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## CEO UpDate

### Enjoying the Gold Line Commute from Pasadena

- Contemplating Metro's transit corridor studies



CEO Roger Snoble

By CEO ROGER SNOBLE

I'm now a resident of Pasadena, which gives me the opportunity to be a regular rider of the Metro Gold Line. I've ridden the line before, of course, but being a regular rider gives me a little different perspective. I learned quickly that the Gold Line is much more reliable than trying to drive either on the freeways or surface streets where you never know what you're going to run into.

The line has frequent service. The people are nice and friendly, and a big benefit for me -- if seats are available -- is I can get through my e-mails before I get into work. It's a great service—a one-seat ride, and the Gold Line certainly helps to reduce my carbon footprint.

Usually I park at one of the Gold Line parking lots, although occasionally my wife takes me and drops me off. And I can report that I've been checked several times for fares.

Coming home in the evening I hardly ever get a seat. And since I ride on a pass, if there is someone needing a seat, I always give mine up. Our policies require all of us riding on a pass to give up our seat to a paying customer. More than our policies, imagine what a good impression that would leave with our customers: a Metro employee showing that kind of courtesy to one of our riders?

### Proceeding with transit corridor studies

On another topic, I was asked recently why Metro continues to do transit corridor studies when the state legislature has raided transit dollars for the general fund.

Remember that government funding, both federal and state, goes in fits and starts. If all of a sudden the state does come up with funds, we want to be in a position to say, "Hey, we've got projects ready to go. They're environmentally cleared. They're good projects; we know what results we will get from them. All we need is some money."

Also, the studies show the state and federal governments—even our own Board—what a huge need we have out there. They say, "Look what we could do to solve the problem. This is how much it costs. Let's figure out what we can do to come up with the money."

The Canoga Extension, for example, is in the long-range plan and money should be there for this project. Crenshaw has always been contemplated. These are important parts of our plan. I think we would be in much worse shape if we turned our back on it as opposed to staying aggressive.

On a holiday note, I'd like to wish all of you a safe and fun Halloween.

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October 31, 2007

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