 2004, Metro provided some 25 buses, 95 operators and 14 supervisory personnel during a 35-hour shuttle operation for the memorial service for the late President Ronald Reagan at the Reagan Library in Simi Valley.

For the Ford service, each Metro service sector has been asked to provide buses, which will be staged tonight at East Valley Division 15. Bus operators also are being signed up for the shuttle operation.

After Ford’s death was announced, “our plan kicked into high gear,” Hunt said. “We’ll be there to support and provide whatever we can for this occasion of national mourning.”


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From left, Transportation Manager Gary Spivack, Mayor Antonio Villaraigosa, County Supervisor Zev Yaroslavsky, Los Angeles City Councilman Dennis Zine and Los Angeles City Councilwoman Wendy Greul at new Canoga Station.



Photos: Juan Ocampo

New Canoga Station, Park/Ride Lot Open on Metro Orange Line

- Transitway extended one-third mile to Canoga Park



CEO Roger Snoble: "This new station will make it even more attractive for people to choose the convenience of Metro Liner buses..."

By DAVE SOTERO

(Dec. 27, 2006) Officials celebrated the official opening, Wednesday, of the new Metro Orange Line Canoga station and park/ride facility in Canoga Park that now provides much needed parking for West Valley transit commuters.

The project is a one-third mile extension from Variel Avenue to Canoga Avenue, and includes a full-featured station with artwork, 611 free park/ride spaces, pedestrian and bicycle paths and landscaping.

"The opening of this new station is our holiday gift for Valley commuters," said Supervisor Zev Yaroslavsky. "Canoga Station now provides more West Valley commuters with a viable alternative to the congested Ventura Freeway. This station will be the launch point for future extensions that will make this transit line even better."

Canoga station is the 14th station on the cross-Valley transitway. The

station has convenient entrances from Canoga Avenue and Vanowen Street. It is the sixth park/ride lot on the line.

"The Metro Orange Line has proven to be one of our most popular transit services, and this new station will make it even more attractive for people to choose the convenience of Metro Liner buses over driving in the Valley," said CEO Roger Snoble.

Including the 6.5-acre Canoga station, extension of the transitway and extension of the multi-use bike and pedestrian path, the project budget totaled \$26 million.

The Canoga station will also be the launch point for future transitway extensions now under review by Metro. In September 2006, the Board gave the go-ahead for environmental clearances and preliminary engineering for a six-mile extension of the service from the Canoga station north to the MetroLink station in Chatsworth.

Consultant proposals to perform this work were received on Dec. 21, 2006 and are now being evaluated.

The Canoga station's design includes terrazo paving areas and art panels entitled "Constructed Histories" by artist Roy Dowell.

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One Tagger Convicted; One Tagger Suspect Arrested

- \$61,000 in vandalism damages linked to the cases

(Dec. 27, 2006) A tagger who damaged Metro buses has now been convicted and a juvenile suspected of vandalizing buses was arrested earlier this month.

Ricardo Medina, 27, was sentenced to 16 months in prison following a conviction on felony vandalism charges. He was arrested Nov. 15.

Medina caused more than \$31,000 in damages to buses assigned to divisions 2, 7 and 10, according to Sheriff's deputies Kyle Ynclan and Diane Moreno, who conducted the investigation.

Meanwhile, deputies Terrance Bell and Devin Vanderlaan arrested a 15-year-old Los Angeles boy suspected in 18 felony vandalism cases with damages totaling \$30,000. The suspect allegedly targeted buses assigned to divisions 1 and 2 and also is believed to have tagged several Metro Green Line cars.

During a search of the suspect's home, Dec. 13, deputies seized a large amount of evidence allegedly linking him to the vandalism. A letter requesting restitution for the damages will be submitted for consideration during sentencing. A court date is expected in late January.




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Metro's Final Weekend of 2006 Ends in Rush of Activity

- Shuttle service in Palm Desert; Tournament of Roses activities

By BILL HEARD, Editor

(Dec.28, 2006) The final weekend of 2006 promises to be an unusually busy one for Metro as employees provide overnight shuttle service for President Ford's mourners in Palm Desert and gear up for expanded rail and bus service for New Year's Eve, the Rose Parade and Rose Bowl game.

Metro and three other transit agencies will begin shuttle service at 4 p.m., Friday, between the Indian Wells Tennis Gardens and St. Margaret's Episcopal Church in Palm Desert where the former president will lie in repose. See myMetro.net article> [Shuttles for President Ford Services](#)

A total of 56 buses, including 18 Metro buses and some 30 operators, will provide shuttle service, which will continue until 7 a.m., Saturday. Buses and operators from Sun Line Transit of Palm Springs, OCTA and Omni Trans of San Bernardino also will be involved.

On Sunday, Metro will begin its around-the-clock New Year's operation. Patrons can ride free on all Metro service from 9 p.m., Dec. 31, until 2 a.m., Jan. 1. Trains on all four lines will continue operation past midnight with 20-minute headways into Monday morning.

Holiday schedules will be in effect, New Year's Day, on the Metro Red, Blue and Green Lines. Beginning at about 6 a.m., Monday, the Metro Gold Line will operate on 7-minute headways to serve riders going to the Tournament of Roses Parade in Pasadena.

Alternative transportation

"This will give people an alternative means of transportation for the New Year's weekend," says Rail Division Transportation Manager Bruce Shelburne. Almost 50 Metro Rail personnel will be assigned to support the Gold Line operation.

A total of 45 Transit Security officers and about 100 Sheriff's deputies, reserves, mounted patrol officers and fare inspectors from the Transit Services Bureau will provide security for Gold Line activities during the day. I

Eight Metro ticket vendors will be assigned to sell day passes during the Gold Line operation. They will be stationed at the Customer Center in the East Portal; at the entrance to the Gold Line platform at Union Station and at the Del Mar, Memorial, Lake, Allen and Sierra Madre stations.

In addition to Gold Line service to and from the Rose Parade, 10 Metro

buses provided by various divisions will be assigned to transport riders from the Memorial Park and Del Mar stations to Union Station after the parade.

A total of 15 buses will be assigned to supplement train service after the Rose Bowl game to ferry riders from Memorial Park to Union Station – an operation that could take up to three hours.

“It will be quite a ballet we’ll have to perform to get everybody out of there,” says Shelburne. “If we can load buses at the same time we’re loading trains, it will make everybody’s experience more pleasant.”



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Funeral Services Scheduled for Metro Retiree Henry Macias

By NED RACINE

(Dec. 28, 2006) A viewing service will be held, this evening, for Henry (Hank) Macias, a 13-year Metro employee, who died Dec. 23.

The viewing service will be held at 7 p.m. at St. Lorenzo Ruiz Catholic Church located at 747 Meadow Pass Road in Walnut (909-595-9545). A Mass will be celebrated at 11 a.m., Friday, also at St. Lorenzo Ruiz.

Macias will be buried at Forest Lawn Cemetery in Covina immediately after the church service.

Macias, 62, began working for Metro in December, 1987 as a bus operator at Gateway Division 10. That same year he changed jobs and began working as a service attendant. Macias retired in September, 2000 from San Gabriel Valley Division 9.

A resident of Santa Maria, Macias is survived by his wife Lydia, his daughters Dominique and Teresa and five grandchildren.



Henry Macias



photos by gayle anderson
December 29, 2006



Metro and OCTA buses line graceful entrance to Indian Wells Tennis Gardens.



TOS John Dover directs line-up at Indian Wells.



Mourners began to form line at mid-morning.



Line extended around the Tennis Gardens arena.



The shiny Metro Rapid bus of Operator

