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CEO Roger Snoble told members of the sector governance councils, Thursday, that "We have our work cut out for us and we have a lot at stake." Joining him were Acting Chief Operating Officer Carolyn Flowers and Chief Communications Officer Matt Raymond. Photo by Bill Heard.



Snoble: More Riders, Revenues Needed to Maintain Service

- CEO outlines Metro's proposed FY 2008 budget, operations plans and goals for sector governance council members
- 'It puts a burden on us to make sure we're providing quality service to our customers.'

By BILL HEARD, Editor

(June 1, 2007) In light of the fare restructuring adopted by the Metro Board in May, the agency will have to move quickly to attract more riders and increase revenues in order to maintain current service levels, CEO Roger Snoble told members of the service sector governance councils during their annual meeting, Thursday.

The Board Room meeting included reports on Transit Operations, communications and a review of the proposed FY 2008 budget.

Among measures the agency will take under a Board directive is to review bus routes, focusing on the 25 worst performers for possible changes or elimination, he said. Some changes may come as soon as December, although most will be made in June 2008. He noted that three new Metro Rapid lines will go into service this month.

Metro is providing the right amount of service now, but it's not all in the right place, he said. "We'll keep the same number of hours of service intact, but reorient them enough to attract many more people."

"If we do the right thing," the CEO said, "we may not have to look at continuing this for a long period of time and still be able to pull ourselves out of the structural deficit."

Regarding the higher fares going into effect July 1, Snoble said, "In times

like this when we ask our customers to pay more, it puts a burden on us to make sure we're providing quality service to our customers. They deserve it and it's our obligation."

He said Metro will conduct some fare collection "blitzes" to make sure that subway and light-rail riders "are paying their fair share."

'We have a lot at stake'

"We have our work cut out for us and we have a lot at stake," Snoble said near the end of his remarks. "There are a lot of people out there who are counting on us and we need to not let them down. We need to give them back value for the additional money we're going to be charging them."

During her report to the governance council members, Acting Chief Operating Officer Carolyn Flowers said Metro Connections will be a major effort in the next year, with a group made up of sector and Headquarters employees working to implement it.

She said Metro also will be working with LADOT beginning this month on a downtown service restructuring plan.

Looking at labor, Flowers said the agency had 532 pending labor arbitrations at one time, but that the number has been reduced by almost 250. "We've made substantial progress on the labor relations front."

She said Metro is improving its accident investigation procedures, and is providing more safety training, including defensive driving training for operators with poor driving records.

Chief Communications Officer Matt Raymond told the council members that customer satisfaction surveys show that "all our indicators are up at the highest levels."

With the fare change taking place, he said, Metro needs to maintain ridership levels and sustain its growth. "A lot of transit agencies have seen a decline in ridership, but we've been bucking that trend and our ridership has been going up. We want to keep that momentum going."

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Ted Sparkuhl, contract administrator and president of the LA Gateway Chapter of the National Contract Management Association, presents guest speaker Tommy LaSorda. Photo: Gayle Anderson.



Dodgers' Tommy Lasorda Gets Metro Employees Ready to 'Play Ball'

By JENNIE HARRIS

(June 1, 2007) Dodger legend Tommy Lasorda rallied Metro employees, Thursday, urging them to work hard and love their jobs during a speech sponsored by the LA Gateway Chapter of the National Contract Management Association.

"Everybody in this country, from the President of the U.S., on down to the lowest job, at some time another, [needs] to be motivated," said Lasorda. "There are times when we are not doing our job the way we should, but somebody motivates us, we get that new energy, and then we do the job."

The Association's meetings normally address procurement, but the May meeting had about four times more attendees than usual. Rolling laughter and applause punctuated his Board Room speech.

Susan Dove, the chapter's co-secretary, said, "Mr. Lasorda's

speech inspired and motivated me... to focus on my goals, work hard and be thankful for what I have and continue to strive for the best."

Lasorda won the crowd's attention with jokes about Italians, the Pope, and, of course, baseball. "Laughter is the food for the soul," he said. "When we can laugh, we can forget whatever other problems we might have in life."

The audience hung on to Lasorda's inspiring but stern words about attitude at work. "What you do, you want to be the best at it. The price of success can only come through the avenue of hard work."

'You gotta win'

"You gotta win. If you don't win, you'll fall by the wayside," said Lasorda. During his 20 years of managing the Dodgers, 210 managers were fired.



The wind-up, pitch and delivery: "You gotta love what you're doing, because whatever it is, you're gonna have to do it a lot of times." Photos by Ned Racine.

"You gotta love what you're doing, because whatever it is, you're gonna have to do it a lot of times," chuckled Lasorda. "If you don't love it, then you're making the biggest mistake of your life. If you don't like your job, my advice to you would be: quit. Go do something else, because you're not helping your organization, and you're not helping yourself. So do something that you love to do, no matter what it is."

"I always tell people I'm the luckiest guy in this whole world, because I'm doing what I want to do," said Lasorda. "I've done it since the time I was 16 years old."

Lasorda has been with the Dodgers for 58 years and is currently special advisor to owner and Chairman Frank McCourt. During his career, he won two World Series, four National League pennants, and eight division titles.

In 1997, he was inducted into the Baseball Hall of Fame as a manager. Three years later he managed an underdog U.S. Olympics baseball team to win the Gold Medal in Sydney.

How did Lasorda become more successful than other managers? "I knew one thing: how to outwork them all."



Employees line up for photo ops with Tommy Lasorda. Pictured here are, from left, Ted Sparkuhl, Art Henry, Frank Clarke, Lasorda, and Lety Licon. Photo: Gayle Anderson



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UPDATE: Radio Station Hot 92 Jamz has extended the voting in its "Junior Jammer" contest. Listeners now may vote until 11:59 p.m., Friday, June 15.

Young Singer Competes for Votes on Radio Station's Web Site

By JENNIE HARRIS

(June 5, 2007) Kyrsti Chavez, 7, daughter of Metro Rail Transportation Operations Supervisor Julio Chavez, is a "Junior Jammer" contestant on radio station Hot 92 Jamz. If she gets the most online votes on the station's web site, she and her classmates will go to Disneyland.

An aspiring singer, Kyrsti is one of 10 young contestants chosen from hundreds of applicants to the station's contest. There is a video of her performing Whitney Houston's "Share My Love" on the station's web-site at [hot92jamz.com](#).

Voting ends Thursday, June 7, at 11:59 p.m. Fans are limited to one vote per day. Because Metro blocks entertainment web sites, viewing Kyrsti's video or voting for her would have to be done on an outside PC.

Kyrsti, a first-grader, has been singing since age 3 and has won several competitions. She was featured in the March issue of LA Parent Magazine article "American Idol in the Making."

She also has sung for Mayor Antonio Villaraigosa a half-dozen times and performed the National Anthem at the opening of the Metro Orange Line.



As a five-year-old, Kyrsti Chavez sang the National Anthem during the Metro Orange Line opening ceremonies in October 2005.



Kyrsti is the daughter of Metro Rail Transportation Operations Supervisor Julio Chavez, shown here with wife, Josie, and daughter Justine, 19.



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Benjamin Walker has operated Metro buses for 41 of his 66 years. He doesn't miss the diesel-fuel fumes of the older buses he operated. Photo by Ned Racine



Ben Walker Nears End of 41-Year Metro Career. Or Does He?

By NED RACINE

(June 6, 2007) In April 9, 1966, while the unmanned Soviet spacecraft Luna 10 orbited the moon, preparing for a cosmonaut landing that never came, Benjamin Walker began a 41-year mission here on earth.

Walker, a North Los Angeles Division 3 bus operator, has worked for Metro and its predecessors for 41 years. At the May 25 celebration of Division 3's 100th anniversary, he received a certificate commending his years of dedicated service.

But when he began, Walker never anticipated a lengthy career in transit. "No. Not at all. When I started the job it was just from year to year, and everything just kept adding up."

In April 1966 Walker had just finished a two-year stint in the United States Army, including a tour of duty in An Khe, Vietnam. "I got out of the military, and I was looking for a job. Transit was there and I said, 'Well, let's go for that.' "

Walker, who had been working since the eighth grade, began doing odd jobs with the Rapid Transit District before becoming a bus operator. The native of Jackson, Miss., finds his work much the same, despite the passage of four decades, except how computers and radio have changed transit communications.

'Communicate by land line'

"When I started, the only way you

Benjamin Walker operated these buses when he joined Metro in 1966. He likes the way power steering in modern coaches makes his life a

could communicate with the dispatcher was by land line or they had telephones on utility posts all over the city...you could use those and [the phones] would take you directly to the dispatcher."

"Back then, you were out there by yourself. You couldn't hit a button and get assistance. You had to deal with whatever came up . . . [Now] If you get into a problem, you can get help out there."

Walker describes his operator training as "two weeks of classroom and going out on the road. Then they would take you to the [Los Angeles River] bed. Give you a driver's test and stuff like that. Then they would assign you to a division."

Walker recalls that new operators generally spent three days on each line, depending how many lines were run out of each division. He began by operating 2100 Series buses at Central City Division 1, before moving on to divisions 5, 2 and 10. He has worked at Division 3 for 15 years.

Now working the 201 line from Wilshire and Vermont into Glendale, Walker finds the passengers he transports are different.

"They have changed as far as I'm concerned because I don't work late now. When I was working late in the afternoon and at night, you've got a different brand of passenger . . . compared to the morning, when you've got mostly working people and shopping people."

'A good, secure job'

Looking back, Walker would still choose to operate a Metro bus. "It was a good, secure job. I just basically had a high school education. I was looking for something to work. And the only thing you had was General Motors and the aircraft industry and stuff like that. And transit was a decent job earning a fairly decent living"

His present work is much easier "because I don't have to work the harder lines." The newer buses also make his life easier.

"The newer buses have really good power steering. The old buses didn't. When you turned a corner you had to work with it. These you can turn with one hand." He laughed when he said he doesn't miss smelling diesel fuel all the time, as he did with the older buses.

Walker, a Los Angeles resident, looks to his passengers as a measure of his job performance. "Working a regular line, you've got regular passengers who ride with you every day, and they're very nice. They get on and speak. They treat you with quite a bit of respect. As long you're getting that, you know you're doing a pretty decent job."

Although his wife has not asked him to retire, Walker sounds as though he has begun considering it. "Hopefully, this will be the last year,"



Walker said. "Of course, I said that last year. But it's just like anything else, I'm getting older. You know, you can only drive them so long."

"As they say, you get into a habit of getting up and going to work. And I thought about leaving, and then I was wondering, 'What are you going to do 24 hours a day?'"

Although he has not chosen a post-retirement hobby, the solitary nature of fishing appeals to Walker. Something that does not involve too many people? he is asked. "Yes," he answers, laughing heartedly.



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CEO Proposes \$3.121 Billion Metro Budget for FY 2007-08

- ‘This is a no-frills budget,’ Snoble says. One-time revenues will be needed to subsidize bus and rail operations.
- Slight increase in bus service with eight new Metro Rapid Lines.
- Proposed budget includes fare increases.

By MARC LITTMAN

CEO Roger Snoble is proposing a \$3.121 billion budget for FY 2007-08 that is only \$85 million – or approximately 2.7 percent – more than the current Metro budget.

A hearing is scheduled in the Board Room at 2:30 p.m., Wednesday, June 20, to take public comment on the proposed budget. The Board will consider adopting the budget at its meeting on Thursday, June 28. The fiscal year begins July 1.

“This is a no-frills budget,” said Snoble. “Despite the fare increase, we will still need to use approximately \$40 million of one-time revenues next year to subsidize bus and rail operations. That means we have to aggressively pursue other revenue sources including state spillover gas taxes that Sacramento is banking on in the wake of high gas prices.”

“Metro must continue to work to operate more efficiently,” he added. “The expansion of Metro Rapid, phasing in Metro Connections to serve major transit hubs, and the purchase of new high-capacity buses are a step in that direction.”

The increase in the proposed budget is largely due to additional transportation subsidies planned for the county and cities, higher operating costs for Metro bus and rail service, funding for municipal bus operators, paratransit service for the disabled and ongoing construction for the Metro Gold Line Eastside Extension and the first phase of the Exposition Line to Culver City.

There will be a slight increase in bus service hours spread throughout Los Angeles County, including the Metro Orange Line. The quality of service will improve as Metro launches eight new Metro Rapid lines in FY08 and purchases up to 100 new 60-foot articulated buses.

For only the second time in 12 years, Metro fares will be raised starting July 1, however, the current \$1.25 cash fare will stay the same for the next two years. The Metro Day Pass will go up from \$3 to \$5; the cost of a monthly pass will be \$62, up \$10. Modest increases in discount fares for seniors, disabled and students will go into effect July 1, but Metro will offer a new 25 cent fare for disabled and seniors.

Bus service top priority

The draft FY 2008 budget calls for spending \$1.392 billion or 44.6 percent of the total budget on bus operating and capital for Metro and the municipal bus operators in Los Angeles County and for paratransit programs for the disabled who cannot use regular service.

Metro will increase bus service by 21,213 operating hours next year for a total of 7.8 million revenue service hours. In FY 2008, Metro will continue implementing the popular Metro Rapid program.

By June 2008, 500 Metro Rapid buses will serve 28 transit corridors covering 420 route miles and 35 cities throughout the county. Besides Metro, Santa Monica, Torrance and Culver City also will provide this special service.

Eight Metro Rapid lines will debut in FY 2008. In the next fiscal year Metro also will receive and put into service up to 100 60-foot articulated buses. It also will test a 65-foot prototype bus on the Metro Orange Line. To bolster security, Metro will install additional security cameras at Metro bus yards and the Gateway Center.

Metro Rail to expand

The draft spending plan earmarks \$742 million or 23.8 percent for countywide rail, including Metro Rail operating and capital costs and the \$58.5 million subsidy for Metrolink.

No significant changes to Metro rail service hours (651,000) are budgeted in FY 2008 but Metro expects to receive 24 new rail cars next year and begin the procurement process for an additional 50 light rail cars.

Streets and highway projects

The budget proposes \$592 million or 19 percent for highway and other regional transportation programs such as construction of freeway carpool lanes, better traffic signal coordination, grade separations at railroad crossings, bikeways and other transportation programs. Funding also is included for the Metro Freeway Service Patrol.

Some of the major highway projects that will be under construction in FY 08 include carpool lanes on the 405 and 5 freeways and on Rt. 60. Work also will be done on the 405/US 101 interchange and to realign the 101.

Little change in debt service

Metro's debt service next year will be \$308.5 million – 9.9 percent of the budget. It is up \$3 million from this year's debt service on bonds issued for various transportation projects.

Rounding out the FY08 draft Metro budget are expenditures for other governmental programs such as transportation planning, legal and other expenses. These total \$86 million or 2.8 percent of the budget.

Highlighting these governmental programs is the array of planning studies for critical new highway and public transportation projects that will be underway in the next fiscal year. Some examples include:

Environmental document work and preliminary engineering for the Canoga North/South Metro Orange Line extension and the Crenshaw-Prairie Transit Corridor projects and awarding a contract to prepare the EIR/EIS environmental documents for the I-710 corridor.

In FY 2008, Metro also will be completing a Multi-County Goods Movement Action Plan that addresses the burgeoning truck and rail traffic moving goods from the ports of Los Angeles and Long Beach.

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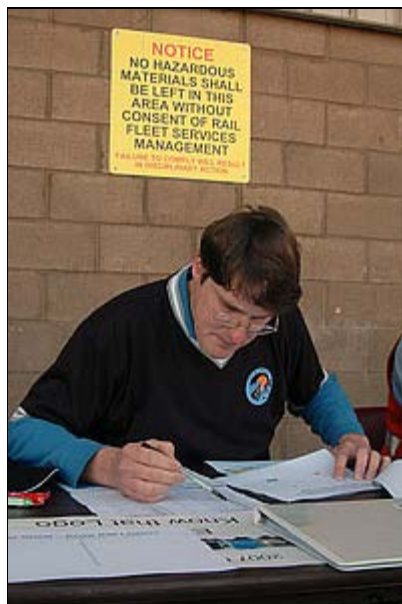
Metro's Rail Maintainers Post Win at International Rail Rodeo

- Eric Czintos, Ronnie Burt and Toshimasa Manaka take top honors
- Metro places third with combined team score

(June 6, 2007) Metro's team of rail equipment maintenance specialists took first place, June 2, in the maintainers competition at the APTA International Rail Rodeo in Toronto. Metro was third in the combined team score.

Eric Czintos, Ronnie Burt and Toshimasa Manaka outpaced rail maintenance teams from San Francisco's BART system and from the Denver Regional Transportation District to win the event. The Metro team placed second in this category in 2005 and 2006.

Photos by Ned Racine



Rail maintenance specialists Eric Czintos, at left, Ronnie Burt, at right, are pictured during the 2007 Metro rail rodeo in March. Along with Toshimasa Manaka, not pictured, the team took first place in the maintainers competition at the APTA International Rail Rodeo in Toronto.

Metro's rail operators – Tu Phan and Robert Rodriguez – placed seventh in the operator competition. The men have competed together and separately at previous Internationals, scoring wins for Metro in 2000, 2001 and 2002.

Metro's ranking in the International Rail Rodeo continues the agency's winning record in competitions with the nation's largest transit agencies. In May, the agency's team won the Grand Champion Award at the APTA

International Bus Roadeo in Nashville.

Representing Metro at that event were Arthur Winston Division 5 mechanics Frank Forde, Rommel Vargas and Andrew Warren, and San Gabriel Valley Division 9 Operator Mark Holland.

‘Great Transit Operations team’

Acting Chief Operating Officer Carolyn Flowers congratulated the Metro Rail team on behalf of all employees. “We have the best maintenance team in both rail and bus in the nation. That just reinforces the fact that, despite our resource constraints, we have a solid workforce here. We have a great Transit Operations team!”

Winning the prestigious Rail Transit Team Achievement Award, this year, was the Southeastern Pennsylvania Transportation Authority. The SEPTA operator and maintenance team had the highest combined score – 1,460 – of all competitors at the 15th annual International.

The Sacramento Regional Transit District scored 1,418 points to take second place and Metro racked up 1,399 points for third place, ahead of Houston’s Metropolitan Transit Authority with 1,351 points.

With the SEPTA team scoring first in the operators’ competition, operators from Santa Clara Valley Transportation Authority earned a second-place finish and the Massachusetts Bay Transportation Authority team came in third.

A total of 20 of North America’s rail transit systems, with 36 operators and 53 maintainers, participated in the annual event. The International Rail Rodeo was held at the Toronto Transit Commission’s Greenwood Yard.



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Gold Line Service to be Impacted June 9/10 for Maintenance Work

By RICK JAGER

(June 7, 2007) Metro Gold Line service between Del Mar station and Mission station in Pasadena will be impacted on Saturday and Sunday, June 9 and 10, due to maintenance work.

There will be no through-train service between the two stations all day on both Saturday and Sunday. The three stations impacted by the system maintenance work are at Del Mar, Fillmore and Mission.

In support of the Pasadena's California Boulevard improvement project, Metro maintenance crews will be moving train control and grade crossing systems circuitry.

Metro will provide buses to transport patrons between the three stations. Trains will depart Union Station in downtown Los Angeles and the Sierra Madre Villa Station according to regular schedules throughout the mid-day, afternoon and evening.



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Anthony Loui, a Metro transportation planning manager, interested attendees of the Global City conference in Lyon, France, with a presentation on Los Angeles transportation and land use.

Photo by Ned Racine.

Metro Planner Surprises International Conference

- Tony Loui outlines LA's growing rail system, expanding Metro Rapid lines during meeting in France
- 'Everybody was interested in LA'

By NED RACINE

(June 7, 2007) At last month's prestigious Global City conference in Lyon, France, Anthony Loui, a Metro transportation planning manager, spoke of Los Angeles' past. But he was shocked by the questions he received when he described Los Angeles' present.

Loui was invited to serve on the "Green on the Go" panel, part of Global City's third annual conference, which brought together transportation leaders from Europe, Africa, and Asia. He offered a presentation titled "Four Eras of Los Angeles Transportation and Land Use."

"After that presentation, there was almost a fan club that started," said Loui, the only panel member from the United States. "Everybody was interested in LA"

Why the interest? "Because for them, LA was so different," Loui explained. "They always thought LA was a city of the automobile and that's it."

According to Loui, his questioners were surprised that Los Angeles has "modern-day light rail. They were even more surprised that we had a

heavy-rail system. And they were blown away with the number of Metro Rapid lines."

'Largest BRT system in the nation'

"Many cities in Europe only have a few lines that are bus rapid transit (BRT), but in Los Angeles we have the largest BRT system in the nation," Loui said.

Loui found his audience was also surprised that Los Angeles is a place for transportation innovation. But he told them, "We still have the worst traffic congestion in the nation; however, the air is cleaner than in 1970."

Many of his questioners did not realize efforts were being made to reduce the automobile's role in Southern California. Loui found his audience immediately understood the importance of this effort in terms of global warming. "Some of them were not only pleasantly surprised, but they were in shock, in a positive way."

Pam O'Connor, incoming Metro Board chair in July, also attended the conference, representing the City of Santa Monica. The Global City conference bills itself as "the international forum for urban decision-makers."

Loui's presentation pointed to the founding of El Pueblo de Los Angeles in 1781 as the first era of Los Angeles transportation and land use. The second era, from the 1890s through 1945, resulted in the Interurban Rail Network, the world's largest.

The third era, 1945 through 1980, saw Los Angeles County rapidly developing suburbs without a city center, outgrowing the antiquated rail system.

The fourth era began in the 1980s and continues today, marked by LA County sales tax being dedicated to expanding bus service, including the Metro Rapid system, as well as to the construction of light and heavy rail.

Shadowed by global warming

During a conference Loui described as shadowed by the threat of global warming, he found his audience very interested "in a potential fifth era for Los Angeles, which recognizes climate change."

He also briefed his audience on Metro's efforts to reduce vehicle miles traveled in the region. Loui mentioned that Los Angeles is categorized as a "non-attainment area" in terms of air quality, meaning no more freeways can be added to the region, although high-occupancy vehicle lanes can be added.

"They wanted to hear from Metro, because they wanted to hear, essentially, lessons learned from the U.S., particularly the Los Angeles example."

Besides being startled by hearing his presentation spontaneously translated into French, German and Spanish, Loui was affected by a presentation by Gérard Collomb, Lyon's mayor. Collomb noted that "California now emits 10 percent of all the greenhouse gases globally."

California pollutes more than many countries, Loui notes, "In terms of the ranking in production of greenhouse gasses, we're number 12."


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New Metro Rapid, Rapid Express Lines Among Service Changes

- Service enhancements to be introduced June 24, 25
- [41 Major Bus Service Changes](#)

By RICK JAGER

(June 8, 2007) Metro will implement a host of bus service enhancements beginning Sunday, June 24 and Monday, June 25 that will include the introduction of two Metro Rapid Lines and two new Metro Rapid Express lines.

The two new Metro Rapid Lines, which begin service June 24, will serve Santa Monica Boulevard (Line 704) and a route on Long Beach Boulevard from downtown LA to the Metro Blue Line Artesia station in Compton (Line 760).

Introduction of the two Metro Rapid lines brings the total to 18. The agency is expected to have implemented a total of 28 Metro Rapid lines by mid-2008.

The new Wilshire Metro Rapid Express Line 920 will operate between the Wilshire/Vermont subway station and Fourth Street in Santa Monica, making only four stops between the terminals.

The new Hawthorne Metro Rapid Express service will operate between Patsaouras Plaza and the South Bay Galleria with five intermediate stops. The line will operate during peak hours and in peak-hour direction only – northbound in the morning peak and southbound in the afternoon peak period.

15-percent travel time reduction

The two new Metro Rapid Express lines are expected to reduce travel times by up to 15 percent one-way over traditional Metro Rapid service. The express lines are a demonstration project to see how much travel times can be reduced by limiting the number of stops along those two busy transit corridors.

If successful, Metro plans to add more Metro Rapid Express lines later this year as part of its overall Metro Rapid program.

In the San Fernando Valley, Metro will implement Line 290 between Foothill and Mt. Gleason and Olive View Medical Center; and Line 292 operating between the Burbank Metrolink Station and the Sylmar Metrolink Station.

In addition, Line 665 will operate between Cal State LA and Olympic and Indiana, seven days a week. Service on this line will extend to Olympic and Soto Street during the weekday peak periods only.

Metro plans to alter service and cancel some unproductive lines during the week and on Saturday and Sundays, as well as shorten some selected bus lines to improve efficiency.

41 Major Bus Service Changes Planned for June

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(June 8, 2007) Listed below are 41 major Metro Bus service changes Metro will implement on June 24 and 25, along with some adjustments in other bus lines.

4-304 Santa Monica Bl> New Rapid Line 704 will replace service on Line 304, with alternative local service available via Santa Monica Line 1; Metro will retain evening and owl service to Santa Monica on Line 4.

10-11-48 Melrose Av-Virgil Av-Vermont Av- Temple St- San Pedro St> Consolidate trips on Line 11 into Line 10 and discontinue service on Line 11; Alternative service available via Metro Lines 14-714 on Beverly Bl and 204-754 on Vermont Av.

16-316 W 3rd St> Extend Line 316 limited stop service area to La Brea Av and shorten route at 6th St/Maple Av; Alternative service available on 5th/6th Sts between Maple St and Central Av via Metro Lines 18, 53, and 62; Alternative service on 3rd/4th Sts via Montebello Line 40.

20-21 Wilshire Blvd-UCLA- Santa Monica> Shorten Line 20 at Wilshire Bl/ Westwood Av; Retain late evening and owl service to Santa Monica on Line 20; Discontinue Line 21; Alternative service on Wilshire available via Santa Monica Line 2, Metro Rapid Line 720 and Metro Rapid Express Line 920; Alternative service on Westwood Bl available via Santa Monica Lines 1, 2, 3, 8, 12, Super 12, and Culver City Line 6.

55-355 Willowbrook- Downtown LA via Compton Av & Adams Bl> Extend route in downtown Los Angeles to Figueroa/Sunset.

60-360 Long Beach- Downtown LA> New Rapid Line 760 will replace service on Line 360, which will be discontinued; Modify Line 60 to terminate at the Artesia Blue Line Station except owl trips, (which will continue to Long Beach Transit Mall during this period); Alternative travel between Artesia Blue Line Station and Long Beach Transit Mall at other times provided by Long Beach Transit Lines 51 and 52.

65 Los Angeles- City Terrace via Washington Bl- Indiana St/Gage Av.> Line to be discontinued, with portions of existing line replaced by new Line 665 and Montebello Bus Line 50.

76 Downtown LA-El Monte> Convert Limited Line 376 trips to local Line 76 service in peak direction only (Eastbound in am and Westbound in pm).

90-91 Downtown LA- Sunland via Glendale Av, Foothill> Modify route to operate between downtown Los Angeles and Foothill/Fenwick; Operate new Route 290 service between Olive View Medical Center and Mt Gleason loop in Sunland.

92 Downtown LA- Burbank Metrolink Sta via Glendale Bl, Glenoaks> Modify route to operate between downtown Los Angeles and Burbank Metrolink Station; Operate new Route 292 between Burbank Metrolink Station and Sylmar Metrolink Station (See Line 292 for details).

119-126 108th St, Willowbrook> Continue operation of Line 126 and discontinue Line 119; Alternatives include Line 117 (Century Bl) and Line 120 (Imperial Hwy).

154 Tarzana-Burbank Metrolink Sta via Burbank Bl, Oxnard St> Saturday service discontinued due to low ridership.

155 Universal City Sta-Burbank Metrolink Sta via Riverside Dr, Alameda Av> Modify route to travel via Riverside Dr and Olive Av through the Burbank Media District; Discontinue selected late night trips and weekend service due to low ridership.

170 Montebello Town Center-El Monte Station> Replace service with the extension of Line 287 and discontinue service on Line 170.

176 Highland Park-El Monte Bus Station> Modify route to operate between El Monte

Station and Highland Park, eliminating service between Highland Park Station and Glassell Park; Improved levels of service will be operated between El Monte and San Gabriel.

183 Sherman Oaks- Glendale Metrolink Sta via Magnolia Bl- Kenneth Rd-Chevy Chase Dr> (Branch of Line 234) Saturday and Sunday service between downtown Burbank and Glendale Metrolink Station to be discontinued due to low ridership.

239 Sylmar/ San Fernando Metrolink Sta- Encino via Rinaldi St, White Oak Av> Weekend service on Line 239 discontinued due to low ridership.

264 Duarte – Altadena via Sierra Madre Villa Sta/Duarte Rd> Modify route to operate into the Sierra Madre Villa Gold Line Station.

265 Lakewood – Montebello via Paramount Bl> New north terminal to be located near Whittier Bl and Durfee Rd; Service north of Rosemead/Whittier to be discontinued. Service to Montebello Mall discontinued. New north terminal established in Pico Rivera near Whittier Bl. And Durfee Rd.

267 El Monte via Temple City Bl & Lincoln Av> Modify route to stay on Del Mar Bl between Rosemead Bl & Sierra Madre Villa Av; This will remove direct service to the Sierra Madre Villa Gold Line Station due to low ridership.

275 Cerritos-Whittier via Artesia Bl- Valley View Av/ Carmenita Rd> Line 275 will be discontinued and replaced by Norwalk Transit Line 8.

287 Sierra Madre Villa Sta- Montebello Town> Extend the route of Line 287 south from El Monte Station to Montebello Town Center and replace Line 170.

New! 290 Olive View Med Ctr-Sunland via Foothill Bl> New line replacing northern segment of Lines 90-91 between Olive View Medical Center and Mt Gleason loop in Sunland.

New! 292 Sylmar/ San Fernando Metrolink Sta- Metrolink Burbank Sta via Glenoaks Bl> New line replacing northern segment of Line 92 between Sylmar/San Fernando Metrolink Station and Burbank Metrolink Station; Combine with Line 155 weekday schedule.

353 Woodland Hills- No Hollywood Sta via Fallbrook Av, Roscoe Bl, Lankershim Bl> Operate as a branch route of Line 152-153; Extend route to provide local service west of Roscoe Bl/Topanga Canyon Bl to Fallbrook Av/Ventura Bl.

363 West Hills Med Ctr- No Hollywood Sta via Sherman Way, Lankershim Bl> Operate as a branch route of Line 163; Extend route to provide local service west of Sherman Way/Topanga Canyon Bl to West Hills Medical Center.

442 Hawthorne- Inglewood- LA Express> Service to be discontinued; Alternatives include Line 315 (Manchester Limited), Line 740 (Hawthorne Metro Rapid), new Line 940 (Hawthorne Rapid Express) and the Harbor Expressway.

577X Long Beach- El Monte- Norwalk Express> Extend route to Long Beach Transit Mall with new stops at Transit Mall, 7th St/Cherry and 7th St/Ximeno; Headway adjustments implemented during peak and non-peak hours.

622 Norwalk- El Segundo Owl Service> Service to be discontinued with alternative service available on Line 117 (Century Bl) and Line 40 owl route from LAX City Bus Center.

656 Panorama City- No Hollywood- Hollywood- Owl Service> (Branch of Line 156) Operate Route 656 trips between Tobias/Parthenia and Highland/ Santa Monica and schedule convenient transfer connections with Line 4-304 (Santa Monica Bl); Line 656 service between Highland and downtown Los Angeles to be discontinued.

New! 665 Cal State LA-City Terrace Shuttle> New Shuttle service between CSULA and Olympic/Indiana seven days a week; Service extended to Olympic/Soto during weekday peak hours only.

684 Cal Poly Pomona- Brea Mall> Operate service only between Cal Poly Pomona and Brea Mall until September 2007; Foothill Transit will modify Line 193 to provide service to Brea Mall via Diamond Bar Bl in Sept 2007.

686-687 Altadena-Pasadena> Combine lines and modify route to operate along Colorado Bl, Fair Oaks Av and Raymond Av.

New! 704 Santa Monica BI Metro Rapid> Implement new Rapid service on Santa Monica BI, operate into Patsaouras Plaza. Operates Monday – Saturday 5:45 a.m. to 7:30 p.m. Sundays from 7:30 a.m. to 7 p.m.

710 Crenshaw-Vine Metro Rapid> Change north terminal to Wilshire/Western Metro Rail Station and shorten route; Alternative service to Hollywood provided by Line 210 (Crenshaw-Vine) or Line 207 (Western Local) and Line 757 (Western Metro Rapid).

720 Wilshire-Whittier> Implement short turns in Westwood and downtown Los Angeles.

734 Sepulveda Metro Rapid> Establish new bus stop at Sepulveda BI/Parthenia St.

751 Cypress Park- South Gate via Soto St/Pacific BI> With implementation of new Rapid Line 760, shorten route to end service at Long Beach BI/Palm PI (just south of Florence Av) due to service duplication.

New! 760 Downtown Los Angeles- Artesia Station via Long Beach BI> New Rapid Bus service to operate between Artesia Blue Line Station and downtown Los Angeles; North terminal to be located at 5th/Beaudry. Operates seven days a week from 5 a.m. to 9 p.m.

New! 920 Wilshire Express> Implement new Rapid Express service between Wilshire/Vermont Red Line Station and downtown Santa Monica; Peak hour only with stops at Vermont, Western, Fairfax, Beverly, Westwood and Fourth Street. Operates Monday through Friday in both directions in peak periods only from 6 a.m. to 10 a.m. and 3 p.m. to 7 p.m.

New! 940 South Bay Galleria - Downtown LA via Hawthorne BI, Crenshaw BI/ML King BI
> Implement new faster peak period Rapid Express service via the route of Line 740; Stops include South Bay Galleria Transit Center, Hawthorne Metro Rail Station, La Brea/Manchester Av, King/ Crenshaw, King/Vermont, Broadway/6th and Union Station/Patsaouras Plaza. Operates Monday through Friday only making only north bound morning trips from 6 a.m. to 8 a.m. and afternoon south bound trips from 4 p.m. to 6 p.m.

In addition, extra service have been added during the weekdays on Lines 210, 460 and 705, additional service on Saturdays to Lines 460 and 745 and added Sunday service to Line 460. Metro Bus lines that have extended their routes include Lines 16-316, 484 and 577X.

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Metro's Desiree Portillo-Rabinov Recognized for Outstanding Community Service

- Transportation planning manager co-founded an organization to fight unemployment, school dropout rate among Latinos

By JENNIE HARRIS

(June 8, 2007) Twelve years ago Desiree Portillo-Rabinov co-founded Project Amiga, a community-based, nonprofit organization that aims to lower the unemployment and school dropout rate among Latinos.

On June 1, she received a community service award during the YWCA San Gabriel Valley 2007 Women of Achievement ceremony for her work with Project Amiga.

"I was just totally shocked," she said when she learned of the award. "I had no idea."

Project Amiga works to increase skills and employment opportunities of Latinos. Classes address literacy, parenting, computer, and job search skills. Classrooms sizes are never more than 10, allowing for more one-on-one attention.

Sites are located in South El Monte, Downtown LA, and East LA, aiding about 1,500 men and women annually. However, participants don't usually disappear after a year.

"They come back for a couple of years and refresh their skills," said Portillo-Rabinov. "They also help facilitate toy and food drives. They feel very connected. It's become a community."

\$1.1 million city grant

Project Amiga's Gang Reduction Program received, in conjunction with four other organizations, a Gang Awareness Outreach city grant totaling \$1.1 million in April 2006.

Portillo-Rabinov has also served as national president of the Comision Femenil Mexicana National and as a legislative analyst for the National Council of La Raza.

How does she manage to fit it all in? "I do this after work, weekends,



Desiree Portillo-Rabinov earned awards from the YWCA for community service and from the National Latino Children's Institute for Project Amiga. Photo by Jennie Harris.

and, fortunately I use my lunch hour. Sometimes I take days off. That's why you have vacation time."

She has a family as well. Her daughter, Paloma, is 13, and her son, David, is 11.

"What's great about my family is that they go with me everywhere I go," said Portillo-Rabinov. "I take them to meetings every weekend."

"I want them to develop the same volunteerism that I have," she said. "To give back, and to feel that they're fortunate. They need to feel responsible, as well, to help them."

While the awards ceremony was nice, "If I'm doing a great job out there, that's what counts. That's the greatest gift."



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Jury Awards Injured Metro Bus Passenger \$13.8 Million

(June 8, 2007) A Superior Court jury awarded \$13.8 million, Thursday, to a passenger who suffered permanent brain damage and partial paralysis from injuries incurred when a Metro Bus hit a parked vehicle in Santa Monica in June 2005.

Joseph L. Garcia, 58, struck his head on the interior of the bus during the accident on Santa Monica Boulevard. He will require 24-hour attendant care for the rest of his life, his attorneys said. They had sought damages of \$48 million.

In court, Metro admitted liability before testimony began and the trial continued on the issue of damages.

The operator had been driving about three months when the accident occurred. She was terminated shortly after the accident.

In paying the \$13.8 claim, Metro will use \$4.5 million from its self-insured retention fund. The \$9.3 million remainder will be covered by the agency's excess liability insurance.




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Metro Board has Full Schedule of Key Meetings in June

- FY 2008 budget will be top concern, but committee agendas include some 50 items

IN THIS REPORT:

Item 5, FY 2008 "Mini Call"	Item 7, SCRRA Funding	Item 9, I-710 Corridor
Item 11, Westside Subway Extension	Item 12, Light Rail Regional Connector	Item 20, FY 2008 Budget
Item 26, Sheriff's Contract	Item 28, Rail Advertising	Item 29, Bus Advertising
Item 38, Chinatown Station Repairs	Item 42, 50 Light Rail Cars	Item 48, Orange Line Cameras

(June 12, 2007) Members of the Metro Board have a full schedule of key meetings in June, including a budget workshop, a public hearing and an expected vote on the proposed \$3.121 billion FY 2008 budget.

The Board's five committees are set to consider a total of some 50 proposals and reports. These include such items as a study of tunneling on the Westside, a regional rail connector through downtown LA, an extension of the Sheriff's security contract, the purchase of 50 light-rail cars and new surveillance cameras for the Metro Orange Line.

The Board's budget workshop is scheduled Wednesday, to be followed on June 20 by a hearing to take public comment on the budget. A decision is expected at the full Board meeting, June 28.

Among the motions of interest on committee agendas this month are these dozen items:

June Committee Meetings

Wednesday, June 13 > Special Board Meeting – Budget Workshop

Wednesday, June 20 >

12 noon – Planning and Programming

2:30 p.m. – Finance and Budget

2:30 p.m. – Public Hearing, FY 2008 Budget

Thursday, June 21 >

9 a.m. – Executive Management and Audit;

10:30 a.m. – Construction

12 noon – Operations

Thursday, June 28 > 9:30 a.m. – Full Board Meeting

Item 5, FY 2008 'Mini Call'. The Planning and Programming Committee will consider a request to program \$14 million in Proposition A Incentive Reserve funds for a FY 2008 "Mini Call" that would provide funding for local transit operators to buy bus and dial-a-ride vehicles. The funds would allow 11 local operators to buy a total of 65 buses and 24 local operators to buy a total of 154 dial-a-ride vehicles.

Item 7, SCRRA Funding. The Planning and Programming Committee will consider a proposal to provide \$48.1 million in Proposition C 10% local sales tax funding to the Southern California Regional Rail Authority for Metrolink operations and to reprogram \$4.9 million in Prop C 10% funds for Metrolink capital projects.

Item 9, I-710 Corridor EIR/EIS. In June 2006, the Board adopted a

Locally Preferred Strategy for the I-710 that would improve the safety, mobility and movement of freight from the ports of Los Angeles and Long Beach to SR 60. The plan included 10 mixed-flow lanes, 4 exclusive truck lanes, and interchange and roadway improvements.

The Planning and Programming Committee will consider a motion to award a \$22.7 million contract for preparation of an EIR/EIS and engineering progress report for the project, along with an outreach consultant contract to support the community effort.

Item 11, Westside Subway Extension. In October 2005, an APTA panel of experts prepared a report for the Board which concluded that extending the subway by tunneling through the Westside "could be undertaken at no greater risk than other subway systems in the U.S." In June 2006, the Board directed the staff to carry out a study of a possible subway extension.

The Planning and Programming Committee will consider awarding a \$3.7 million contract for a study of various alternatives, assessment of tunnel feasibility and conceptual engineering, along with funds for other professional services and contingencies.

Item 12, Light Rail Regional Connector. Metro patrons who want to make the connection between the Blue Line and the Gold Line must take the subway to bridge the 1.85-mile gap between Union Station and the 7th and Metro station.

The Planning and Programming Committee will consider a motion to award some \$2.5 million in contracts to study the feasibility of a Regional Connector, which might be built as a subway, at-grade or aerial connection to link Union Station and the 7th and Metro station.

Item 20, FY 2008 Budget. CEO Roger Snoble has proposed a \$3.121 billion budget for FY 2008. The Finance and Budget Committee will conduct a public hearing on the budget and will consider whether to recommend its adoption by the full Board.

The motion before the committee includes approving a budget for new capital projects, approving salaries and benefits for union and non-contract employees, an annual inflationary increase to the non-contract employee salary ranges, the safety and security budget, and an amendment to the budget to add eight employees and \$1 million for implementation of TAP operations.

Item 26, Sheriff's Contract. The Executive Management and Audit Committee will consider a motion to fund the Sheriff's Transit Services Bureau (TSB) at a cost of \$62.5 million for the final year of a five-year agreement. Metro has contracted exclusively with the LA County Sheriff's Department for security services since 2003. (myMetro.net June 5: [CEO Proposes \\$3.121 Billion Metro Budget for FY 2007-08](#))

Under a contract for law enforcement services with the Sheriff's Department, TSB provides nearly 400 sworn deputies, including motorcycle officers, to provide security on Metro Bus and Rail lines, and almost 100 security assistants who act as fare inspectors on Metro Rail lines.

Item 28, Rail Advertising. The Executive Management and Audit Committee will consider awarding a five-year contract to CBS Outdoor Group that would permit advertising on Metro Rail cars and in subway stations. Metro would realize \$11.6 million in revenue from the contract.

The contract would permit interior and exterior ads on rail cars, including “wraps.” It also would permit “prominence displays” in subway stations and in back-lit cases in rail stations.

Item 29, Bus Advertising. CBS Outdoor Group also would be awarded a five-year contract to place advertising on Metro Buses, under a proposal to be considered by the Executive Management and Audit Committee. Metro would realize \$122.6 million in revenue from that contract.

The contract would include interior and exterior ads on buses, enhanced ads on the rear of the vehicles and exterior “wrap” ads.

Item 38, Chinatown Station Repairs. The Construction Committee will consider a motion authorizing the CEO to award a \$500,000 contract to Brutoco Engineering & Construction for design and repair of three cracked concrete “shear keys” at the Metro Gold Line Chinatown station.

The concrete shear keys, part of the support system for the above-ground station, help prevent movement during an earthquake. Temporary netting was placed beneath the aerial structure to catch falling concrete. To determine the cause of the cracking, broken concrete will be removed to verify the size and location of reinforcing steel bars prior to the repairs.

Repairs are needed to reduce further damage to the station and to restore full structural integrity of the guideway in the event of a major earthquake.

Item 42, 50 Light Rail Cars. The Operations Committee will consider a motion to budget \$174.5 million to purchase 50 light rail cars for operation on the Exposition Line and the Metro Blue Line.

Sixteen of the cars would be earmarked for the Expo Line. The remaining 34, which would be operated on the Blue Line, would replace part of the P865 Nippon Sharyo cars which have exceeded 20 years’ service.

Item 48, Orange Line Cameras. The Operations Committee will consider a motion to award a \$200,293 contract for 140 new pan/tilt/zoom surveillance cameras for placement at Metro Orange Line stations. The new cameras will replace less capable cameras now installed at the stations.

When the project is complete, observers in the Rail Operations Center and the Bus Control Center will be able to control the cameras’ pan, tilt and zoom functions to view all areas of a station. The stations’ current cameras will be removed and reused in other locations, such as at the openings of all Metro Red Line elevators.


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California Transportation Commission OKs \$822.8 Mill. for LA County

By KIM UPTON

(June 12, 2007) Los Angeles County will receive \$822.8 million from the California Transportation Commission (CTC) and Caltrans to address critical transportation needs, including highway safety and rehabilitation projects, purchase of new light rail cars and traffic congestion relief.

The June 7 decisions concern funds either committed or released in five actions:

- Adopted the 2006 State Transportation Improvement Program Augmentation
- Metro had requested \$477 million from Proposition 1B funds available through the State Transportation Improvement Program (STIP). CTC approved \$475 million for LA County to use to fund a variety of projects. They include the I-10 El Monte Busway extension east to Route 57 (\$105 million), Exposition Line Phase II (\$84 million), and the purchase of AnsaldoBreda 2550 light rail cars (\$118 million).
- Accepted the Caltrans State Highway Operation and Protection Program (SHOPP)
- CTC accepted Caltrans selected projects representing \$500 million in Proposition 1B funds. The projects include \$150 million to be used primarily for LA County safety and rehabilitation projects on I-710 from Imperial Highway to Slauson Avenue, and on I-10 from the 710 to I-5.
- Authorized repayment of \$150 million to Metro for funds previously advanced by Metro for bus purchases
- Because the State Traffic Congestion Relief Program was suspended due to the General Fund crisis in 2002, Metro advanced what was to be \$150 million from regional funds for purchase of buses mandated by the Consent Decree. Highway projects that were deferred for bus purchases can now move forward.
- Released \$16.4 million in Traffic Congestion Relief Funds for the Route 71 Mission Boulevard Interchange project in Pomona
- Released \$31.375 million in State Interregional Improvement Program funds for the Glendale Grade Separation Project in Glendale


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Metro to Recover Nearly \$40 Mill. in Overcharges by DWP

- Lawsuit by Metro, other agencies found DWP over-billed to cover capital cost of facilities

By RICK JAGER

(June 12, 2007) Metro, along with several other governmental agencies, has won a joint lawsuit against the Los Angeles Department of Water and Power (DWP). The suit charged DWP with over-billing the agency for utility services over an eight-year period.

The tentative ruling, handed down by San Bernardino County Superior Court Judge John P. Wade, calls for DWP to reimburse Metro \$39,404,362 in utility costs that the court found were overcharges. Metro and other agencies were being charged fees that were up to 60 percent more than their share of the capital cost of DWP facilities.

"We have a fiduciary obligation to protect taxpayer dollars that we administer and this judgment solidifies our commitment in making sure we are not overcharged," said CEO Roger Snoble. "This ruling is great news for our customers in a time when funding to provide essential services to the public is in short supply."

Metro's judgment of nearly \$40 million is out of a total tentative ruling that calls for the DWP to pay back almost \$224 million in overcharges to agencies that include LAUSD, UCLA, the LA Community College District, the County of Los Angeles and several California state agencies. Each is to get a share of the judgment.

California Law (Government Code Sec. 54999) established limits on rates that municipal utilities can charge school districts, community colleges and other public agencies.

Specifically, it requires that municipal utilities charge school districts and other public agency customers "nondiscriminatory" capital charges on facilities that "actually serve" the customer. The judge ruled that DWP charged rates in excess of those allowed by the statute.



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Successful Collaboration> The Weapons of Mass Destruction training program was the result of a successful collaboration of a select group of Metro, LA County Sheriff's Department and Transystems team members, who developed the curriculum and ensured its distribution to transit agencies nationwide. Pictured here, front to back, are Sheriff's Sgt. Dale Gulley, Metro Contract Administrator Phyllis Walker; Deputy Executive Officer Jack Eckles of System Security and Law Enforcement, Deputy James Johnson, Deputy Jose De La Cruz and Capt. Pat Jordan, LASD project manager. Other key project team members not pictured include Transit Security Manager Dan Cowden, who originally developed the grant application; Marion Colston, director of Organization Development & Training; and James Allen, Metro grants administrator.



Photo by Ned Racine

Metro, Sheriff's Department Produce WMD Training Program

- Funded by Homeland Security, program distributed nationwide to train transportation agency security officers, first responders

By DAVE SOTERO

(June 12, 2007) Metro has partnered with the LA County Sheriff's Department to produce a computer-based Weapons of Mass Destruction training program that will better prepare frontline responders for potential acts of terrorism against the nation's public transportation system.

Entitled "Terrorism Awareness: Protecting the U.S. Public Transportation System," the self-paced training program is designed for non-sworn security professionals who are responsible for the security of transportation facilities, services and infrastructure.

The eight-module program – funded by a \$1.5 million U.S. Department of Homeland Security (DHS) grant – provides specific training that enables

security officers and other frontline responders to recognize and appropriately react to a potential or actual terrorist event.



Security officers and other security professionals can complete the Weapons of Mass Destruction training program at their own pace. The kit includes a video tape, CD and DVD instruction program, along with workbook exercises.

The program consists of interactive CD, DVD and workbook exercises. About 12,000 copies of the program are now being distributed to more than 350 transit agencies across the country.

"Training is a critical component of our ability to strengthen security within our systems," said CEO Roger Snoble. "We are pleased that the U.S. Department of Homeland Security has funded the development of these security training materials that can be used throughout our industry."

Security roles have changed

Traditionally, the duties of transportation security personnel focused mainly on "observing and reporting." In today's post 9/11 environment, however, the security roles of frontline responders have changed.

Recognizing and reacting to terrorist threats is more important than ever. Preventive actions by responders serve to deter and minimize the effect of terrorist attacks on transportation systems.

The training modules teach frontline responders how to identify chemical, biological, radiological, nuclear and explosive weapons and materials. They also are taught how to identify symptoms of chemical agent exposure, as well as to recognize various types of Improvised Explosive Devices (IEDs).

The students also learn what they can do during their regular job duties to help prevent a terrorist incident. Lessons cover how to deter, detect and defend transportation facilities. Others instruct students how to respond to incidents involving mass casualties.

Students also will receive a Frontline Responder's Pocket Guide, a Suspicious Persons and Vehicle Form, and an Assessment and Evaluation Report for their use.

Useful in natural disasters

Many of the response aspects presented in the training program also can be employed during such natural disasters as an earthquake or hurricane.

Funding for the \$1.5 million program was awarded from a \$32 million DHS, Office of Domestic Preparedness anti-terrorism competitive grant. Metro was one of 14 agencies selected out of 217 applicants nationwide.

The \$1.5 million award was twice the requested amount, due to the quality

of the program and Homeland Security's desire to expand it. Metro is among a select group of federal grantees, including major national education institutions, now considered "training partners" for the security agency's national anti-terrorism program.

SEQ CHAPTER \h \r 1The Sheriff's Department was one of the first law enforcement agencies in the U.S. to provide public transportation police services under the Homeland Security umbrella by assigning its Transit Services Bureau to the Sheriff's Office of Homeland Security Division.

As a result of that reorganization and increased security for the bus and rail lines, public confidence in Metro's transit security increased to 88 percent. LASD is now recognized as a leader in transit police services.

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Metro Board takes note at FY08 budget workshop June 13.



Photo by Gayle Anderson

FY 2008 Budget a 'Challenge', Snoble Says, But Will Lead to 'Financial Solvency'

- 'We do have a balanced budget,' says head of OMB

By BILL HEARD, Editor

(June 13, 2007) Metro's proposed FY 2008 budget "has some good things in it, but it's still a challenge," CEO Roger Snoble declared during Wednesday's Board budget workshop. "The budget does allow us to continue on a track that will lead us into financial solvency."

The \$3.121 billion budget will provide for an increase in transit service hours; implementation of more Metro Rapid lines. It includes the purchase of 95 more articulated buses; will add 17,000 hours to Metro Orange Line service; includes mid-life overhauls for 250 buses now at the mid-point in their service life; and implementation of elements of the TAP program.

Snoble said he expects some loss of ridership when fares increase in July, "However, I will tell you that since the last fare change two years ago, our ridership has increased 12 percent. We have a tremendous amount of momentum behind us in increasing ridership so, hopefully, any loss of ridership will be short-lived...."

The CEO noted that while the agency will continue improving service, efficiency and cost savings, "On the other side of the coin, this budget still relies on one-time revenues to balance it. It still is what I would refer to as a 'high-risk' budget...."

Metro Orange Line Sets New Record

(June 13, 2007) The Metro Orange Line set a new record in May with 23,800 average daily boardings, San Fernando Valley General Manager Richard Hunt reported Wednesday during the Board budget workshop.

The cross-Valley line will carry its 10 millionth passenger this month.

Weekend ridership on the Orange Line also is at an all-time high, Hunt said, with 13,000-plus boarding on Saturdays and more than 10,000 on Sundays.

Essentially, he said, the FY 2008 budget is a replay of the FY 2007 budget to which only “the most critical things” have been added. “Everything else has been deferred to another year, things we’d all like to do, but we just don’t have the wherewithal.”

In her presentation to the Board workshop, Executive Officer Michelle Caldwell of the Office of Management and Budget, said this year’s \$3.121 billion budget is an increase of only \$85 million over the FY 2007 budget.

It includes increases in three primary areas – Transit Operations, subsidies for local municipal transit operators, and in rail construction. The good news, she said, is that “bus and rail operations increased overall only 2.7 percent, in spite of a 3.5 percent wage increase.”

“We’ll have enough revenues to balance the expenditures,” Caldwell added. “We do have a balanced budget.”


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Former Employee Ordered to Pay Some Costs of 'Frivolous' Suit Against Metro

- Employee claimed disability discrimination; Metro cited poor job performance

(June 13, 2007) A former employee will have to pay \$150,000 toward Metro's attorney's fees in a disability discrimination case a Los Angeles Superior Court judge called "frivolous, unreasonable or without foundation."

The case began in February 2002, when William S. Trisler, then 51, of Covina applied for a job as a Metro Rail maintenance specialist. He was hired in September 2002, but was fired that December for poor job performance.

In August 2005, Trisler sued Metro for failing to accommodate his physical disability and for allegedly discriminating against him by firing him because of the physical disability.

In his ruling, Judge Richard L. Fruin found that prior to being hired by Metro, Trisler was jailed on assault and battery charges. He later pleaded no contest to the charges, was found guilty and sentenced to three years' probation. He spent 13 weekends in jail and was ordered not to drive a vehicle.

According to court records, Trisler also was under a doctor's medical restrictions that prohibited "repetitive squatting, climbing, kneeling, crawling or prolonged standing and walking." Rail maintenance specialists frequently must climb in and out of train cars and are constantly standing and moving about.

Denied his criminal history

The court found that during the recruitment process, Trisler signed a Metro form denying that he had a criminal history. He also failed to reveal his medical problems during the job induction physical – nor did he request a job accommodation due to physical limitations.

Fruin's ruling said Trisler knew "he had a physical disability (that) he did not reveal" and that "he knew he was facing a criminal trial but he told MTA that he was not."

The judge said documents provided by both Trisler and Metro "provided no support for (Trisler's) discrimination claims, and showed (he) was discharged for poor job performance."

Following a three-day trial that ended April 20, the jury found in favor of Metro. Fruin issued his ruling June 4 ordering Trisler to pay \$150,000 of Metro's \$179,900 in attorney's fees. Metro will return to court in July to

seek court costs in the case, according to Mary Reyna, principal deputy county counsel.

Noting that the relationship between an employer and employee "requires candor and communication from both," Fruin wrote, "Mr. Trisler was not candid with the MTA."

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Metro Pension Website Offers 24/7 Access Beginning June 14

By NED RACINE

(June 13, 2007) A new Pension & Benefits Department website premiering Thursday, June 14, gives Metro employees the ability to view their retirement benefits status 24 hours a day, seven days a week.

Employees can link to MyRetirement.Metro from myMetro.net or the Pension & Benefits website. The Metro-only website prompts visitors through the initial sign-on procedure. It will also allow them to print their pension information, including vesting status and payment options.

The website is individualized according a worker's membership in the ATU, TCU, UTU, non-contract or AFSCME Retirement Income Plans. Non-contract or AFSCME employees with service credit in the CalPERS pension plan should access those benefits at www.calpers.ca.gov.

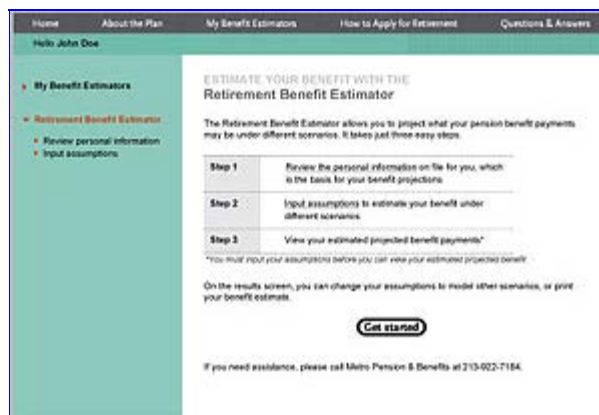
Pension plan description booklets will be available as Acrobat documents on the website. CalPERS members can access their pension information on the CalPERS website at: www.calpers.ca.gov.

Jan Olsen, Pension & Benefits supervisor, describes the password-protected website as having the look and feel of metro.net. "The best part is it is available 24 hours a day."

Saves employees time

By displaying only information pertinent to an employee's specific pension plan, the website conserves the time an employee must spend on the site. Olsen cites employee privacy as another benefit of the MyRetirement.Metro website.

The site includes a Retirement Benefit Estimator, telling the visitor what he or she would receive if he or she retired today. AFSCME and non-contract visitors can also receive an estimate for buying additional service time credit or check what their pensions would be at future



Click on image to link to retirement benefits website through myMetro.net.

dates. "Anything that a . . . person is eligible for they can see on their screen," Olsen said.

"All the trustees for all the plans have signed off on it," said Olsen, who with Pension & Benefits staff has worked for more than six months to bring the website to life.

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Fare Change Campaign Strives to Inform Internal and External Audiences

- Multiple channels used to reach riders

By NED RACINE

(June 14, 2007) When the Metro Board adopted a new fare structure for bus and rail service, May 24, its decision launched an elaborate campaign to inform internal and external audiences that fares were changing for the first time in 3 ½ years.

"Communicating internally is the first priority," said Chief Communications Officer Matt Raymond. "Our operators serve as ambassadors to our customers on this and any change we do."

Yvonne Price, senior marketing and communications officer, noted the information must also reach "our customer information group, the telephone information operators, our customer centers, so that they are ready with the exact same information that we're giving to the public."

Metro will distribute 123,000 brochures describing the new fare structure, 2,500 on-board bus posters and 450 on-board rail posters.

But brochures represent only the tip of a hefty iceberg. Other channels include the message callers hear when waiting to speak to someone at Metro. Metro Briefs newspaper ads, the Metro Monthly customer newsletter and fare descriptions on metro.net will reach out to the public at-large.

'Campaign requires coordination'

"The work involves a tremendous number of people," said Price. The campaign requires coordination among at least half a dozen people who are key contacts for getting several other kinds of things done."

Within the Metro system, bus car cards and rail posters will reach riders, as will decals on fare boxes and instructions from ticket vending machines. Map case backlit signs in stations will address riders there.

The three Transit Center kiosks at LAX, Fox Hills and UCLA will post information on the new fares, as will Metro's customer service centers.



^Click on image to enlarge.

As part of Metro's campaign to inform its staff and riders of the new fare structure, point of purchase posters like these will be distributed to Metro pass and token sales vendors.

Edith Goff-Youngblood, senior customer service officer, began a campaign with her Metro pass and token sales vendors by sending a letter notifying them that the Board was considering fare changes. She sent that letter to her almost 650 vendors in late April. Goff-Youngblood also informed the approximately 40 cities that subsidize residents' Metro fares.

The 4,500 Metro bus and rail operators must also be trained in the new fare structure. Price will deliver publications, including copies of frequently asked questions (FAQs), to Aurora Jackson director of Operations Training, for use in Central Instruction.

Operators will have the option of circulating the FAQs sheets to riders.

Fare increase information will be posted at the operating divisions and service sector offices as well.

Price has worked with Donna Blanchard, rideshare accounts supervisor; Rob Hartert, printing services supervisor; Chip Hazen, ADA compliance administrator; Terry Matsumoto, chief financial services officer; April McKay, director, customer programs and services; and Marcelo Melicor, revenue collections manager.

For employee transportation coordinators, who manage rideshare and van pool programs at their organizations, Metro will send e-mail blasts to inform them of the new fare structure and will provide posters for their use in informing their employees.

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Crowd cheers Metro Board First Vice Chair Pam O'Connor and Metro staffers at the annual Christopher Street West Parade.



Crowds Cheer Director O'Connor, Metro at Christopher Street West Parade

By JODY LITVAK

(June 14, 2007) Metro Board First Vice Chair Pam O'Connor, along with Metro staffers and a specially decorated Metro bus were cheered by a crowd of approximately 300,000 at the annual Christopher Street West Parade, June 10.

The parade capped off the weekend-long Christopher Street West Pride Festival in West Hollywood, home to West Hollywood Division 7.

"I'm thrilled to represent Metro," said Director O'Connor. "This community has provided a home to Metro for a long time and the parade is a great opportunity for us to be a good neighbor."

Accompanying O'Connor were about two dozen Metro staff, family and friends who waved to the crowds, handed out souvenirs and carried a banner with the message "Go Together." The image and message were repeated on king ads on the side of the bus.

The king ad artwork and the message were created by Neil Sadler in the Metro Design Studio and were designed to match the parade theme.

Board
Member
Pam
O'Connor
and
Metro
Rapid
wowed
WeHo.



Involved since 1970

Metro has been involved in the festival since its inception in 1970 and has had a bus in the parade longer than anyone can remember.

The 60-foot articulated bus also gave the crowd a preview of the new Santa Monica Boulevard Rapid Bus Line 704 due to start-up later this month.

"This is a real positive for us," commented O'Connor. "It demonstrates our commitment to serve all the communities of Greater Los Angeles." She also commended Division 7 operator Alan Weddle who kept the crowd cheering with the bus horn.

Since the parade passes right in front of Division 7, several division employees came out front to cheer Weddle and their other Metro colleagues.

Even more people saw the parade, since it was broadcast on cable TV and is available by streaming video on the Internet.

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Members of the Division 7 team pause for a group photo, anchored on the far left by Maintenance Manager Jim Pachan.



Photos by Jennie Harris

Division 6, 7 Maintenance Staffs Work Hard to Make Safety Routine

- Venice division reaches 518 days with no lost-time injuries; West Hollywood division hits 379 days

By JENNIE HARRIS

(June 15, 2007) In the maintenance world of tripping hazards, tools, and big buses, the safety records at Venice Division 6 and West Hollywood Division 7 are nothing to sneeze at.

Division 6, Metro's smallest division with 80 buses and 34 maintenance employees, is at 518 days with no lost-time injuries.

"We have our injuries," said Bruce Buck, Division 6 assistant maintenance manager, "but, so far in a year and a half, nobody has missed a day of work because of their injuries."

Division 7 has 238 buses and 125 maintenance employees and is at 379 days.

"It's hard to say big things about it because we're trying to make it part of our routine to work safely," said Maintenance Manager Jim Pachan. "We want to see 400 days, 500 days, and so on."

"We weren't really thinking about any great record," said Buck, looking back at the Division 6 staff's accomplishment. "We were just taking care of business, and suddenly we realized it had been a year."



Assistant Manager Bruce Buck and Mechanic Manny Lopez break for some sunshine at Division 6.

'Not built for buses'

"The reason why we're pretty happy about this is that this division was not built for buses," he added, "it was built for trains, so there's no place to put anything. We've got more buses than the yard will hold assigned here."

The team has to be creative about how space is used. "You don't normally see office desks in the bay," Buck laughed. Because it's such a small space, "it is very difficult to keep things organized in here."

Mechanic Manny Lopez explained how they stay safe: "We have safety meetings every month, and then we make sure no hoses are hanging out, no horseplay, and simple things...Once a week, when we have time, we clean the shop up. Mop it, get the trash out of the way, and that kinda helps."

"With 15 mechanics and 80 buses, our guys maintain more buses with fewer mechanics than anybody in the company," said Buck. "There's not a lot of time for anything fancy."

Division 7 has its own challenges. Maintenance Manager Jim Pachan said that he experiences a large turnover simply because of the Beverly Hills housing costs.

"When another opening comes up that's closer to home, they leave...it's constant training," he said. "Along with that, though, it keeps it fresh in everybody's mind and on the same page."

Raising awareness

Pre-shift meetings help to raise the level of awareness for everyone, during which daily safety issues are addressed.

ATU Steward Mike Jones said, "Prior to Jim, you'd see people standing on buckets, creating their own little ladders. He does a really good job of making sure we have the equipment that we need."

Every 100 days, Division 7 celebrates with some good eats cooked by their very own Mechanic Allen Anderson, known by his co-workers as "barbeque master."

"It's the one time everybody goes in and we all eat together," said Jones.

Westside/Central General Manager Mark Maloney said, "I am impressed with how much Jim and Bruce care about their employees, they go out of

the way to coach and show them the best and safest way to get the job done.”

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Guide Dog Puppies Make Annual Train Trek



Photo courtesy of Guide Dogs for the Blind, Inc.

Wearing their distinctive green jackets, 50 guide dog puppies-in-training got their first experience ridin' the rails, recently, during the 12th annual Guide Dog Puppy Travel Day. Metro Rail TOS Cris Medina, front row center with gray tie, hosted the puppies and some 130 volunteer puppy raisers and their families during the event, sponsored by Guide Dogs for the Blind, Inc. After congregating on the plaza at El Pueblo de Los Angeles, the group rode both Metro and Metrolink trains. (6/15/07)



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Patrick Astredo

Metro's Patrick Astredo Joins Regional Transit Training Board

Area consortium develops bus maintenance training programs

(June 15, 2007) Patrick Astredo, director of Operations Systems Support, recently joined the Southern California Regional Transit Training Consortium (SCRTTC) as a member of the board of directors.

He succeeds Milo Victoria, former deputy executive officer of Operations, as Metro's representative on the SCRTTC board.

Formed in 2004, SCRTTC is a coalition that includes 14 area transit operators and 18 community colleges working together to

develop standardized bus maintenance training for transit industry employees.

To keep abreast of technology, the organization's programs may include alternate fuel, fuel cell and hybrid drive technology and new communication technologies such as global satellite positioning.

At Metro, Astredo is responsible for bus fleet management, field equipment technicians and software support (M3) at the Maintenance Systems Support Center (formerly the Regional Rebuild Center).

'More proficient staff'

"Training the young and experienced technicians in our area will provide for a more competitive candidate pool and a more proficient staff ultimately providing the best service possible to our riding public," he says of his goals for service on the SCRTTC board.

Astredo joined Metro in 1999 after working for Torrance Transit as a service attendant, mechanic, senior mechanic and supervisor for 14 years. At Metro, he rose from supervisor to assistant manager, manager and director.

Astredo, who lives in Cerritos, is a graduate of Cerritos College where he earned an AA in automotive technology. He also earned a bachelors degree in business management from the University of Phoenix.



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The Regional Rebuild Center has a new name: the Metro Support Services Center. This sign at the corner of Cesar Chavez Boulevard and Lyon Street heralds the facility's new designation. Kneeling before the sign are Mike Bottone, Vehicle Technology, and Dieter Hensing, Inventory Management. Standing, from left, are Woody Yee, Stops & Zones; Forrest Adams, Facility Services; Michael Singer, Central Maintenance Shops; Patrick Astredo, Fleet Management; Ted Montoya, Material Management; Mike Stange, Quality Assurance, Non-Revenue, Radio & Farebox Repairs; and Frank Cecere, Operations Central Instruction.



Photo by Ned Racine

RRC Sports New Name—Metro Support Services Center—and New Responsibility

- **Central Maintenance Shops will host a \$29.5-million bus midlife overhaul project for FY 2008**

By NED RACINE

(June 15, 2007) Renamed to better describe its functions, the Regional Rebuild Center has become the Metro Support Services Center (MSSC) in time to host a major bus maintenance program.

The MSSC's largest department, the Central Maintenance Shops (CMS), refurbishes buses and rebuilds bus components that are used by the operating divisions. With the Operations Committee's March approval of a \$29.5-million Bus Midlife Overhaul Program for FY 2008, CMS' refurbishing efforts will grow.

The new overhaul program will add 20 full-time employees, 19 in Central Maintenance, cost centers 3441, 3442 and 3443, and one in Logistics, cost center 6350.

Initiated in FY 2004 to improve the performance and reliability of Metro

buses, the Bus Midlife Program targets a series of buses each year for preventive, midlife maintenance. This maintenance includes engine package replacements, fuel cylinder replacements, suspension work, body repair, painting, interior refurbishment (including graffiti abatement) and wheelchair lift maintenance.

Four goals

One bus midlife overhaul takes approximately 514 hours to complete and was designed to accomplish four goals:

- Enhance the overall appearance of buses,
- Increase the Mean Distance Between Failures,
- Reduce road calls, and
- Lower overall maintenance costs.

The improved condition of the midlife program's vehicles contribute to reduced maintenance costs at Metro's bus operating divisions, according to Cary Stevens, equipment maintenance manager. "The program promotes efficient use of CMS resources by working proactively, rather than reacting inefficiently to unplanned bus performance problems."

CMS has just completed two major overhaul projects: the FY07 Mid-Life Program, which completed refurbishments to 200 Neoplan buses, and repowering 41 Neoplan 6700 series buses, replacing the aging Series 50 Detroit Diesel CNG engine with a Cummins 8.9 CNG engine.

These two programs were designed to enhance the safety, performance and reliability of the aging Neoplan fleet by addressing their most critical mechanical performance areas.

The CMS formerly replaced failed engines with engines rebuilt by the powerplant department at the CMS facility. In FY 2007, however, Metro decided to replace the original CNG engines manufactured by Detroit Diesel Corporation with a totally different CNG engine manufactured by Cummins.

"Repowering" the Neoplan 6700 fleet involved hundreds of hours of planning and considerable technical development by CMS staff.

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2007 Metro Bus Roadeo Scheduled for Sept. 15 at Santa Anita



By JIMMY STROUP

(June 19, 2007) Hot on the heels of its Grand Champion Award win at the 2007 APTA International Bus Roadeo, Metro will hold the 32nd annual Bus Roadeo, Sept. 15, in search of the next batch of champions to represent the excellence of Los Angeles public transit.

Winners from the local event, hosted by the Gateway Cities Service Sector, will defend Metro's national title next spring at the American Public Transportation Association's competition, which is scheduled in Austin, Texas.

Operator sign-ups begin the week of July 2, according to Frank Cecere, assistant manager of Central Instruction, who helps coordinate the event every year. Judges will also be solicited for the Roadeo at the same time. Sign-up forms will be distributed among the operating divisions.

Bus operator finalists are whittled down to 35 for the competition on Sept. 15 from what's expected to be an entry of up to 300 operators. This year's event also will feature a mini-competition between some division managers, and between some sector general managers and union officials.

The mechanics competition will be held at the Roadeo among three-member teams from participating operating divisions. There is no preliminary competition for mechanics.

"Our sector is very excited to host the 2007 Bus Roadeo," said Gateway Cities General Manager Alex Clifford. "Our organizing committee has been working hard to make this year's Roadeo the best ever, and I think we're on track to have a really great event."

"A web page is being developed with photos and other interesting information about this year's event," said Dave Hershenson, Community

Relations Manager. "We are also working on providing on-line registration for employees interested in participating."

The 'where' and 'what'

This year's Rodeo will be held on familiar territory at the Santa Anita Race Track parking lot, this time at Gate 4. The course will be available for practice for operators from Aug. 30 to Sept. 4, 7 a.m. to 5 p.m. Preliminary qualifiers will run Sept. 5 through 8 and the finals will be Saturday, Sept. 15 in an all-day event that never fails to excite.

"Those who compete in the preliminaries will get the official Rodeo hat, the belt buckle, a T-shirt and a lapel pin," Cecere said. Finalists will get these and also an added special gift. Winners will be sponsored by Metro to represent the agency in an all-expenses paid trip to the APTA Internationals come spring.

Previous winners of the local Rodeo have gone to the national competition and placed high in the rankings among the 90 or so transit agencies that compete every year. Along with last year's championship team, Metro has entered teams that placed 6th in 2006, 7th in 2005 and 2nd in 2003.

Mechanics Andrew Warren Jr., Rommel Vargas and Frank Forde of Arthur Winston Division 5 have won the Metro Rodeo three years running, crafting a criterion that's becoming hard to match. And San Gabriel Valley Division 9 operator Mark Holland's unprecedented six wins in the Rodeo make his standard the mark to beat for this year's competition.

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Metro Honors Worker Killed During Red Line Construction



< Jaime and Sally Pasillas early in their life together. They were married for 29 years before Jaime was killed on February 15, 1997, while working on a Metro Red Line tunnel.

Jaime Pasillas worked to 'build something of great importance' to Los Angeles, said Board Chair Gloria Molina

By NED RACINE

(June 19, 2007) Honoring a life cut short during construction of a Metro Red Line tunnel, Metro unveiled a plaque on Patsaouras Plaza, June 16, commemorating Jaime Pasillas.

"Sometimes the unthinkable happens in life," Metro Board Chair Gloria Molina told attendees. "Tragically, Jaime lost his life Feb. 15, 1997, while working honorably to support his family and build something of great importance to the people who travel in Los Angeles."

"You can't replace a father, a husband, a friend," said Molina, who was the keynote speaker at the 11 a.m. ceremony. Gathered under a cloudless sky were Pasillas' wife, Sally, four children, two grandchildren, and other family members and friends.

Photos by Ned Racine



Supervisor Gloria Molina, Metro Board chair, joins Sally Pasillas in unveiling the plaque near the east sidewalk in Patsaourous Plaza. Molina and Sally Pasillas share a moving moment before the newly unveiled plaque. In addition to working on the Metro Red Line, Jaime Pasillas helped build the U.S. Gateway Center.

"It's just a wonderful gesture. . . he deserved a little recognition," said Sally Pasillas, who had been married to Jaime Pasillas for 29 years at the time of his death. "I think people should know that workers sometimes have to give up their lives to build these great buildings and the Metro System."

"Placement of the plaque fulfilled Metro's commitment to appropriately acknowledge the sacrifice and contribution of Jaime Pasillas, who also worked on the construction of U.S. Gateway Center," said Lynda Bybee, DEO Regional Communications, and a member of the subway construction team.



Molina and the Pasillas family congregate around the new plaque. From left are Molina; Patricia Pasillas-Lopez; her sons Jaime Alejandro Lopez and Jonathan Patrick Lopez; Steven Pasillas; Jacqueline Pasillas; Sally Pasillas; Jaime Pasillas, Jr.; Lynda Bybee, James Brown, construction safety manager; and Dennis Mori, executive officer of project management.

'An enduring contribution'

The bronze plaque, located on a column near the east sidewalk in Patsaourous Plaza, reads "In memory of Jaime Pasillas who worked honorably and left, in legacy, a loving family and an enduring contribution to the transit system of Los Angeles, when in the course of his work on the Metro subway, lost his life on February 15, 1997."

"I think it's a very beautiful way to remember my father and the contributions that he made to the city," said Steven Pasillas, who was 14 when his father was killed. Steven's older siblings joined in the event: Jaime Pasillas, Jr., Patricia Pasillas-Lopez and Jacqueline Pasillas. Jaime Pasillas' sister, Rosa Valencia, also attended.

Dennis Mori, executive officer of project management, who served as project manager for construction of the \$1.3-billion Metro Red Line North Hollywood segment, also attended, as did James Brown, construction safety manager.

"It's a way to remember and to acknowledge everyone who came from a different background," said Steven. "Everybody contributes to the city in one way or another . . . everybody puts their own piece of their life into this city that is Los Angeles. It not only represents our family, our father, it also represents everybody in the city who contributes."

At the request of the Pasillas family, the Los Dorados de Villa mariachis played El Sinaloense after the unveiling. Jaime Pasillas, an avid dancer, most liked to dance to that song.

'Grateful and happy'

"He was a very private person," recalled Sally, a Los Angeles native and graduate of Lincoln High School. "I don't think he would imagine anything like this for himself, so I'm really grateful and happy."

He loved Los Angeles, Jacqueline Pasillas told attendees. Steven remembers his father telling his children that although he was Mexican, "he was more American than we were."

Sally met Jaime in Mexico when she was 13 and on vacation with her family. "He asked me to dance, and I didn't want to dance with him. My Mom even asked me, 'Why won't you dance with him?'"

"Their relations continued across the United States/Mexican border until they married when Sally was just short of her 21st birthday.

"He was almost a comedian in his own right," Steven remembers. "Within his family he was a very loving man."



Lynda Bybee, DEO Regional Communications, and a member of the subway construction team, welcomes the Pasillas' family and friends to the unveiling ceremony on June 16.

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Radio Station Contest Winner Chris Limon Excited to Rock Out

- Assistant Manager of Wayside Systems was selected at random to win Lynyrd Skynyrd and Dodgers tickets

By JENNIE HARRIS

(June 20, 2007) Metro's Chris Limon paraded around his office wearing a crown and sash emblazoned "Jack FM Ordinary Listener of the Day" on Monday.



Metro's Chris Limon showing off his Lynyrd Skynyrd tickets and Jack FM Ordinary Listener of the Day certificate. He can't wait to rock out to "Free Bird." Photo by Jennie Harris.

Along with the "fame," Limon received "fortune": two Lynyrd Skynyrd tickets, four Dodgers tickets, Jack FM T-shirts, guitar picks, key chains, bumper stickers, lollipops and an official Ordinary Listener of the Day certificate.

The listener-run radio station chose Limon at random. "They figure that anyone who registers is just ordinary. It doesn't matter if you're unordinary or whatever, you're still considered

ordinary."

Limon wasn't expecting to win. He remembered his wife saying, "You're not going to win, but if you do, I win."

"There are no cash prizes, but the Lynyrd Skynyrd concert is something I'll never forget," said Limon. "When they said I won Lynyrd Skynyrd tickets I didn't care about nothing else."

Rock music is in his blood. When his mother was pregnant with him, she went to Led Zeppelin and Pink Floyd concerts.

The July 24 concert is at the Pacific Amphitheatre and Limon's tickets are front and center on the terrace level.

When did he know he was ordinary? "The day I woke up realizing I got to go to work because I'm married with children."





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Former LACTC Executive Director Survives Scrape with Death

- Coast Guard helo plucks Neil Peterson and friend from raging sea

(June 20, 2007) Neil Peterson is lucky to be alive today.

The former executive director of the Los Angeles Transportation Commission, who now lives in Seattle, was hiking with his family in a risky area on western Canada's Vancouver Island, June 11, when they were struck by a large wave that dragged four of their five-member group into a treacherous sea channel.



Neil Peterson and his children, Guy and Kelsey. Along with friend Tim Kniffin, they were swept into a sea cave on Vancouver Island while hiking Canada's West Coast Trail. Photo by Mike Urban, courtesy of The Seattle Post-Intelligencer.

After clinging to driftwood for nine hours, they were finally rescued in an attempt that included both U.S. and Canadian Coast Guard helicopters.

Peterson, 63; his son Guy, 22; daughter Kelsey, 20; nephew Joe Ellis, 24; and friend Tim Kniffin, 28, were on the second day of a week-long trip on the West Coast Trail, which runs 47 miles up the western side of Vancouver Island, known for its difficult weather and rough seas.

Along with the lack of road access, the arduous coastline passages make the trail one that even experienced hikers are wary of, but often hazard in order to experience what Peterson called the "aura" of the beautiful trail.

The hikers had set out at 4:30 a.m., carefully timing the tides for the coastline trek. Three hours later, they were on what looked like an easier stretch through a sandy beach area. But a surge channel was ahead that looked dangerous as the waves – now at high tide – rushed through.

Wave overwhelmed the group

The group was transiting across



Map courtesy of The Seattle Post-Intelligencer.

the 50-foot wide channel when a 10-foot wave that seemed to appear out of nowhere swept in and overwhelmed all but Peterson's nephew Joe Ellis, who managed to avoid the surge.

"Five people and we never saw it," Peterson told Seattle media. The crashing waves stripped them of their backpacks and camping equipment.

Ellis left the group treading water in the channel to find help, arriving at an abandoned park ranger cabin at around 11 a.m., searching for anything to help his stranded companions.

"I grabbed a hatchet and I smashed a window, opened it up, crawled through and ransacked the cabin," Ellis said. "I got a trash bag from which I made two arm holes and a head hole and got some rope. On the way back I ran into two separate hikers and told them the situation."

Meanwhile, Peterson and the group made several failed attempts to escape the surge channel. The walls proved to be too slick to climb and a sea cave they made their way into provided some cover but no exit.

'An emotional and stressful time'

"We just had to settle down and make sure we were making the best decisions possible, because it was really an emotional and stressful time," Peterson said.

Ellis returned and managed to get two of the group out with the rope he'd found. Peterson and Tim Kniffin proved too heavy for the rope.

Just then, the Coast Guard helicopters found them, alerted to the group's plight by the hikers Ellis had met on his journey to the ranger station. Peterson and Kniffin were airlifted to safety by a U.S. Coast Guard helicopter crew that lowered a rescue basket.

After several trips on U.S. and Canadian helos, the group made it to nearby Port Renfrew by nightfall, happy to be rescued.

"I'm not going to be OK for a while," Kelsey Peterson said. "It was scary. Luckily, I was there with my family. They calmed me down and it was a really bad situation."

Peterson left LACTC in 1992 for Seattle, where he founded Flexcar, the nation's oldest car-sharing company.

Editor's Note: This story was compiled with information from The Seattle Times, The Post-Intelligencer, Seattle KOMO-TV and News Services.



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Board Chair Gloria Molina and Vice-Chair Pam O'Connor lead Metro officials in demonstrating that "dumping the pump" and using public transit will save money, reduce congestion and help the environment.



Photos by Gary Leonard

Metro Officials 'Dump the Pump'; Call for More Transit Use in LA

- 'Good for your pocketbook; good for reducing congestion; helping the environment,' says O'Connor
- Introduction of two Metro Rapid Express, two Metro Rapid lines

By BILL HEARD, Editor

(June 21, 2007) "I dumped the pump this morning," Metro Board Vice-Chair Pam O'Connor declared, Thursday, as she kicked off LA's observance of national "Dump the Pump" day on Patsaouras Plaza.

O'Connor arrived at the news conference from her Santa Monica home via Metro Rapid Line 720 and the Metro Red Line. Board Chair Gloria Molina caught the Metro Gold Line and CEO Roger Snoble rode the subway from the Valley to make their date with local media.

"Every day in the Los Angeles area, residents have the opportunity to beat that high price of gasoline and to recognize that public transportation is an important travel option that helps reduce our nation's dependence on

foreign oil,” said O’Connor, who will succeed Molina, July 1, as Board chair. “Dumping the Pump is truly good for your pocketbook; it’s good for reducing congestion and it’s really helping the environment.”

During the news conference, Metro announced the opening of two Metro Rapid Express lines and two new Metro Rapid lines, beginning next week. Changes also are scheduled for a number of other bus lines, many of which will see the addition of new articulated buses.

Metro Rapid Express Line 920 will operate on Wilshire Boulevard between Vermont Avenue and downtown Santa Monica. Metro Rapid Express Line 940 will operate from the South Bay Galleria in Torrance to Patsaouras Plaza via Hawthorne and Crenshaw boulevards.

Metro Rapid Line 704 will operate on Santa Monica Boulevard, while Metro Rapid Line 760 will serve the Blue Line Artesia station and downtown LA.



Board Vice-Chair Pam O’Connor said using public transit reduces carbon dioxide and nitrogen oxide emissions by 50 percent per passenger mile compared to the private vehicle.

‘Fast, convenient and safe’

“At Metro, we look for new and better ways to accommodate more and more riders and make it more convenient for them,” Snoble said. “We’re happy about our ability to continue to improve the service, to provide new service to our customers and make it fast, convenient and safe.”

According to the American Public Transportation Association, the average household spends 18 cents of every dollar on transportation, almost 20 percent. Of that, 94 percent goes to buying, maintaining and operating automobiles, O’Connor noted.

Households that use public transit, however, save almost \$1,400 in gasoline per year. By using transit, she said, households can save almost \$6,200 annually on the cost of an additional vehicle – more than the average household pays for food in a year.

“When you use public transit,” said O’Connor, “you are reducing carbon dioxide and nitrogen oxide emissions by 50 percent per passenger mile compared to the private vehicle.”

Nationwide, that saves about 1.4 billion gallons of gasoline each year – the

equivalent of 108 million cars filling up every year, she added. "The typical public transit rider consumes, on average, just one half of the oil consumed by an automobile rider."

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METRO HONOR ROLL - Class of 2007

58 Metro Graduates Earn Honors, Advanced Degrees

(June 21, 2007) Fifty-eight of the 146 Metro Honor Roll high school, trade college and college graduates merited honors for scholarship or earned advanced degrees in 2007.

Twenty-eight of the 76 high school graduates won honors, among them three class valedictorians and a salutatorian. Six are members of the National Honor Society and three were recognized by the California Scholarship Federation.

Eight of the 54 college graduates – including two employees and an intern – graduated with honors, two of them cum laude. Among the 15 who earned advanced college degrees were a medical doctor, a doctor of dental surgery, a Ph.D in political science and three who earned law degrees.

Ten employees and 12 interns were among the 144 graduates in 2007.

Keynote

Congratulations, Class of 2007! After years of study and hard work, and with the support of your family, you have achieved one of your goals – a solid foundation of education on which to build your life. Continue forward with this momentum. Never lose your purpose and direction. Follow your dreams and make life happen!

-- Roger Snoble, CEO

Click on links below to find a graduate's name.

A B C D E F G H I J K L M N O P R S T U V W Z

- A
- Sarah I. Aguilar**, daughter of General Clerk Brenda Aguilar, graduated with honors from John Burroughs High School in Burbank.

Christina Alatorre, daughter of Photocopy Operator Nina Sanchez, graduated from Antelope Valley College in Lancaster with an AA degree in Arts and Science.

David Alatorre, son of Photocopy Operator Nina Sanchez, graduated from Highland High School in Palmdale.

Deckar I. Alexander, II, son of Employment Services Clerk Liza Alexander, graduated from Kaiser High School in Fontana. He was Athlete of the Year and was awarded an academic scholarship.

Mario Alvarado, son of Purchasing Clerk Griselda Alvarado, graduated from Cabrillo High School in Long Beach.

Theodore John V. Apostol, son of Bus Operator Ted L. Apostol, graduated from Rosalind Franklin University of Medicine and Science in Chicago with a Master's degree in Radiation Physics. He earned an award for Excellence in Clinical Education.

Xavier F. Aranda, son of Bus Operator Fernando N. Aranda, graduated from Hollywood High School.

Ashley Arnold, daughter of Workers' Compensation Analyst Karla Arnold, graduated with honors from Eisenhower High School in Rialto.

Victoria Krisol Ayala, daughter of Bus Operator Gracie Ayala, graduated with honors in History from Alta Loma High School.

Administrative Intern **Nick Azer** graduated from Cal State Northridge with a BA in Urban Studies and Planning.

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Jennifer Balvaneda, daughter of Transportation Operations Supervisor Abraham Abrego, graduated from the University of Phoenix with a BA in Science and Human Services.

John Parra Barajas, Jr., son of Bus Operator John Barajas, Sr., graduated from Baldwin Park High School.

Jonathan Becerra, son of General Services Supervisor Jesse Becerra, graduated from Etiwanda High School.

Shawn L. Benn, Jr., son of Bus Operator Shawn L. Benn, Sr., graduated from John Marshall High School in Pasadena where he was named Most Valuable Player in basketball in 2007.

Signal Inspector **Brian J. Berguist** graduated with Dean's List honors from LA Trade Technical College with a certificate in Labor Studies.

Division 8 Assistant Transportation Manager **Rachel Bird** graduated with high honors from Cal State Dominguez Hills with an MA in Public Administration.

Michael Boucher, son of Senior Third Party Coordinator Lloyd Boucher, graduated with honors from Somis Academy in Somis, Calif.

Myron Bowe, son of Senior Worker's Compensation Analyst Sharon Bowe, graduated from School of Life Christian School in Torrance. He was class valedictorian.

Murrell L. Brooks, son of Schedule Checker Linda V. Brooks, graduated from UCLA with a Ph.D in Political Science.

Wildonovin Brooks, son of Bus Operator Wilfred Brooks, graduated from Valley View High School in Rancho Cucamonga. He earned the High Achievement Award as an outstanding student.

Derrick Brown, son of Transportation Operations Supervisor Zsa Zsa Bates, graduated from the Los Angeles Center for Enriched Studies.

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Joseph Ray Cabison, son of Administrative Aide Esther G. Cabison, graduated from UC Riverside with a BS in Electrical Engineering with special emphasis in Signal and Communications.

Gregory James Cabrera, son of Accountant Ofelia Cabrera, graduated from UC San Diego with a BA in Visual Arts with an emphasis on Film and Video.

Human Resources Intern **Belia Carabez** graduated from Cal State Los Angeles with a BA in Human Resources.

Denise Ann Castro, daughter of Service Attendant Leader Jose J. Castro and Employment Processing Clerk Imelda Castro, graduated from UC Santa Cruz with a BA in Legal Studies and Sociology.

Jasmine Cazares, daughter of Lead Assignment Coordinator Melissa Victoria, graduated with honors from Western Christian School in Covina.

Administrative Intern **Perla Cherbony** graduated with Dean's List honors from Cal State LA with a BA in Political Science, emphasis in Public Administration.

Terry J. Cole, son of Transportation Operations Supervisor Frank E. Cole, graduated from UCLA with a BA in Political Science.

Sa'De Ashen Collier, sister of Assistant Rail Division Manager Latanya S. Collier, graduated from Vista Del Lago High School in Moreno Valley.

Ronnie D. Crow, Jr., son of Senior Service Attendants Christine M. Ortiz and stepfather Raul Ortiz, graduated from Chino High School.

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D

Jimena Dake, wife of Assistant Equipment Maintenance Manager Matthew Dake, graduated from Cal State Dominguez Hills with a BS in Accounting.

Armand C. DeGuzman, son of Senior Accountant Silverio A. DeGuzman, Jr., graduated from UC Riverside with a BS in Computer Science, minor in Business Administration.

Lizette DeRamos, daughter of Senior Drafting Technician Virgilio DeRamos, graduated from UC Irvine with a BS in Biological Sciences.

Srikant Duggirala, son of Rail Fleet Services Supervisor Prem Duggirala, graduated from the Tufts University School of Medicine. Dr. Duggirala will serve his residency at the NYU Medical Center in New York.

Diana A. Dunlap, wife of Service Attendant Ulysses Dunlap, graduated from Webster University in Rancho Palos Verdes with a master's degree in Leadership and Management.

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Matthew B. Elorriaga, son of Customer Information Agent Milca Elorriaga, graduated from Baldwin Park High School.

Giovanni Escobar, son of Train Operator Esmeralda Escobar, was a distinguished graduate of California High School in Whittier.

Katherine L. Estrada, daughter of Project Quality Manager Dan Estrada, graduated from USC's Gould School of Law with a Juris Doctor degree.

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F

Systems Project Manager **Robert Fischer** graduated from Cal Poly Pomona with an MS in Mathematics.

Jamere E. Franklin, son of Bus Operator Mary L. Franklin, graduated from Alta Loma High School. He was honored for his athletic achievements in football and track and was a ranked athlete at the division and state levels.

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G

Garrick Galbreath, son of Rail Transportation Operations Supervisor Lorraine Lomax Hernandez, graduated from Cypress High School with a full academic scholarship from the University of Oregon.

Elizabeth Garcia, daughter of Supervising Control Clerk Liz Garcia, graduated from El Monte High School.

Joaquin Lemar George, son of Rail Transportation Operations Supervisor Monica D. George-Tucker, graduated with honors from Antelope Valley College with a Bachelor of Arts degree.

Dennis R. Gilbert, son of Customer Information Agent Elvira Atkinson, graduated from Paramount High School in Paramount.

Joshua Gillless, son of Facilities Maintenance Supervisor Vance Gillless, graduated from high school in the Sunland Home School Program.

Kirsten Gillett, daughter of Bus Operator Thirza Gillett, graduated with honors from Foshay Learning Center in Los Angeles where she was class vice president.

Jessica M. Gomez, daughter of Mechanic "A" Leader Jose S. Gomez, graduated from Ramona Convent High School in Alhambra.

Clayton Gorman, son of Chief Ethics Officer Karen Gorman, graduated from Valencia High School. He also achieved the rank of Eagle Scout in the Boy Scouts of America.

Pilar Gose, daughter of Property Maintainer Leader K. Dieter Gose, graduated Cum Laude from Cal State Monterey Bay with a BS in Social and Behavioral Science.

Melinda Grant, daughter of Bus Operator Michael Grant, graduated from Lawndale High School as class valedictorian and with distinction as an advance placement student.

Stephanie Gray, daughter of Facilities Systems Technician James

Gray, graduated from Mount St. Mary's College with an MA in Humanities.

Administrative Intern **Paula Guevara** graduated from Cal Poly Pomona with a BS in Business Administration.

Andrea Gutierrez, daughter of Material Supervisor Dino Gutierrez, graduated with honors in Photography from Nogales High School in West Covina.

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H

Jon N. Harting, Jr., son of Equipment Maintenance Supervisor Jon N. Harting, Sr., graduated from Cal State Fullerton with a BS in Marine Biology.

Lauren A. Hawthorne, daughter of Stock Clerk Bret Hawthorne, graduated from American Intercontinental University with a BA in Arts.

Kyle Maxwell Hernandez, son of Scheduling Systems Supervisor Ruben Hernandez, graduated from Walnut High School.

Erika L. Holguin, daughter of General Services Supervisor Joe Holguin, graduated from Cal Poly Pomona with a BA in Business Administration.

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J

Aricka L. Jackson, daughter of Bus Operator Donna L. Cox, graduated with honors as a merit scholar, from Inglewood High School, where she was enrolled in the UCLA college prep program. She is listed in *Who's Who Among High School Students*.

Da'Shiah Monáe Jackson, daughter of Bus Operators Shannon D. Jackson and Renita Brown Jackson, graduated from Penn Foster High School in Moreno Valley.

David Ross Jacobson, son of Equipment Maintenance Supervisor Bruce Jacobson, graduated from UC Santa Barbara with a BA in Political Science.

ReAna S. Jenkins, daughter of Equipment Maintenance Supervisor Milton L. Jenkins, graduated from Hawthorne High School. She is a member of the National Honor Society.

Martin Jurado, Jr. graduated from Cathedral High School in Los Angeles, earning an Academic Excellence in Studio Art. He is the son of Rail Transportation Operations Supervisor Martin Jurado, Sr. and Transportation Operations Supervisor Francisca A. Montes-Jurado; and brother of Assistant Administrative Analyst Paula J. Jurado.

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K

Kasuni Kotelawala, daughter of Electronic Communications

Technician Saliya Kotelawala, graduated from North High School in Torrance. She was honored by the California Scholarship Federation and is a member of the National Honor Society.

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L

Aurora Lancaster, daughter of Deputy Executive Officer Linda B. Wright, graduated with Dean's List honors from the University of North Carolina with a BS in Mathematics.

Kimberly Chevalier LeDuff, daughter of Project Control Supervisor Steven LeDuff, graduated from USC with a BS in Accounting and honors from the Leventhal School of Accounting.

Michael E. Lee, Jr., son of Rail Transportation Operations Supervisor Michael E. Lee, graduated from Lancaster High School.

Allan Leung, son of Supervising Control Clerk Huey-Ling Leung, graduated with Dean's List honors from USC with a Doctorate in Dental Surgery.

David A. Litvak, son of Constituent Programs Manager Jody Feerst Litvak, graduated from Palisades Charter High School in Pacific Palisades as an Advance Placement Scholar with Honors and was listed on the Principal's Honor Roll. He earned the President's Award for Educational Excellence, the National Merit Scholarship Commendation and is a California Scholarship Federation Sealbearer.

Candace Ashley Liu, daughter of Supervising Engineer Andi Wang, graduated from South Pasadena High School with honors from the California Scholarship Federation.

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M

Division 7 Assistant Manager **Derick Mahome** graduated from the University of Phoenix with a BS in Business Management.

William Marshall, Jr., son of Bus Operator William Marshall, graduated from Gardena High School with honors in Journalism.

Daniel C. Martinez, son of Train Operator Carlos Martinez, graduated from Calvary Chapel Christian School of Downey with honors in Music.

Danny Martinez, son of Administrative Aide Lisa Rose Martinez, graduated from Cathedral High School in Los Angeles where he was a top-ranked swimmer.

Administrative Intern **Jacqueline Martinez** graduated from Pasadena City College with an AA in Spanish. She earned honors for superior achievement in Spanish.

Jasmine Mayse, daughter of Bus Operator Terri Shannon, graduated from Dorsey High School with academic honors.

Human Resources Assistant **Mary McDonald** graduated from Cal Poly Pomona, with a BS in Business Administration with an emphasis on

Human Resources.

Human Resources Intern **Stephanie McKibbin** graduated from Cal Poly Pomona with a BS in Business Administration.

Andrew Peter Mellon, son of Assistant Operations Control Manager Peter W. Mellon, Jr., graduated from Cal Poly Pomona with a BS in Urban Planning.

Marla Miller, daughter of Senior Cost/Schedule Analyst Mark Miller, graduated from Cal Poly Pomona, with a BS in Business Administration.

Atalya T. Minor, step-daughter of Bus Operator Rodney Johnson, graduated from Pete Knight High School in Palmdale. Cited for academic achievement throughout her high school career, she is listed in *Who's Who Among America's High School Students* and has been accepted into UC Irvine.

Sheraan Mohsin, daughter of Accounts Payable Supervisor Jane Mohsin, graduated from Lutheran High School in La Verne. She was the graduating class salutatorian.

Tamara Moore, daughter of Quality Management Director Bill Moore, graduated from Notre Dame High School in Sherman Oaks. She earned the Coaches Award for basketball and was a Spirit Commissioner.

Margaret Morallo, daughter of Community Relations Manager Rich Morallo, graduated from UC Santa Barbara with a BA in Communications.

Max Morallo, son of Community Relations Manager Rich Morallo, graduated from the California Academy of Mathematics and Science in Carson.

Elizabeth Moya, daughter of Mechanic "A" Jose Moya, graduated from Bloomington High School.

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N

Ruth A. Naranjo, daughter of Systems Electronic Communications Technician Raul Naranjo, graduated from Calvary Chapel Upland Christian Academy in Upland.

Tawny Niemann, daughter of Transit Security Sgt. Rudy Montoya, graduated with Dean's List honors from Cal State Long Beach with a BA in Human Development. She received the Community Action Award.

O

Human Resources Intern **Alejandra Ortega** graduated from Cal State Los Angeles with a BS in Business Administration, Human Resources option.

Michael Ortega, son of Bus Operator Ana R. Ramirez, graduated from Bassett High School in La Puente.

P

Teresa Antoinette Pasos, daughter of Rail Transportation Operations Supervisor Alma Albarran and Service Attendant Leader David Vargas, graduated from Cal Poly Pomona, with a BS in Business Administration with a concentration in Management and Human Resources.

Kasturi Patel, daughter of Construction Management Director Hitesh Patel, graduated from Valencia High School with an International Baccalaureate diploma. She earned Collegiate Scholar Honors, was recognized by the California Scholarship Federation and is a member of the National Honor Society.

Saati Shashank Patel, daughter of Audit Manager Sangeeta Patel, graduated from Walnut High School.

Domonique Paton, daughter of Traction Power Leadman Floyd Paton, graduated from the American Musical and Dramatic Academy of New York City with a degree in Performing Arts. She currently is a member of the touring company of the musical "Hairspray."

Salvador Perez, son of Mechanic "A" Salvador Perez and Customer Service Representative Maria Elena Diaz, graduated from the Rio Hondo College Wildland Fire Academy in Whittier.

Brittany E. Pickwood, daughter of Security Officer Edbert A. Pickwood, graduated from Valley View High School in Moreno Valley. She was named Top Scholar and is a member of the National Honor Society.

Shantala Ponce, daughter of Maintenance Specialist Leader Henry Ponce, graduated from Hilltop High School in Chula Vista.

Mark Portillo, son of Bus Operator Marcos Portillo, graduated from Don Bosco Technical Institute in Rosemead.

Stacy Nicole Prudhomme, daughter of Bus Operator Michael D. Prudhomme, graduated from the University of Missouri with a BS in Psychology.

Nicole L. Pyles, daughter of Bus Operator Jeanette M. Pyles, graduated from Pierce College in Woodland Hills with a Certificate in Addiction Studies.

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R

Jennifer and Jessica Ramirez, daughters of Risk Management Administrative Aide Martha D. Ramirez, graduated from Bishop Amat Memorial High School in La Puente.

Planning Intern **Juan Ramirez** graduated from Cal Poly Pomona with a BS in Urban and Regional Planning.

Bill Rasoul, son of Traction Supervisor Sayed Rasoul, graduated from UC Berkeley with a BS in Materials Science and Engineering.

Mark Rasoul, son of Traction Supervisor Sayed Rasoul, graduated from UC Riverside with a BA in Political Science.

Dejah K. Reeve, daughter of Stops & Zones Supervisor Dennis K. Reeve, graduated from UC Irvine with a BA in Sociology.

Patrick Ronald Rembert, son of Senior Service Attendant Ronald Rembert, graduated from Lakewood High School in Lakewood. He is a member of the National Honor Society and is listed in *Who's Who Among American High School Students*.

Administrative Intern **Ana L. Reyes** graduated from Cal State Dominguez Hills with a BS in Business Administration with an emphasis in Human Resources.

Christopher Rice, son of Safety Specialist Tammy Rice, graduated from Buena Park High School.

Doug Richan, husband of Transportation Planning Manager Susan Richan, graduated from Cal State Northridge with a Masters in Geographic Information Systems.

Nathan Anthony Rios, son of Records Clerk Claudia Kwon, graduated from Alhambra High School.

Victor Robertson, Jr., son of Rail Transportation Operations Supervisor Victor Robertson, graduated with a BA in Psychology from Howard University.

Jabez Ross, son of Transportation Operations Supervisors Odell and Margo Ross, graduated from the UC Riverside with a BS in Business Administration.

Shantrelle Rush, daughter of Bus Operator Margo Hanna, graduated from Environmental Charter High School in Lawndale.

Rachel Ruth, daughter of Transportation Operations Supervisor Regina Bird, graduated from Southwestern Longview Private School in Long Beach.

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S

Event Planning Coordinator **Jennifer Salamanca** graduated Summa Cum Laude from USC with an MA in Communication Management.

Marielle L. Sallo, daughter of Auditor Pete S. Sallo, graduated from UCLA with a BS in Math.

Michelle Marie L. Santos, daughter of Senior Accountant Danilo A. Santos, graduated from Cal State San Bernardino with a BS in Nursing.

Leomundo Saucedo, son of Bus Operator Nooh Saucedo, graduated from Sierra Vista High School in Baldwin Park.

Nooh Saucedo, Jr., son of Bus Operator Nooh Saucedo, graduated from South Hills High School in Covina.

Kendrea Selico, daughter of Bus Operator Keith Selico, graduated from Long Beach Polytechnic High School.

Adrianna Shannon, daughter of Mechanic "A" Anthony Vance, graduated with honors from Downtown Magnets High School in Los Angeles.

Rebecca Shelburne, daughter of Rail Division Transportation Manager Bruce Shelburne, graduated from Cal State Long Beach with a BA in Sociology.

Elizabeth Lesley Snead, sister of Transportation Planner Sam Snead, graduated from the University of Rhode Island with a BA in African American Studies.

Jennifer Marie Soto, daughter of Senior Programmer Analyst Patrick Soto and granddaughter of State Senator Nell Soto, a Metro retiree, graduated from UC Santa Cruz with a BA in Political Science and Legal Studies.

Jennifer Soto, daughter of Bus Operator Bernardo Soto, graduated from Chino Hills High School.

Terrence Stewart, son of Bus Operator Patricia Stewart, graduated from Littlerock High School as a scholar athlete.

Electronic Communications Technician Leader **William C. Sullivan** graduated from Cal State Long Beach with a BS in Electronics Engineering Technology. He was named Outstanding Baccalaureate Graduate for Electronics Engineering Technology.

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T

Brittany Loryon Thompson, sister of Assistant Rail Division Manager Latanya S. Collier, graduated from Fairfield High School in Fairfield.

Michalle Antionette Thompson, daughter of Transit Security Officer Marlon Boyer and Community Relations Officer Valarie Harrison-Boyer, graduated from Whittier Law School in Costa Mesa with a Juris Doctorate.

Assistant Maintenance Manager **Clifford Thorne** graduated from the University of Phoenix with a BA in Business Management.

Kimberly Tu, daughter of Transportation Planning Manager Kathy Bahn, graduated from Arcadia High School.

Mark C. Tucker, Jr., son of Rail Transportation Operations Supervisor Monica D. George-Tucker, graduated from Quartz High School.

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V

Planning Department Intern **Yvonne Vasquez** graduated with honors and a BA in geography from Cal State Northridge.

Pauline Ellen Verdugo, daughter of Administrative Aide Frances E. Calzada, graduated from Mark Keppel High School in Alhambra.



W

Roisin E. Ward, daughter of Schedule Maker Virginia Ward, graduated from Hoover High School in Glendale.

Shirley P. Wijegunawardena, daughter of Equipment Maintenance Supervisor Jagath Wijegunawardena, graduated from Canyon High School in Santa Clarita. She was honored by the California Scholarship Federation and is a member of the National Honor Society and the Key Club.

La Tanae Diane Williams, daughter of Assistant Division Transportation Manager Diane Frazier, graduated from Golden Valley High School in Santa Clarita.

Bus Operator **Jewel Willis** graduated Cum Laude from West Los Angeles College with an Associate of Arts in Accounting.

Krystal Chanel Willis, daughter of Senior Administrative Analyst Renee Willis, graduated with honors from Glendora High School.

Senior Administrative Analyst **Renee C. Willis** graduated from the University of Phoenix with a Masters in Business Administration with an emphasis on Finance.

Service Attendant **Rochelle Wilson** graduated from Cal State Dominguez Hills with a degree in Interdisciplinary Studies.

Administrative Intern **Daniel Wong** graduated from UCLA with an MA in Urban Planning.

John Lucas Wong, son of Customer Service Officer Casaundra Mangan, graduated from Loyola Law School with a Juris Doctorate.

Transportation Planning Manager **Philbert Wong** graduated from USC with an MA in Urban Planning.

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Z

Carina Zaragoza, daughter of Worker's Compensation Analyst Clara Zaragoza, graduated from Cal State Northridge with a degree in Chicana Studies.

Jeremy T. Zisner, son of Bus Operator Benjamin S. Zisner, graduated from Culver City High School. In March, he achieved the rank of Eagle Scout in the Boy Scouts of America.

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Rachel Bird Takes Flight – in Education

By JIMMY STROUP

(June 21, 2007) West Valley Division 8 Transportation Assistant Manager Rachel Bird hasn't been getting much sleep over the last 18 months.

Bird finished her MA in Business and Public Policy Administration from CSU Dominguez Hills – fresh off a BA in the same field that she completed two years ago.

"It was very time consuming," she said. "I had no free time at all, but it was worth it."

Bird attributes her desire to excel and to continue in college to her family's firm views on the value of education.

"Education has always been important to my family and to me, especially to my parents – more especially to my father," she said. "I wanted to complete my education while he was still able to see me do it."

After completing this final stretch of her education, Bird's glad to have her nights back. Mostly, though, she's glad to have finished and completed a personal goal and achievement that few ever attain.



Rachel Bird is flying high with her newly won master's degree.



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'Queen of Night School' Renee Willis Completes Her MA

Metro's Renee Willis, left, and her daughter, Krystal, were a graduating duo this spring.>



By JIMMY STROUP

(June 21, 2007) Senior Administrative Analyst Renee Willis is the self-proclaimed "Queen of Night School."

She graduated from the University of Phoenix with an MA in Business Administration. Shortly afterward, her daughter Krystal graduated from Glendora High School.

Together, the mother/daughter combination put a cap on what's been a rash of graduations in the last few years for the Willis family. Renee also recently received her BA in 2005. Her husband, Larry, earned his MA in 2006.

"The biggest challenge over the last few years was the time spent tying up the computer, working out who gets to use it, when," Renee said.

Following her graduation from Glendora High, Krystal has entered the Summer Bridge Program at the University of California, Riverside, where she'll earn a few units of credit in math and English before she starts full time at UCR in the fall to study journalism.

The test of family, career and college together was one that Renee worked hard to manage over the last 13 years as she persisted through night school for her college degrees.

She was inspired to continue her education, though, prompted in part by a quote from Maya Angelou: "A woman who is convinced that she deserves to accept only the best challenges herself to give the best. Blessed are those who study, for they shall see their dreams come true."

Renee was also quick to point out that none of this would've been

possible for her without help from her supervisors, past and present, the folks on the 4th floor in Organizational Development and Training.

"The blessing is that Metro takes an active role in investing in the education of their employees," she said.

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From left, Bill, Loida and Sayed celebrate Mark Rasoul's graduation from UC Riverside.



Metro's Sayed Rasoul Sees Both Sons Graduate from College

By JENNIE HARRIS

(June 21, 2007) Rail Traction Supervisor Sayed Rasoul had "planned for a long time" to send his two sons to college, and they both recently graduated with their degrees.

Bill, 23, received a BS in materials science and engineering from UC Berkeley, and Mark, 22, a BA in political science from UC Riverside.

What was it like sending two boys to college at the same time? "It was very hard...I only buy what I need, not what I want," said Rasoul.

As for post-college plans, "For now maybe I'll just give them a break," he said.

As a graduation present, both sons will go to Egypt for two or three weeks to visit extended family. Rasoul wants them to "get introduced to the other part of the world because they were born here."

"My bank account is dried out, but now I hope it will recover," he chuckled.

Rasoul has been with Metro for almost 16 years. "I made enough money to get myself through life, and get an education for my kids."

"Their slate in life is very clean," he said. "I hope they will appreciate

that.”

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Sheriff's Deputy Patricia Thompson gives safety stickers to students and parents from Dyer Street School, an elementary school in Sylmar.



Photos by Ned Racine

Sheriff's Deputies Greet Metro Riders, Hear Comments and Complaints

By NED RACINE

(June 22, 2007) In the bright sunlight pouring into Union Station's East Portal, June 20, Sheriff's Deputy Daniel Estrada's idea saw the light of day.

Estrada thought it was important for Metro System riders to see Sheriff's deputies one-on-one, eye to eye. He wanted to hear riders' concerns, comments or complaints.

"I wanted to bridge a gap between the patrons and the Sheriff's Department," Estrada explained. "I felt some [riders] weren't very pleased by pressing the emergency button and talking to a box."

Joining Estrada in distributing rider safety information and gathering comments were Transit Services Bureau deputies John Lake and Patricia Thompson. Sheriff's Lt. Nancy Iwata and Marie Carlin, security assistant,



also pitched in.

Accompanying the officers was CEO Roger Snoble. "Security for our customers is a really important thing," he said to explain his appearance with the Sheriffs. "To really make it work, we have to make our customers aware . . . that they have a role in the whole security issue too."

Sheriff's Deputy John Lake hands out safety information to Metro Red Line riders. The officers distributed information from 6 to 9 a.m.



Sheriff's deputies Patricia Thompson, Daniel Estrada and John Lake join CEO Roger Snoble in greeting Metro riders in Union Station's east portal, June 20. Riders filled the Sheriff's suggestion box with comments.

Excerpts from Metro Rider Comments

1. Take away the temptation to ride free by making a way for the tickets to be seen or shown while boarding.
2. Thank you for the safety information.
3. There needs to be more safety officers on the Blue Line. Too much activity going on and there are no officers around.
4. When I see the Sheriff's employees at the stations, their uniform presence is important to me. I also appreciate the undercover employees.
5. I like seeing the Sheriff's with their dogs. I feel like they are watching out for us. Sheriffs are nice and friendly too.
6. Can you do something about drunks and homeless asking for money.
7. Excellent exposure since 911. Friendly.
8. Monitor the Gold Line more during times that school is out. Young people tend to be not considerate to all passengers.
9. We cannot get cell phone reception in Red/Purple Line areas. How are we supposed to call the number they give us when we see a problem?

1,000 people streamed by

"I didn't think we'd get as many suggestions put in the box as we did," said Estrada, who estimated 1,000 people streamed by the deputies. Estrada, who currently works the Metro Gold Line, guaranteed the riders he spoke with that he would ensure that all three shifts of deputies would be briefed on the riders' concerns and comments.

"I want them to know that they can walk up to us at any time and ask questions," he said, noting that the deputies staffing the event had worked on all the Metro rail lines. "We're here for them. We're their own police department."

What was the reaction of the Metro passengers? According to Estrada, riders told the deputies, "We've been wanting to talk to people and give

our concerns, our feelings, and suggestions, but we didn't think we could walk up to you. We didn't know what to write or where to go. You're coming to us is great."

Estrada said the deputies most often heard requests for more canines patrolling the rail system and for higher Sheriff's Department visibility on the rail lines. "I told them we are actively changing our patrolling. We're having deputies on fixed points on the line at certain hours at rush hour. So they're at the highest visibility possible."

According to Lt. Iwata, the deputies will next be greeting passengers at the North Hollywood Station.

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Soon-to-be-newlywed operators David Jones and Cherian Brown are marrying on July 15 after dating for seven years. The couple met at Division 2 and started seeing each other after speaking at an employee function.



Photos by Jimmy Stroup

Crossroads Depot Division 2 Operators to Wed in July

- David Jones and Cherian Brown are taking all the attention in stride

By JIMMY STROUP

(June 22, 2007) The division recreation room may not be the best place to ask a girl out on a date. But after seven years, Metro bus operators David Jones and Cherian Brown seem to have done all right starting their relationship in just such surroundings.

The couple will wed in a few weeks, on July 15.

"We hit it off pretty much right off the bat," Jones said. After noticing each other around the division, Brown, 50, and Jones, 44, got a chance to speak at a birthday party and have been companions ever since.

Popular around the division, Jones

and Brown manage to take all the extra attention over their impending marriage in stride, smiling and waving to all the people who giggle and joke, calling them “lovebirds” and “the Joneses” (in some cases, “the Browns”).

“They are two of the best operators we have in the division. I think as a couple they’ll be successful in love and financially because they’re just great,” said Diane Frazier, Assistant Manager of Transportation at Division 2.

“I wish I had 400 just like them,” she said.

Countdown to marriage

For their honeymoon, Jones and Brown are as yet undecided, but have whittled the choices down to the Caribbean or an ocean cruise to some exotic destination.

The quickly-approaching wedding is first on their minds, though, and both seem very calm and comfortable in the closeness of the “big day.”

For Jones the wedding represents the discovery of a person who was able to make him want to leave his permanent bachelorhood in the dust. Brown, who will be on her second marriage, brings experience to the table and said without reservation that “this is the one – this is it, no doubt.”

Asked about the qualities they see in each other that brought them together and moved them into this next phase of life, Jones was brilliant in his description of Brown, her hand in his.

“What I respect about her is that she’s an honest person, a loving person. One who you can depend on, one who you can talk to. She’s a very giving person. She’s the woman I love,” he said.

“That was really good. I don’t know what I’m going to say after that,” Brown said, smiling and looking forward to July 15.

“Same for me,” she concluded.



Operators David Jones and Cherian Brown hold their Employee of the Month Awards, which they both received in 2004; Brown in March and Jones in September. Brown has been with Metro for eight years, since 1999. Jones started in 1997 after he ended his career in construction.

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Metro Wins Architecture Award for 'Innovative' Orange Line



Orange Line project manager Roger Dames

By NED RACINE

(June 26, 2007) The Metro Orange Line debuted 20 months ago, but it is still receiving awards, this time for its architectural innovations.

At an award ceremony June 21, Roger Dames, Orange Line project manager, accepted an award from the American Institute of Architects (AIA) on behalf of Metro. The AIA Los Angeles chapter presented the

Orange Line its Presidential Honor 2007 for transportation.

The award cited Dames for supporting "creation of innovative transportation incentives in Los Angeles."

"This particular award from the American Institute of Architects recognized the functionality of the project as part of the urban fabric and also the beauty of the stations and how it fits into the community and the landscaping," Dames said. "Not only is it functional in an engineering sense, but something that can be appreciated by architects," Dames said.

Four other members of the Orange Line project team also attended: Aspet Davidian, director, project engineering; Mark Van Gessel, construction manager; Hitesh Patel, director, construction management; and Kathleen Sanchez, transportation planning manager.

"I think it was unique in that almost everything else being recognized was an individual building and this was an entire system of things spread out over 14 miles and . . . fits into a variety of places in the community," Dames said.





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As part of an Orientation Tour, Jennifer Mendoza and Jacqueline Martinez, administrative interns, use a Union Station map to explain the Metro Gold Line route to a group of elementary school children from Pasadena. Photo by Ned Racine.



Safety Education Program's Tours Popular Among the Younger Set

- 'A win-win situation for the schools and for us,' manager says.

By NED RACINE

(June 26, 2007) A program to introduce young students to the Metro Rail System has exploded in popularity.

A service of Metro's Rail Safety Education Program, the Orientation Tour program has been taking young students and their chaperones on brief trips on Metro's light and heavy rail lines since 2003. The tours last approximately 90 minutes and usually begin at Union Station, allowing students to ride the Metro Blue, Red and Gold lines.

Popularity of Tours Explodes	
Fiscal Year	Tours
2004	3,638
2005	6253
2006	7,937
2007*	14,000
*Estimated	

All students receive a safety presentation focused on safely using and living near heavy rail and light rail.

"It's a win-win situation for the schools and for us because they have limited funds to go places," explained Barbara Burns, community relations manager, who has led the Transit Safety group for four years. "For us it's great because: One, they get the safety presentation; two, they get used

to going fun places on public transit at an early age.”

Burns said she knows of no other transit agency that does this outreach effort to young students. Burns plans the same tours when the Metro Gold Line East Side Extension opens.

Elementary school children are the primary audience for the Orientation Tour program, although middle schools and several high schools have taken tours. Children must at least be in the first grade. The Orientation Tour staff has also conducted special education and Spanish-speaking only tours.

Why the dramatic growth in participation of the tours? “In 2005 the Fare Media Committee decided that they would make our tours official; they were written into the Fare Media Policy as Safety Education Orientation tours,” said Burns.

10,000 have taken the tour

Jacqueline Martinez and Jessie Sanchez, bi-lingual administrative interns, split the duties of leading the tours. Martinez estimates she has conducted tours for approximately 10,000 children. Burns believes the interns’ youth is an asset when building rapport with the children.

“They are very receptive to it,” Martinez said of her young listeners. She and Sanchez ask the children questions during or at the end of the presentation—usually held on a rail station platform—to check that they are listening. “They always have their hands up ready to answer everything. They get really excited.”

Teachers tell Martinez that after a tour their students “go back home and they get their parents on the train, too, show them where they went . . . show them what they learned. That’s what we want to happen.”

“We emphasize that [the train is] fun as long as they stay safe,” said Martinez, who loves running the tours, in part because of the questions the children ask.

“You would be surprised what [first graders] get out of it,” Martinez said. “They’re very smart when it comes to safety.”

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From left, Art and Design Manager Jorge Pardo, environmental specialist Tom Kefalas, artist Jim Isermann, Lead Designer Neil Sadler and Facilities Maintenance Director Brady Branstetter take a bow at the renovation dedication of the Wilshire Customer Center in January. The new facade is one of the award-winning projects of Metro's environmental design team taking top honors in an international graphic design competition. Members of the environmental design team are Neil Sadler, lead designer; Jorge Pardo, art and design manager; Angelene Campuzano, senior public arts officer; Carolynne Clifford, production manager; Mike Barnes, signage and distribution manager; Deniz Durmus, photography; and consultant Jim Isermann, the artist who created the Wilshire Customer Center façade design. Photo by Ned Racine.

Metro Creative Services Wins International Design Award

(June 27, 2007) An international graphic design organization based in Washington, D.C., has selected Metro Creative Services as one of six winners of its Top Honor Awards for 2007.

The department's work won the prestigious award along with the National World War I Museum, the Arizona Cardinals Stadium, the Thailand Creative & Design Center in Bangkok and design projects at the University of Minnesota and Kent State University.

In its award narrative, the Society for Environmental Graphic Design (SEGD) cited Metro's new paint schemes for the bus fleet, new signage and identification for bus and rail stations, bus passes and brochures, image advertising, the agency's first comprehensive Signage Standards Manual, and the new façade for the Wilshire Customer Center.

The jury panel unanimously commended Metro "for its ability to create a strong graphic brand and a world-class system. Every graphic element – color, typography and color placement – was considered for its ability to

communicate information concisely and consistently.”

Award-winning team

Members of the award-winning design team were Neil Sadler, lead designer; Jorge Pardo, art and design manager; Angelene Campuzano, senior public arts officer; Carolynne Clifford, production manager; Mike Barnes, signage and distribution manager; Deniz Durmus, photography; and consultant Jim Isermann, the artist who created the Wilshire Customer Center façade design.

“Congratulations to the Creative Services team for their award-winning work – and to everyone else who turned their ideas into reality on the street,” said Communications Chief Matt Raymond. “Their imaginative contributions coupled with our determination to improve the system for our customers have been a key factor in improving Metro’s image in Los Angeles.”



Neil Sadler

Metro Creative Services has won more than 40 significant art and design awards in the past five years.

SEGD is an international non-profit organization whose members are leading designers of directional and attraction sign systems, destination graphics, identity programs and exhibits.



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Judge Allows Fare Change to go Forward, July 1

(June 27, 2007) A Los Angeles Superior Court judge refused an environmental group’s request for a temporary restraining order, Wednesday, and permitted Metro to go ahead with its planned fare change, July 1.

The 10-day temporary restraining order was sought by the Natural Resources Defense Council in conjunction with the Bus Riders Union and the Labor/Community Strategy Center.

In response to the court’s action, Board Chair Gloria Molina released this statement:

“Metro is pleased with the court’s decision today to allow a modest fare increase – only our second in the past 12 years – to go forward July 1. The additional revenue will help stabilize Metro’s finances and allow the agency to maintain our quality service.

“The compromise fare structure that I proposed, and which the Metro Board adopted last month, was carefully researched and prepared. We are pleased that Superior Court Judge James C. Chalfant, after thorough and objective deliberations, agreed that Metro had complied with the law and that there was no basis to block the new fares.”





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Service Sector Governance Councils Set Meetings for July

By RICK JAGER

(June 27, 2007) Metro's five service sector governance councils will hold their regular monthly public meetings in July to discuss various transportation issues in their service sectors.

The July governance council meetings are scheduled at:

- San Fernando Valley Service Sector, 6:30 p.m., Monday, July 9, at the Marvin Braude Constituent Service Center, 6262 Van Nuys Blvd., Van Nuys.
- Gateway Service Sector, 2 p.m., Thursday, July 12, at The Gas Company, 9240 Firestone Blvd., Downey.
- South Bay Service Sector, 9:30 a.m., Friday, July 13, Carson Community Center, 801 East Carson St., Carson.
- San Gabriel Valley Service Sector, 5 p.m., Monday, July 9, at the sector offices, 3369 Santa Anita Ave., El Monte.
- Westside/Central Service Sector, 5 p.m., Wednesday, July 11, La Cienega Tennis Center, Sunset Room, 325 S. La Cienega Blvd., Beverly Hills.



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Among those attending the transit conference in Russia were, from left, FTA Region 9 Administrator Leslie Rogers, FTA Chief of Staff Matthew Welbes, Metro's Leonid Bukhin and the group's Russian translator. Photo courtesy of Leonid Bukhin.

Metro's Leonid Bukhin Participated in U.S. Delegation to Russia

- He saw a changed Russia during transit conference in St. Petersburg and Moscow

By BILL HEARD, Editor

(June 27, 2007) A recent trip to Russia as a member of a delegation of U.S. transit officials was something of a homecoming for Metro's Leonid Bukhin.

But, it was a trip that also was affected by recent tensions between Russian President Putin and President Bush over U.S. plans to place defensive missiles in Eastern Europe.

The delegation was to have been led by Sherry Little, Federal Transit Administration deputy administrator, but she was not able to obtain a Russian visa on time. Instead, Leslie Rogers, administrator of FTA's Region 9 in San Francisco, headed the 19-member delegation.

Bukhin, a project engineering manager in Systems Engineering, grew up in Ukraine and in Moscow and speaks fluent Russian. He was asked to participate by FTA because of his background and experience.

The group met with their Russian counterparts, May 24 – 30, in St. Petersburg and Moscow. Despite best efforts by members of both groups, international tensions made reaching an understanding with Russia on future discussions of joint transportation projects impossible.

At Metro, Bukhin is assigned to the Construction Department where he is involved with communication and electrical systems design and installations on the Eastside Extension and the Metro Orange Line.



CCTV Observer Jeff Roberts and Leonid Bukhin, project leader for design and installation of the Metro Orange Line communications system, discuss the surveillance camera network that allows CCTV observers to view activity at each station on the cross-Valley transitway. Photo by Bill Heard.

Toured transit systems

During the six days of meetings, delegates from both countries gave presentations on such topics as transit project planning, public/private partnerships, transit security, and transport services for the elderly and passengers with disabilities. The U.S. delegates also toured bus, trolley and subway systems in the two cities.

Much of what he observed during the tours of the St. Petersburg and Moscow transit systems didn't compare with Metro's more up-to-date technology, but Bukhin was particularly pleased with the live video surveillance transmissions from moving subway cars.

"They have eight cameras in each train car – 250 cars," he says. "A controller can look at two images simultaneously, and can select interior or exterior views in real time. One camera looks over the train operator's shoulder into the tunnel. That really impressed me."

Aside from the time spent with the colleagues touring transit facilities and discussing common issues, Bukhin was able to see the changes in Russian society and culture since his youth.

Native of Crimea

Bukhin, 42, is a native of Simferopol, Crimea, now an autonomous republic in Ukraine, but still a part of the USSR when he was born in 1964. His family moved to Moscow when he was in the 8th grade and he remained in Russia until he graduated from university in 1988 at age 24.

Bukhin enjoyed the interaction with the Russian transit officials who treated him and his U.S. colleagues very well. But having lived for many years now

in the United States, he found it somewhat difficult to accommodate himself to the new Russian manner.

"Moscow is now the most expensive city to travel to in the world," he said. "When I was younger, the pace was slower and people seemed a bit friendlier."

Economic growth and the development of a global energy market has made Moscow a center of commerce and wealth, which Bukhin feels has removed some of Moscow's uniqueness and replaced it with international conglomerates like McDonalds.

"Nevertheless," he said, "being asked to serve on the U.S. delegation was a great honor and I had a great time seeing places I have not seen in years."

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Robotic carts share the Central Warehouse floor with human co-workers. The carts weigh 3,000 pounds, including their 1,000-pound battery.



Photos by Ned Racine

Central Warehouse Workers Get a Charge During Their Workdays

- [Q&A:](#) Our reporter interviews a 3,000-pound worker fond of yellow

By NED RACINE

(June 28, 2007) Brawny and patient, yellow and buzzing, 11 robotic carts crisscross each other's paths to deliver parts and supplies within the Metro Support Services Center.

This second generation of Automated Guideway Vehicles (AGVs)—the first were installed in 1986—is part of a \$4 million update to the Central Warehouse's Automated Storage and Retrieval System.



No. 8 transports two shrink-wrapped boxes.

“In the transit environment, we are unique,” said Dieter Hemsing, director of inventory management. Transit agencies from around the world have come to observe the Central Warehouse’s automated facilities, he said.

Jon Lyle, material supervisor of client vendor services, gives the AGVs enthusiastic reviews, both for their durability and accuracy. He should know. During his 24 years with Metro, Lyle has been project manager for the Central Warehouse upgrades.

Lyle has never seen the new AGVs spill a load. “They are very, very graceful,” he added.

To learn more about these graceful machines, I interviewed AGV No.1 in its Central Warehouse home.

Q&A: No. 1 tells all.



No. 1 takes a break in the Automated Guideway Vehicle battery charging area. No. 1 would like

to work as a New York City taxi when it retires from Metro.

Racine: I notice you wear the number 1. Does that number have any particular meaning for you?

No. 1: I came from a very supportive family. During my testing in Bountiful, Utah, they were always yelling, 'You're Number One. You're number One.' I took it to heart.

Racine: You weigh 2,000 pounds, 3,000 pounds including your batteries?

No. 1: My weight is a private matter. I would rather concentrate on the fact that I can transport approximately 4,000 pounds. I have very low body fat, by the way.

Racine: And you're 60 inches long?

No. 1: Not including my two bumpers. They're 8 inches each. I'm a trim 44 inches wide. Sorry if I was a little testy before. Summer is here and I'm trying to lose a couple of pounds.

Racine: I understand. How do you reenergize yourself?

No. 1: The master computer informs us when we can take a break to recharge. The charging station senses when I have backed in and begins charging me. This system has reduced injuries among my human co-workers, who used to have to exchange batteries for the first generation of AGVs.

Racine: How often do you charge?

No. 1: In normal operation, 15 minutes every three hours. It's my time to catch up on *Popular Mechanics* magazine.

Racine: How do you receive commands from the master computer?

No. 1: I prefer to think of them as *suggestions*, Ned. A three-foot-long antenna in the warehouse broadcasts suggestions from the master computer to us.

Racine: So you're radio-controlled?

No. 1: Radio-*suggested*, a big advantage over our ancestors, who were guided by wires embedded in the concrete floor. Apparently, the wires were easily broken, which compromised the system.

Racine: Is the yellow you're wearing for safety?

No. 1: OSHA yellow, yes; although my girlfriend thinks I look better in brown.

Racine: Does she work in the warehouse?

No. 1: One of the new computerized cranes. She's very acrobatic.

Racine: How does it make you feel when you consider you cost \$80,000?

No. 1: I prefer to dwell on my role in routing 60,000 equipment parts orders and supply transactions each month.

Racine: Do you care what you transport?

No. 1: An engine, a crate, a transmission, a box of starter motors, it's all the same to me. As long as the load fits within a 48-inch cube, bring it on!

Racine: How long would you like to keep working?

No. 1: My manufacturer estimates up to 30 years. Then I'd like to try something different. Maybe being a taxi in New York City.

Racine: Jon Lyle told me you're much easier to troubleshoot than your ancestors.

No. 1: Gee, a guy has a bad day and suddenly he needs troubleshooting?


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CEO UpDate

Look for a Pay Raise in Your Pocket in July

- Staff made the fare change hearing run smoothly
- Congratulations to our bus and rail rodeo teams



By CEO ROGER SNOBLE

I want to begin this month's column with some really good news – a 3.5 percent across-the-board pay raise. For most employees this year the increase will be reflected on the July 20 paychecks.

The 3.5 percent raise for non-contract employees and most represented employees is included in the FY 2008 budget. We'll also adjust the non-contract pay ranges by 3.5 percent.

CEO Roger Snoble

The negotiated hourly pay raises for UTU, ATU, TCU and AFSCME members will go into effect July

1. The pay raise negotiated by Teamsters members will be effective October 1.

As in past years, there are the usual eligibility guidelines non-contract employees must meet in order to receive the full 3.5 percent. You'll hear the details about that later from Human Resources.

Fare change milestone

We passed a significant milestone, last month, when the Board approved the fare change to go into effect July 1. It's the first fare change in a number of years and it will go a long way toward helping Metro get back in the black after years of operating at a deficit. The details of the fare change are spelled out in the [FAQs](#) linked to my column.

I want to again thank all those who worked so hard to prepare all the reports, presentations and materials that went into our effort to get approval for the fare change.

Thanks also to all those who put together the plan for the fare hearing and then carried out that plan with such efficiency. Sure there were some demonstrations in the lobby, but thanks to the preparation and crowd control during the lengthy hearing, everything worked smoothly in the Board room and everyone who wanted to speak was able to address the Board.

But, let's not forget: With the approval of the fare change, we're on

the hook. We have to continue to improve our bus and rail service. We have to live up to the high standards we're setting. If we're going to ask our customers to pay more, we have to assure them that they're going to get their money's worth – and more!

That means that from the top down and the bottom up, each of us has to rededicate ourselves to providing quality service. No matter what our job at Metro may be, the goal is to provide the best service we possibly can.

Team Metro winners

We were all very proud at last week's Operations Committee meeting when Board members came down from the dais to congratulate the members of our Bus Rodeo and Rail Rodeo teams. They compiled an unbelievable record of competition this year.

Our Bus Rodeo team of Arthur Winston Division 5 mechanics **Rommel Vargas, Andrew Warren** and **Frank Forde**, along with San Gabriel Valley Division 9 Operator **Mark Holland** won the Grand Champion Award at the APTA International Bus Rodeo in May.

In June, our Rail Rodeo team placed third at the APTA International Rail Rodeo. Equipment Maintenance Specialists **Eric Czintos, Ronnie Burt** and **Toshimasa Manaka** won the maintenance event. Their score, combined with the scores of Rail Operators **Tu Phan** and **Robert Rodriguez**, put our team in the top ranks.

Congratulations to our winning teams, and to the instructors and coaches who helped them achieve these great results!

June 28, 2007

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Metro Rail Operators and Maintainers, pictured here at Division 20, conclude a round of award presentations in June. From left, Maintainer coach Russell Homan, Maintainers Toshi Manaka, Ronnie Burt, and Eric Czintos; Operators Tu Phan and Robert Rodriguez and Coach Esther Pippins. Metro's team of rail equipment maintenance specialists took first place, June 2, in the maintainers competition at the APTA International Rail Rodeo in Toronto. Metro was third in the combined team score.



Photo by Deniz Durmus

Rail Rodeo Winners in the Spotlight at Awards Luncheon

- [And the award goes to](#) Board presentations conclude a whirlwind of awards ceremonies for champion Metro Rail team. Metro Bus Roadeo team - who won the Grand Champion Award trophy at international competition - is also honored.
- "This is the first time that the winners of the maintainers competition at the (APTA) Bus Roadeo and the Rail Rodeo have hailed from the same transit agency," noted Board Chair Gloria Molina.

By JENNIE HARRIS

(June 29, 2007) Metro's 2007 Rail Rodeo maintainers and operators received awards and words of thanks from Metro at an awards luncheon on Wednesday.

Rail equipment maintenance specialists Eric Czintos, Ronnie Burt, and Toshi Manaka won first place at the APTA International competition in Toronto, June 2, and rail operators Tu Phan, Robert Rodriguez took seventh place. Metro was third in the combined team score.

Manaka, the maintenance alternate, replaced Rafaele Mastrangelo, Jr., who could not attend the competition. Ramon Reilly was the operator alternate.

"This is really a special honor for me to be here amongst international champions," said CEO Roger Snoble. Because of the competition, "we get motivated individuals out there working for us every day."



Rail champs line up for barbecue at awards luncheon hosted by Rail Operations.

"I think we should be invited to the White House," he chuckled.

"You guys are showing that you are valuable and that you have done everything in terms of honing your skills and demonstrating them," said Acting Chief Operating Officer Carolyn Flowers.

Operator Robert Rodriguez said he felt honored. "All of your hard work pays off."

Metro employees have to qualify for the local competition throughout the year with good attendance and work performance, "and then it becomes a real competition," he said.

Maintainer Ronnie Burt was surprised when the team won. "When you're doing the events, you never really know how well you did. The events we struggled on, the other teams struggled on as well."

"The 15 minutes that you have is such a short amount of time, reading the instructions, trying to accomplish the task given to you," said Burt. "It's over before you know it."

Maintainer Toshi Manaka added, "Teamwork and harmony are really key."

And the award goes to ...



Presenting awards certificates to Metro's bus and rail rodeo teams, **Board Chair Gloria Molina** said, "This is the first time that the winners of the maintainers competition at the (APTA) Bus Rodeo and the Rail Rodeo have hailed from the same transit agency."

Presenting framed certificates on behalf of Mayor Antonio Villaraigosa and the LA City Council, **Director Bernard Parks** said, "You certainly displayed talent that brings honor to this organization."

CEO Roger Snoble: "It's really an honor to be represented internationally by our employees... who work very hard every day for all of you...we appreciate the work they do and the excellence with which they do it."



The board also presented commendations to APTA International Bus Rodeo Grand Champion Award winners - Mechanic Frank Forde, Operator Mark Holland, Mechanic Rommel Vargas and Mechanic Andrew Warren. The team's combined score in the maintenance event and in the driving portion of the Rodeo carried it to the top against teams of operators and mechanics from transit properties across the United States and Canada. The APTA International Bus Rodeo was held in May in Nashville, Tenn.

Acting Chief Operating Officer Carolyn Flowers, head of Transit Operations: "We're honored to have our team here today. This is a big year for the agency...we won the APTA Agency of the Year and we followed it up with the two Rodeo wins. We definitely demonstrated that we are the "best of the best."

Below, Bus and Rail teams are honored June 21 at Operations Committee meeting, chaired by Long Beach City Council Member **Bonnie Lowenthal**.



Below, Metro Bus Rodeo champs take a bow at Operations Committee meeting.




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Metro Board Adopts \$3.1 Billion Budget for FY 2008

- 45 percent of budget earmarked for bus programs, 24 percent for rail

By MARC LITTMAN

(June 29, 2007) The Board of Directors adopted a \$3.1 billion FY 2008 budget on Thursday that is just under 3 percent more than the current Metro budget.

The increase is largely due to additional transportation subsidies for the county and cities, higher operating costs for Metro bus and rail service, funding for municipal bus operators, paratransit service for the disabled and ongoing construction for the Metro Gold Line Eastside Extension and the first phase of the Expo light rail line to Culver City.

There also will be a slight increase in bus service hours spread throughout the county, including the Metro Orange Line, but the quality of service will improve as Metro launches eight new Metro Rapid lines in FY 2008 and purchases up to 100 new 60-foot articulated.

A fare change is scheduled July 1, however, the current \$1.25 cash fare will stay the same for the next two years.

Bus service top priority

Metro's plan calls for spending approximately 45 percent of the total budget on bus operating and capital spending for Metro and municipal bus operators and for paratransit programs for the disabled who cannot use regular service.

Metro will increase bus service slightly in FY 2008 for a total of 7.8 million revenue service hours. By June 2008, 500 Metro Rapid buses will serve 28 transit corridors. Metro also will receive and put into service up to 100 articulated buses. To bolster security, additional security cameras will be added at operating divisions and at Gateway.

Metro Rail to expand

The budget earmarks approximately 24 percent for countywide rail, including Metro Rail operating and capital costs and the \$58.5 million subsidy for Metrolink.

No significant changes to rail service hours (651,000) are budgeted in FY 2008, but the agency expects to receive 24 new rail cars and begin the procurement process for an additional 50 light rail cars.

Streets and highway projects

The budget allocates approximately 19 percent for highway and other

regional transportation programs such as construction of freeway carpool lanes and sound walls, street widening, better traffic signal coordination, grade separations at railroad crossings, bikeways and other projects. Funding also is included for the Metro Freeway Service Patrol.

Little change in debt service

Metro’s debt service next year will be \$308.5 million – 9.9 percent of the budget. It is up \$3 million from this year’s debt service on bonds issued for various transportation projects.

Rounding out the FY 2008 Metro budget are expenditures for other governmental programs such as transportation planning, legal and other expenses. These total approximately 3 percent of the budget.


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3.5% Pay Raise Effective July 1; Reflected in July 20 Paychecks

- Non-contract salary ranges also will increase 3.5 percent

(June 29, 2007) As CEO Roger Snoble announced in his monthly UpDate column, Thursday, most Metro employees will receive a 3.5 percent across-the-board pay hike, effective July 1.

The pay raise will be reflected in the July 20 paychecks. The only exception will be Teamsters employees whose 3.5 percent pay increase will go into effect Oct. 1 under the union's collective bargaining agreement.

For non-contract employees, Board approval of the FY 2008 budget also permits a 3.5 percent adjustment in salary ranges.

"The pay increase and the salary range adjustment will help Metro stay competitive in the L.A. market," said Stefan Chasnov, deputy executive officer of Human Resources.

To be eligible for the full 3.5 percent pay raise, non-contract employees:

- Must be on active status as of July 1, 2007;
- Must have been with Metro for the entire FY 2007 fiscal year;
- Must have completed the initial new-hire probationary period;
- Must receive an overall rating of Effective, Commendable or Outstanding.

The new pay rates will be reflected in the E-Time system and in Oracle during the week of July 9. Additional information will be posted, next week, on the Human Resources web pages on myMetro.net.

Employees who were hired during the course of the year, Chasnov said, will receive a pro-rated raise based on the number of hours worked. An employee hired Jan. 1, 2007, for example, would receive half the 3.5 percent pay increase.

For employees who were promoted during the year, the raise will be a "blend" of the employee's two pay rates, Chasnov explained. The pay increase for an employee promoted on Jan. 1, 2007, for example, would be based on six months at the initial pay rate and six months at the new pay rate.

Employees hired on or after July 1, 2007, interns and as-needed employees are not eligible for the pay increase.

Employees who received an overall performance rating of "Needs Improvement" will not receive the 3.5 percent raise until they successfully complete their Plan of Improvement and bring their rate up to "Effective."

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Spanish law enforcement officials visit the LASD to better understand how West Coast crime prevention. They were, left to right, Abdon Macias, Spanish National Police (CNP) inspector; Ana Geriz, CNP inspector and Police Attaché at the Spanish Embassy in Washington D.C.; Manuel Perez Alvarez, CNP commissioner; LASD Deputy Britta Kjellstrand; Francisco Javier Periera Estevez, CNP inspector chief of the Barcelona Seaport; Quintin Munoz, CNP inspector chief of the Organized Crime and Drug Enforcement Division.



Photos by Jimmy Stroup

Sheriff's Transit Services Bureau Hosts Spanish Law Officials

By JIMMY STROUP

(June 29, 2007) The Sheriff's Transit Services Bureau hosted a delegation of high-ranking law enforcement officials from Spain Thursday, as part of a weeklong tour of the Sheriff's Department in its various forms.

All from the Spanish National Police (CNP), the five-person group was made up of officers responsible for law enforcement ranging from seaport security, drug enforcement, organized crime and illegal immigration.

The delegation came to Los Angeles after their interest was piqued by an LASD presentation at the consulate in Washington, D.C. a few months ago.

"We went to D.C. and gave a presentation, and invited people to come here and see what West Coast law enforcement is all about," said Deputy Britta Kjellstrand, who helped guide the visitors around the various departments within the LASD.



Sgt. Augie Pando describes the challenges law enforcement officers face in dealing with graffiti

“They’re here to get the experience, to get a flavor, a taste of what LA Sheriff’s is all about and how we handle emergencies and everyday situations,” she said.

and vandalism crimes on the Metro system to the Spanish delegation, and how TSB deals with offenders.

Thursday’s events included an overview of Sheriff’s Department history, a briefing on the K9 units used at Metro – along with a demonstration on the Gold Line – and a presentation on tagging and graffiti, and how the TSB handles the problem. They also rode and inspected the rail and bus systems.



Commander Dan Finkelstein meets with the Spanish Law Enforcement delegation just before they received a presentation from TSB deputies about how law enforcement works in the massive Metro system.

Only one of the CNP officers spoke fluent English, so the bi-lingual talents in the TSB were on display, with some presentations being interpreted by deputies and others given entirely in Spanish.

Earlier this week, the Spanish group toured the Port of Los Angeles. Today, they were scheduled to tour the courts downtown and meet with Sheriff Lee Baca.