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These columns are spaced 12 feet apart and will serve as the major support of a sound wall 17-feet tall and 715-feet long. The wall is designed to reflect sound back toward the yard, reducing noise for West Hollywood Division 7 neighbors. *Photos by Jimmy Stroup*

## West Hollywood Division 7 Wall Lessens Noise for Neighbors

By JIMMY STROUP

(June 3, 2008) Metro has begun a new sound wall along the eastern edge of the West Hollywood Division 7 yard to help contain the amount of noise the division creates.

The new wall will be 17 feet tall, replacing a 12-foot-high wall. Neighbors to the east complained that the current wall – though built to absorb sound – simply isn't getting the job done.

"This wall was designed to be reflective," said on-site Assistant Project Manager Raul Pedroza. "Any sound made in the yard will be reflected back into the yard."

The wall is made up of grooved concrete pillars spaced 12 feet apart. Sound panels slide into the grooves, creating a 715-foot-long surface to reflect sound.

Facilities Operations Senior Engineer Bill Wei designed the wall for both simplicity and function. Pedroza said the design calls for spot-on accuracy from the contracted construction



A foreman ensures the columns are being installed correctly by measuring with a laser-guided tool. To the right, the massive drill hangs ready to bore the next hole for the next column. Each column is buried 20 feet into the ground to support the 17-foot-high wall.

company, Peterson Chase.

"It's got to be right on – plum," Pedroza said. "You'd be surprised. When you're placing the columns 20 feet down, if you're off by just a little bit it makes a big difference. The whole thing will be crooked if it's not just right."

The columns are 37 feet long: 20 feet will be underground and encased in concrete.

The wall is scheduled to be built in four phases. Each phase will demolish and rebuild roughly 200 feet of wall. Construction started on March 24 and is due for completion near the end of July.

"To deal with the noise issues at Division 7, the Board approved a 10-point plan to help with the issue," said Tim Lindholm, facilities operations director of Capital Projects. "We have done nine other things to mitigate the problem over the years, and the last thing was to build this wall.

"Based on noise studies, the wall should reduce the noise to acceptable levels. We designed it in compliance with the results of the noise studies – and in conjunction with the neighborhood – so we hope it will help keep the noise down for the residential neighbors," he said.

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APTA officials present prestigious Rail Transit Team Achievement Award to Los Angeles Metro Rail team. Pictured are, from left, APTA Vice-chair Gary Thomas, Metro Rail Fleet Services Director George Kennedy, Los Angeles Metro Rail General Manager Mike Cannell, Metro CEO Roger Snoble, Metro Rail Fleet Equipment Maintenance Instructor Russell Homan, Metro Rail Operations Instructor Esther Pippins, Metro Rail Transportation Director Duane Martin, Metro Rail Operator Robert Rodriguez, Metro Rail Operator Geronimo Young, APTA President William A. Millar, Metro Maintainer Eric Czintos, APTA Chair Michael S. Townes, Metro Maintainer Ronnie Burt, Metro Maintainer Toshi Manaka, and FTA Administrator James S. Simpson.

## One More Time: Metro Rail is Number One

### Metro Rail Team Takes Top Honors at 2008 APTA International Rail Rodeo

- Maintainers hold on to championship title for second year in a row

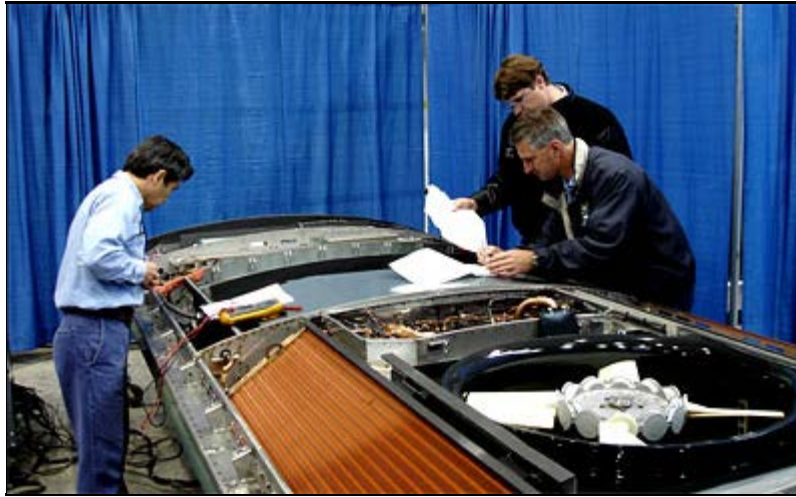
By GAYLE ANDERSON

(June 3, 2008) The Los Angeles Metro Rail championship team won the prestigious Rail Transit Team Achievement Award at the 16<sup>th</sup> Annual American Public Transportation Association (APTA) International Rail Rodeo, held in conjunction with the 2008 APTA Rail Conference in San Francisco May 31 - June 2.

The winning team members are Operators Robert Rodriguez and Geronimo Young and Rail Equipment Specialists Eric Czintos, Ronnie Burt and Toshi Manaka.

The Los Angeles Metro team, racking up the highest rail operator and maintainer team combined score, walked away with the Team Achievement Award. Eighty-one contestants from 20 rail systems competed for top honors.

The Maintainers Competition judges the ability to troubleshoot maintenance problems. The Metro maintainers earned first place in this competition for the second year in a row. The winning maintainers were Eric Czintos, Ronnie Burt and Toshi Manaka of Los Angeles Metro. San Francisco Bay Area Rapid Transit took second place and Metro St. Louis came in third place.



Maintainers Toshi Manaka, left, Eric Czintos and Ronnie Burt work out an air conditioning defect at "HVAC" event, where they scored a perfect 100 points.

*Photo by Russell Homan*

It was a triumph for the returning champion maintainers and Instructor Russell Homan, who won first place at the APTA International competition in Toronto, June 2, 2007.

"I couldn't be any prouder of those guys," said Homan. "They are the best, by far." The top-scoring team scored a perfect 100 points in the "defective component," "HVAC" and "tools and fasteners" events.

Homan attributes the rail maintenance team's achievement to hard work and a great deal of experience. Veteran competitors Ronnie Burt and Eric Czintos have teamed up every year since 2003, when they took first place in the International Competition held in San Jose.

International competition is no stranger to Operator Robert Rodriguez.

The operator team of veteran competitor Robert Rodriguez and high-scoring newcomer Geronimo Young came in a close second to the victorious home team from the San Francisco Municipal Transportation Agency. Rodriguez has competed at the international level on numerous occasions since 1997, said Instructor Esther Pippins. Rodriguez and teammate Tu Phan took home the gold in two of the international competitions.

The Operators Competition measures professional skills including: train operation, knowledge of safety regulations, train equipment, and track right-of-way rules and procedures. First place in the Operators Competition went to San Francisco Municipal Transportation Agency; the winning operators were Chi Ki Hau and Jason Lao. The Los Angeles operator team of Metro Red Line Operator Robert Rodriguez and Metro Green Line Operator Geromino Young came in second, and the Southeastern Pennsylvania Transportation Authority placed third.

The APTA International Rail Rodeo Competition is designed to encourage excellence and professionalism in rail transit operations. The competition was held on May 31 at Muni Metro East in San Francisco.

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Mike Stange opens the May 28 workshop by giving his audience a taste of the rules that govern municipal bus operators. This was the first time Metro had held a workshop to help municipal operators understand regulations.

*Photo by Ned Racine*

## Operations Convenes First Forum to Help Municipal Operators with Rules, Laws

By NED RACINE, Editor

(June 3, 2008) In a first for Metro, Bus Operations convened a workshop, May 28, to help municipal bus agencies better navigate the rules and regulations that govern their work.

Mike Stange, Equipment Maintenance superintendent, developed the Regulatory Compliance Program workshop after receiving a directive from CEO Roger Snoble to reach out to the municipal operators. In his opening remarks, Stange acknowledged the mass of regulations that guide operators. He pointed to notebooks of rules and regulations almost two-feet thick.

Stange noted the uniqueness of the May 28 event, telling his audience he could not remember a forum uniting the municipal agencies and Metro "to discuss and learn and consider regulations and laws" governing commercial vehicles.

Besides distributing a Regulatory Compliance Instruction Program for Transit Operators (which he created), Stange also distributed the California Highway Patrol Vehicle Equipment Inspection Guide, Motor Carrier Safety Compliance Handbook, the National Fire Protection Association Vehicular Fuel Systems Code and training material for understanding driving time restrictions.

"There's a lot of information," Stange told his audience, which included representatives from Antelope Valley Transit Authority, Santa Monica Big Blue Bus, Culver City Municipal Bus Lines, Foothill Transit, Long Beach Transit, Norwalk Transit and Torrance Transit. "My goal is to introduce you to the 'stuff.' "

In welcoming the municipal operators staff, Carolyn Flowers, chief operations officer, said "We all need to provide safe, clean and reliable service. We are transportation partners in the region. What we can do today is share what we do here at Metro so that we have consistency

throughout the region for all of our customers.”

“We’re here as a resource and we want to share that information today and in the future,” she told the approximately 38 participants. “If at anytime you need our assistance, please call.”

John Roberts, deputy executive officer, Operations, spoke of Metro’s work with the California Highway Patrol (CHP), the agency conducting periodic inspections of bus agency vehicles. “CHP is our partner. Their job is to make sure we’re doing our jobs. In a perfect world, we wouldn’t need them coming out [to inspect], but reality is we do sometimes have screw-up’s. And they, fortunately, tell us about it.”

Roberts shared that he had been part of 200 CHP inspections over the last 18 years and estimated Stange had been part of 600, so they understood the stress municipal operators feel when being inspected. Stange added that individuals have lost their jobs for failing to pass CHP inspections.

John Adams, equipment services supervisor, spoke to attendees about log books, Jessica Gil and Carol Holben, Medical Standards and Compliance administrators, spoke about commercial driver licenses and drug and alcohol standards.

Commander Mike Kelley, who heads the Southern Division CHP Motor Carrier Group, fielded questions on inspections.

Stange, who found the praise on the workshop feedback forms exceeded his expectations, will present a second regulatory compliance program to Metro’s contracted service providers, a few other municipal operators, and in-house division personnel.

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Aaron Pine is mechanic "A" leader at Central City Division 1. He won the National Hot Rod Association's prestigious Wally Award last month for motorcycle drag racing.

*Photos by Jimmy Stroup*

## Metro Mechanic Zooms to Coveted Drag Racing Award

- Aaron Pine, Central City Division 1 mechanic "A" leader, was honored in May with the National Hot Rod Association's highest honor.

By JIMMY STROUP

(June 4, 2008) Mechanic "A" Leader Aaron Pine is licensed to speed.

On a racetrack, his custom-built, high-performance drag racing motorcycle clocks 165 mph. It's so fast that Pine clinched the National Hot Rod Association's prestigious prize, the Wally Award.

"It's the equivalent to getting an Oscar for Best Actor or something," Pine, 37, says. "I've been trying to get one of those for about 10 years. Ever since I started racing that was what I wanted."

Despite his win, Pine likes to point out ironically that he doesn't even own a motorcycle license to drive on the streets of Los Angeles.

"That's too dangerous for me," Pine says.



Pine has competed in and won races all across America.

"I'm in control of my bike and I'm staying safe, but I can't be sure everyone on the road is behaving the way I do. The track is a lot safer."

Besides, motorcycle drag racing is a completely different sport than driving the streets. Pine races in the NHRA sportsman series bracket. Bikes are modified to race at breakneck speeds and compete head-to-head in pairs. Pine regularly finishes at 165 mph.

"The series I race in is designed to keep the cost down for sportsmen racers," Pine says. "It's for someone like me who can't afford to race professionally due to cost restrictions, time restrictions, and so on."

It was in this bracket that Pine recently won his Wally – a statue of NHRA founder Wally Parks — given to the winner of special division events. Parks founded the NHRA in the 1950s.

### **A custom-built bike**

Pine's motorcycle was originally a 1986 Suzuki GSXR 750. But after some serious modifications, the street-sanctioned Suzuki is almost unrecognizable.

"I put an extended swing arm on it, I put a slick on it, then later put a wheelie bar on the back and reconstructed the engine," Pine says.

The bike doesn't even use gasoline anymore. The high speeds require a purer chemical that burns more efficiently and at higher temperatures. The chemical is a man-made compound known as VP-C14, which costs about \$12 a gallon. Since Pine's bike only holds about a quart of fuel and he only races a quarter-mile at a time, he fortunately, doesn't need to use too much fuel.

Although Pine has the skill to compete at professional levels, time and money are obstacles to a foray into the next tier of competition.



Pine's motorcycle clocks 165 mph when crossing the finish line on a quarter-mile track.

### **How motorcycle drag racing works**

While motorcycle drag racing relies on head-to-head competition between two riders, the race is mostly against an elapsed time (ET) measurement. Racers "dial in" – or predict the time it will take them to race the quarter mile track. Whichever rider comes closest to that time is the winner. The finish line doesn't matter all that much.

"What you're really doing is racing against yourself – against what you say your time will be," Pine says. "That's the best way to race."

Pine generally "dials in" at 8.5 seconds to complete the quarter-mile track. If his opponent "dials in" at 9.0 seconds, Pine starts a half second after his opposition.

"It's designed so that if you both reacted to the Christmas Tree – what we call the starting lights – and both ran what you said you would, you'd both reach the finish line at the same exact time."

Pine has never seen that happen. Besides weather and mechanical problems, Pine says the major factor in winning or losing a race is the rider's reaction to the Christmas Tree.

"It takes four-tenths of a second from the time the lights start to when you get the green light and need to get going. If I react to the light slower than the guy I'm racing, that puts me much farther back from him – even if I started ahead of him," Pine says, laughing. "It's confusing, I know."

Pine must withstand cutthroat elimination standards at every race he attends.

"Most of the time there are four rounds – and everyone is do or die," he says.

### **A life-long hobby**

Pine began racing cars as a teenager.

"I started with street racing, racing Volkswagens with my friends, but I stopped street racing because after a while you can get in a lot of trouble for that behavior," Pine says. "Plus, it's dangerous. So I started going to the track and racing there."

His parents originally didn't let him race motorcycles when he lived with them, but once he gained independence, Pine quickly sold his drag car and bought a motorcycle.

After he started racing on the drag circuit, Pine's father – Metro retiree Bob Pine, who was a mechanic leader at Non-Revenue Division 4 – began working on the bikes with his son.

"This is our deal, me and my dad," says Pine, who started working at Metro at age 18. "He comes to all the races with us, gets the bike ready with me, tweaks on it and makes it the best it can be. My family comes too, of course, my wife and two boys, and my mother. But it's really our deal – me and dad."

The races often offer only modest prize money, so it's a good thing Pine races for thrills. Competing professionally is expensive and requires big, corporate sponsors.

"Besides, I've seen guys who give up their marriages and houses to make a run for that level of competition, and I would never sacrifice the well-being of my wife and children for some pipe dream. I'm happy with what I've got."



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Jeffery Olin, Aramark food services director, and Eddie Garcia, executive chef, take a moment to enjoy the new lounge area. Artworks from the Metro Collection will soon be hung in the lounge area. *Photos by Ned Racine.*

## Metro Café's Lounge Area Offers New Environment for Meetings, Conversation

By NED RACINE, Editor

(June 4, 2008) Tucked in the north corner of the Metro Café, a new café-style lounge area was created as a comfortable, restive oasis.



Danielle Boutier, director, Communications Services, and Jorge Pardo, director public arts & design, explore the new lounge area in the

The new lounge area, which opened June 3, was collaborative project between Building Services, Communication Services and Metro Art.

"We are incorporating café-style furniture to create a small lounge area attractive for more uses," said Danielle Boutier, director, Communications Services.

The furniture features club chairs, small tables and loveseats, creating an atmosphere similar to that of national coffee chains.

Jorge Pardo, director public arts & design, helped pick the furniture and the placement of the furniture.

north corner of the Metro Café. Phyllis Meng, General Services supervisor, also helped create the new space.

"I went there and looked at the space and looked at the environment and the finishes and the materials that existed

[there]," said Pardo, an architect and licensed interior designer.

Also working on the design, selection and procurement of the custom-built furniture was Phyllis Meng, General Services supervisor. Meng worked with Boutier and Pardo on placement of the furniture—appropriately titled the Transit Collection—within the newly vacated space.

Building Services installed the furniture the evening of June 3 and will paint the walls in the lounge area June 9. Artworks from the Metro Collection will soon be hung from the lounge walls.

The furniture was paid for from the revenues of Metro's Employee Activities contracts.

Boutier and Pardo wanted a place to attract Metro employees throughout the day by providing more opportunities for use and to give Metro Café more business.

"I've seen cafeterias in other companies and they usually have something like this," said Boutier. "Lots of people come into our building for a meeting—consultants and the public. If they arrive early, now they can sit in the lounge area and have a cup of coffee and work on their laptops."

"Rather than having a meeting in your office, maybe you could have a cup of coffee or soda and meet in the lounge," Boutier said. "Sometimes in a different environment you would have different types of thoughts and meetings."

Pardo started with a palette of 20 fabric possibilities Meng knew to be easy to clean and long wearing. Pardo chose a fabric incorporating what he called "a timeless grid" and reflecting the colors in the lounge area, including the terra cotta floor tiles.

"The wood has enough depth of color to sit well in that space," he explained. "If you look at the tiles and the flooring, [the fabric has] that soft brown ochre feel. I wanted to go back to the architecture of the space."

"The lounge area is refreshing," Meng added. "Building Services and the food service provider have been trying to make the cafeteria more like a restaurant experience. The lounge furniture will help."



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## Metro South Bay Service Sector to Hold Three Community Open House Events in June

(June 4, 2008) Metro's South Bay Service Sector will hold three open house events in June to gather public feedback on Metro Bus services operating in the South Bay region of Los Angeles County.

Metro South Bay Sector General Manager Dana Coffey and sector staff will be on hand to welcome the public, promote public transit and answer questions about the sector's Metro Bus services offered in their communities.

"We want to apprise the community of the services that we provide," said Curley Little, Arthur Winston Division 5 transportation manager. "We know gas prices are going up and that people are turning out to take buses because of it. We want to make sure people know how to ride."

The three open house events planned for June are:

- Arthur Winston Division 5 on Saturday, June 14 from 10 a.m. to 3 p.m.; 5425 Van Ness Avenue in Central Los Angeles.
- Metro Carson Division 18 on Saturday, June 21 from 10 a.m. to 2 p.m.; 450 W. Griffith Street in Carson.
- Artesia Transit Center on Tuesday, June 24 from 6 a.m. to 6 p.m.; 731 W. 182nd Street in Los Angeles.

The public is encouraged to attend one or all of the upcoming open house events. Various health and wellness vendors will be available as well as light refreshments and safety presentations for the kids.

"Also, the open houses are meant to provide our communities with employment opportunities," Little said. "Helping people isn't only about getting them around. Hopefully the open houses will help people in whatever way they need – whether that's getting them information about how to use the system, or getting [Metro] good employees."

Transit information and schedules of Metro Bus routes will be available and the public will also have a chance to inspect state-of-the-art buses and tour the facilities. -- *From Rick Jager and Jimmy Stroup*

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With the new press in the background, David Fuentes and Rob Hartert check the look of the machine's output. *Photos by Ned Racine.*

## Print Shop's New Best Friend is Very Fast and . . .Very Heavy

By NED RACINE, Editor

(June 5, 2008) When Rob Hartert, Printing Services supervisor, speaks of his new staff member, it's clear he has a new best friend.

Hartert would certainly buy his new friend a cup of coffee in appreciation, but where could he take a buddy who weighs 73,377 pounds?

Last month, after three weeks of assembly and a week of testing, Hartert added a new Heidelberg press to his staff. It replaced an old press that served Metro for 25 years, totaling 262 million impressions (basically 262 million sheets through the press).

To put that number in perspective, in Fiscal Year 2007 the Print Shop required 7,827,000 impressions just to print the Metro timetables.

"It was getting old like the rest of us," Hartert said, adding that the old press required frequent adjustments

to print accurate colors and tints. He had been campaigning for the 38-foot-long piece of equipment since he became Printing Services supervisor seven years ago.

There are several reasons for Hartert's devotion to the new equipment. The new press is considerably faster than the old one, uses less space and is quieter, for example. But Hartert most appreciates the greater automation built into the new machine.

"[It's] all digital, all electronic; we don't use film anymore; we don't touch the plates until they come out the other end of the press," Hartert said. You don't get dirty anymore."

"It's amazing to watch the speed of this one compared to the old one," he said. "We could only do 8,500 (impressions an hour), and I thought the press was going to fall apart. Right now we're running at 12,500 an hour, and it's just as smooth as can be. I feel like a little kid with a new toy. It's an amazing thing."

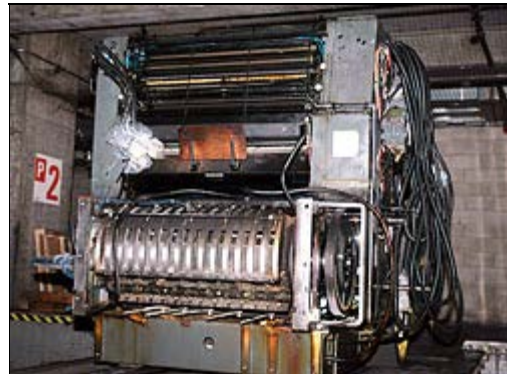
Another advantage of the new machine is its ability to deliver printed sheets almost dry, reducing the time Print Shop staff must wait for ink on its brochures, forms and posters to dry.

"Last shake up we printed 1.5 million timetables," Hartert said. "We do a massive amount of timetables and brochures down here."

Because the new press can print two colors on both sides of a sheet at the same time, printing Metro Monthly, for example, will require four to five hours, rather than one and one-half to two days.



New Heidelberg press, above, replaces 25-year-old Heidelberg, below.





Print Shop staff members Eluid Castellanos, David Fuentes, Rob Hartert and Rene Lozano check copies produced by the new Heidelberg press, both in paper and digital form.

The press also allows Hartert to do more projects in-house, meaning reduced costs. By reducing guesswork and human error, the new system also saves paper as well as time.

Hartert, who has worked in printing for 30 years, 21 of those with Metro, believes the new system is also greener. Because he no longer uses film to create printing plates, he uses fewer chemicals.

Rob has another large staff member arriving soon. The new web press—used almost exclusively for printing timetables—replaces another 25-year-old press."

But for now, the Heidelberg is the new kid on the block. How do Hartert's nine staff members feel about the new press? "Very happy," Hartert said—repeating his comment three times. "They smile every time they push the buttons."

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## Share Ideas for Summer Excursions—without Autos—During Next Live Chat



Metro Board Chair Pam O'Connor holds sixth chat, Wednesday, June 18

By KIM UPTON

Summer's coming and gas prices are through the roof. Tell Metro Board Chair Pam O'Connor your favorite LA County summer excursion and explain how to get there via public transit. And while you're at it, share your favorite mass transit tips with first-time transit users -- new riders who are trying to save money on gas. It's all for a great cause: Gas avoidance.

Chair O'Connor will also be available to discuss the potential half cent sales tax dedicated to Los Angeles County transit projects and other transportation issues on June 18.

Talk to her noon to 1 p.m. or send in advance questions through [metro.net/chat](#).



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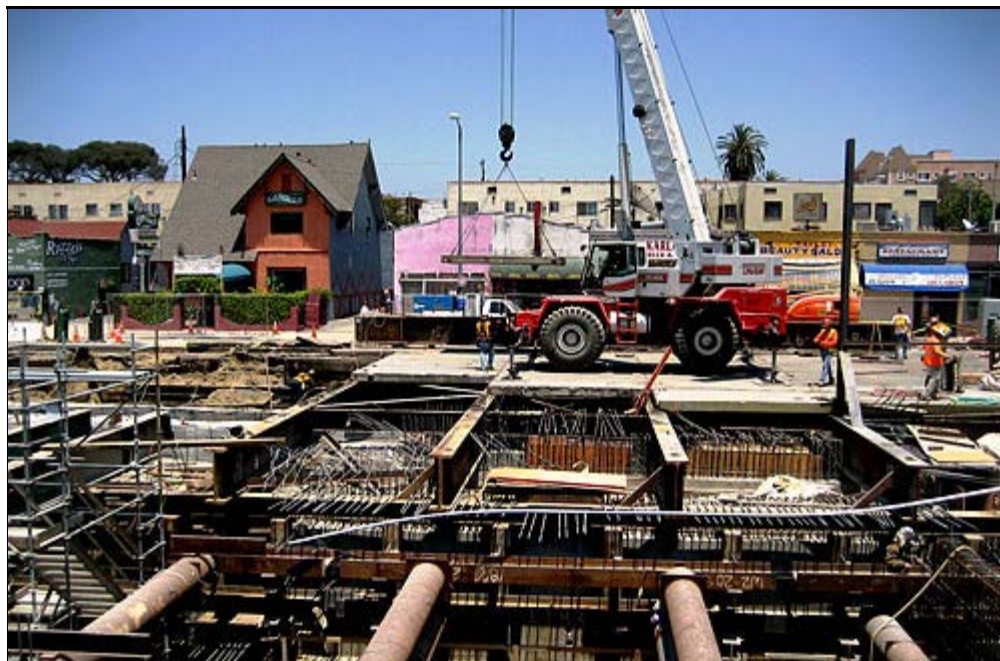
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Looking northeast, this view shows the removal of temporary concrete deck pieces and their steel supports from 1<sup>st</sup> Street. The complex structure in the foreground is the Soto station entrance and the underground station's supports. The temporary deck pieces allowed drivers to continue using 1<sup>st</sup> Street, while station construction continued below them. *Photo by Alex Mismas*

## Street Reconstruction at 1<sup>st</sup> and Soto Streets Another Eastside Milestone

- Light rail project passes 80 percent completion mark

(June 10, 2008) In another milestone for Metro Gold Line Eastside Extension construction, workers are renovating First and Soto streets in Boyle Heights above one of the light rail project's underground stations.

The full street closure on First Street, between Breed and Matthews streets, is needed to build the roof of the underground station and finish improvements such as street restoration, sidewalk reconstruction and street lighting.

The six-mile-long project is scheduled to open in mid-2009. It is more than 80 percent complete.

In addition, other milestones have been reached, including the unprecedented construction safety record of more than 3 million work-hours without an accident that requires a single day away from work. The project also is on budget and scheduled to open on time in mid-2009.

The work at First and Soto streets began June 6 and will continue for four weeks. Crews will work on a 24-hour basis to complete the 1<sup>st</sup> and Soto renovation as soon as possible.

A high level of construction activity is occurring along the entire alignment, both at street level and underground. Building of the eight new stations -- Little Tokyo/Arts District, Pico Aliso, Mariachi Plaza, Soto, Indiana, Maravilla, East Los Angeles Civic Center and Atlantic/Pomona -- includes station platform construction and canopy installation.

Metro project contractor, Eastside LRT Constructors, is laying track over the entire alignment and installing the overhead catenary wire to feed power to trains. New curbs, gutters, sidewalks, street lighting, traffic lights, crosswalks and street restoration improvements also are in progress along First and Third streets.

The Metro Gold Line Eastside extension will connect East Los Angeles, Boyle Heights and Little Tokyo/Arts District with the entire 73 miles of the Metro Rail system.

The Metro Gold Line Eastside Extension, which will feature eight stations (two underground), will span six miles from Union Station in downtown Los Angeles via the Arts District/Little Tokyo and Boyle Heights to Atlantic/Pomona Boulevards in East Los Angeles.

*--From Jose Ubaldo*

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The mode selector knob, inset and below, allows the operator to switch between automatic (ATO) and manual (MTO) modes.



Look, ma! No hands. With just a flick of a switch (inset), Metro Rail Train Operator Robert Rodriguez puts the train in Automatic Train Operations (ATO) mode. But will running in automatic make train operators lose control? No way, says the six-time Rail Rodeo champ. Train operators must make one round-trip in manual mode every shift to keep sharp.

## Easy rider: Metro Rail subway cars switch to automatic mode

- **Credit roll:** The switch to ATO was accomplished through the hard work, cooperation, and diligence of Metro employees.

By GAYLE ANDERSON

(June 10, 2008) For Metro Red Line and Purple Line customers, the ride just got smoother.

Little do passengers know that the smooth train ride along the 17.4 miles of subterranean tracks traversing the City of Los Angeles is running on a new system called Automatic Train Operations.

"Putting ATO in service is a major milestone and one that is improving vehicle reliability, maintenance, ride comfort, and on-time performance," said Rail GM Mike Cannell of the 480,000-pound subway train.

After five months of studies, tests and evaluations, Rail Operations began to use the new ATO system in March, putting the 104 heavy rail cars in automatic mode for the first time since the debut of the A650 Breda cars in 1993.

It was a seamless transition from the more taxing, manual mode to the ATO system.



Metro Rail Train Operator Jacqueline Luna departs from Union Station in ATO mode. "I love it. Everything is running smoother and more efficiently. From the brakes to the precision platform stops, absolutely everything is more efficient," she said.

The propulsion and brake systems were designed to be controlled electronically, enabling the trains to run more accurately and efficiently in automatic, Cannell said.

That efficiency translates to a significant reduction in trouble calls, fewer manpower hours spent to respond to problems on the main line, and less costs to attend to propulsion and brake failures, which were occurring as often as three times a day.

On-time performance has noticeably increased. "Those stubborn propulsion and brake failures have now been reduced by approximately 80 percent and that is huge," Cannell said.

In early October 2007, Cannell asked his team to reevaluate the need for the ATO system.

"We wanted to take another look and use the technology that's available today to bring the system up safely and efficiently, providing our customers with more reliable and efficient service," he said.

Brake and propulsion failures would decrease dramatically in the ATO mode, reported George Kennedy, Director of Rail Vehicle Acquisition and Maintenance Operations.

In automatic mode, the ATO generates propulsion commands electronically, he said, "meaning the system accelerates, maintains track speed, decelerates and brakes the train to the proper location alongside the station platforms."

Undetectable to passengers but important to operators is the ATO equipment – a massive, intricate computerized system that is fronted by a simple mode selector

#### ATO Credit Roll

The switch to ATO involved engagement of all Rail departments, including Engineering, Rail Fleet, Wayside, Operations and Facilities. Train operators and supervisors were re-trained during revenue and non-revenue hours, ensuring a seamless transition to a new way of operation. This effort was successfully accomplished through the hard work, cooperation, and diligence of Metro employees, including, but not limited to, **Barbara Harris**, Rail Division Transportation Manager; **Linda Leone**,



knob on the operator’s control board.

The mode selector knob allows the operator to switch between automatic (ATO) and manual (MTO) modes.

In ATO mode, the operator monitors the automatic operation, keeps a safety eye peeled, makes announcements and opens and closes the doors. In manual mode, the operator controls the acceleration and aligns the train when it berths at the platform.

Operators are required to complete one roundtrip in manual mode during every shift. The practice ensures the operators remain proficient in all modes of operation, such as in situations determined by ROC that may require operators to override the ATO and take charge of the controls.

The switch to ATO involved engagement of all Rail departments, including Engineering, Rail Fleet, Wayside, Operations and Facilities. Train operators and supervisors were re-trained during revenue and non-revenue hours, ensuring a seamless transition to a new way of operation.

“After operating on manual for years, getting back to automatic mode is a victory,” said Duane Martin, Director of Transportation. “In automatic mode, the train gives a smoother ride.”

“We’ve already seen a significant reduction in delays associated with wayside and vehicle issues,” Martin said.

Rail Integration and Instruction Manager; **John Johnson**, Rail Integration and Instruction Assistant Manager; Rail Transit Operations Supervisors **Esther Pippins**, **Frank Hooks**, **Carl Williams**, **Ricardo Perez** and **AJ Johnson**; **Ken Arvidson**, Rail Fleet Services Capital Projects Manager; **Fred Kan**, Rail Fleet Services Red Line Maintenance Manager; **Gary Dewater**, Rail Fleet Services Red Line Instructor; **Ken Chu**, Rail Fleet Services Maintenance Specialist; **Dan Garcia**, Rail Fleet Services Maintenance Specialist; **Min Nguyen**, Rail Fleet Services Maintenance Specialist; **Wyman Jones**, Traction Power Manager; **Remi Omotayo**, Wayside Systems Manager.



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These pencils, part of Metro's collection of promotional items, used to be (from left) denim, newspapers and U.S. currency.

## Recycled Pencils Make a Fine Point

By JIMMY STROUP

(June 10, 2008) Not to put too fine a point on it, but one of Metro's new promotional giveaway pencils is made from recycled money—it may have been worth hundreds of dollars in its former life.

But now it's a pencil, and its price to the lucky recipients who pass by Metro booths at any number of events is absolutely free.

Meant to entertain and enlighten, the recycled money pencil states clearly, "Safety begins with me." It also proudly features a recycled symbol and a simple statement that this pencil is "Made from Recycled Money."

"We offer these promotional products all the time – we have a cache that agency employees use for the various public events," said Danielle Boutier, Metro director of communication services. "As we run out of these items, we wanted to start replacing them with recycled ones to keep in line with our sustainability goals."

Metro's sustainability and environmentally-friendly push has been evident all over the agency: from CNG bus fuel to environmentally-friendly building standards. Now its promotional giveaways join the club.

The pencil made from money contains 30 percent "retired" money, approximately \$7 in retired cash, according to a vendor's website.

The new promotional items also include a pencil made from denim, which contains 30 percent recycled denim, and a pencil made from recycled newspapers, which contains 95 percent recycled material. There's also a new magnet created from 50 percent recycled materials.

"These pencils were basically the same price as the other ones we used to use," Boutier said. "So for the same money we get the product, and it's better for the environment."

The request form for these pencils and all promotional items is located at [http://intranet1/metro\\_store/promote\\_products.htm](http://intranet1/metro_store/promote_products.htm). Ten days' notice is

required to request any promotional product.

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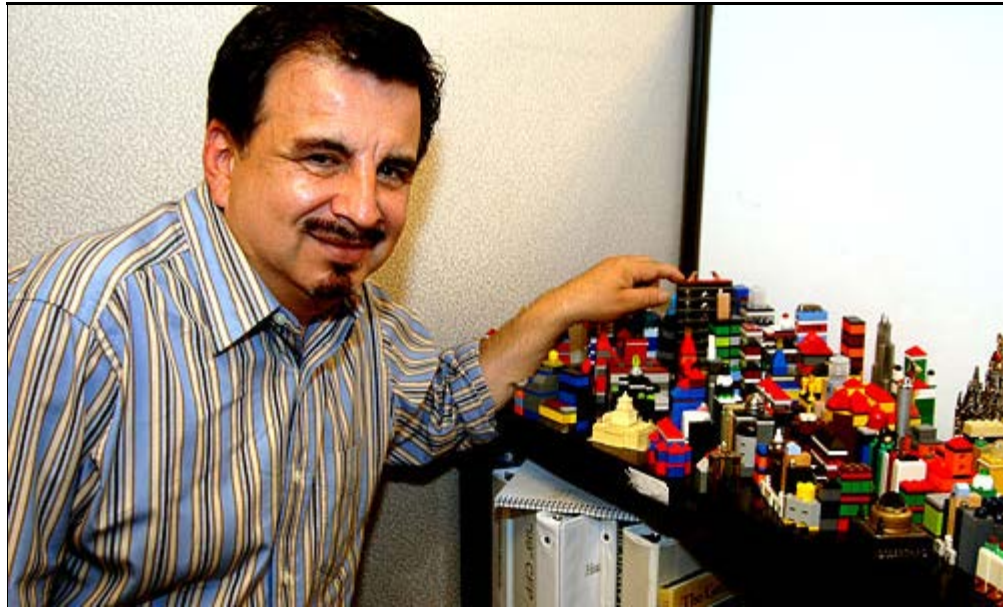
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James Rojas, a transportation planning manager, examines a collection of model buildings he keeps in his Metro office. As with his model of Downtown Los Angeles, Rojas used everyday items to create his buildings. *Photo by Ned Racine.*

## Planning Manager's Model Childhood Leads to Model Cities

- Metro planner uses bottle tops and game pieces to build Downtown Los Angeles

By NED RACINE, Editor

(June 11, 2008) A model maker since he was six, James Rojas, a transportation planning manager, has graduated to complex modeling, such as a 2,000-piece model of Downtown Los Angeles.

Rojas' latest model, downtown from Los Angeles Street on the east to Figueroa Street on the west to 11th Street on the south and Temple Street on the north, can be viewed at The Art Space within the shopping plaza on 7th and Figueroa streets.

The creation will be on display through June 20 (12 to 4 p.m., Monday through Friday). Admission is free.



Sim City: James Rojas uses found objects to create a model of downtown Los Angeles.

As is downtown Los Angeles, Rojas' model consists of many building materials. There are Lego building blocks, bottle tops, game pieces, dominoes, mahjong tiles and jewelry pieces. Lapel pins are used as flags and Metro signage.

Rojas, who has worked for Metro for 10 years, believes "It's good that people see that cities are three dimensional. The problem with planning is we are always describing things on paper, in two dimensions."

Linda Pollack, the art space curator, asked Rojas to create the model for the Habeas Index exhibition. "I loved the premise of [his] visualizing downtown," Pollack said.

Not that Rojas represented downtown precisely. On top of a cathedral is a pair of shoes, and two elephants can be found in Pershing Square. There are no cars, and all the parking lots have become parks.

Nor did he want to copy notable buildings. "You could spend your whole life trying to reproduce City Hall," Rojas said. "That's not much fun."

Instead, he was trying to show options for using space in an urban environment—what Downtown Los Angeles could be. And his vision isn't the model's final shape. Viewers are encouraged to move pieces to reflect their vision.

"The hardest thing was to get the whole scale right," Rojas said. "You want it to have some relationship to how people recognize the city."

Although the buildings were assembled offsite over two days, Rojas still had to assemble the model at the Habeas Index exhibit.

Rojas was aided in his play by a handful of friends, including some working for Cal Trans, the Los Angeles County Planning Department and the Urban Design Studio.

What happens to the Downtown Los Angeles model when the exhibit closes? "It will probably morph into Hollywood," he said.

Rojas will next create a model of Hollywood for the American Planning Association's state convention in Hollywood in September.

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## Board Committees to Consider Locally Preferred Alternative for Canoga Corridor, \$35 Million Contribution to Phase I of Expo Line and Brake System Overhauls for P2000 Vehicles

### IN THIS REPORT

- [Item 5](#), Milestone for Canoga Transportation Corridor
- [Item 9](#), Agreement on Expo Project Funding
- [Item 10](#), Orange Line Residential Development
- [Items 24,25](#), Positions on Current Legislation
- [Item 37](#), Transit Database Upgrade
- [Item 39](#), Brake System Overhaul

(June 12, 2008) Spanning the breadth of Metro initiatives, the Metro Board Committees will consider 40 items, from a \$35 million contribution to Phase I of the Expo Line from the City of Los Angeles to moving forward on the Congestion Mitigation Fee program.

### Item 5, Milestone for Canoga Transportation Corridor.

The Planning and Programming Committee will weigh recommending the Board adopt the Locally Preferred Alternative (LPA) for the Canoga Transportation Corridor of the Metro Orange Line.

Now that the corridor’s Draft Environmental Impact Report has been completed, the Board must select a project LPA before the Final Environmental Impact Report and preliminary engineering may begin.

The LPA recommends extending the Orange Line on Metro rail right-of-way from the existing Canoga park-and-ride lot to the Chatsworth Metrolink station.

### Item 9, Agreement on Expo Project Funding.

The CEO would be authorized to execute an agreement with the City of Los Angeles for a \$35 million contribution for Phase I of the Expo Line light rail project in an action before the Planning and Programming Committee.

The Financial Contribution Agreement would help satisfy a funding requirement the Board established for Phase I of the project. Under the agreement, the City would be expected to provide its \$35 million share

### June Committee Meetings

- Wednesday, June 18**  
1 p.m. – Planning and Programming  
2:30 p.m. — Finance and Budget
- Thursday, June 19**  
9:30 a.m. — Executive Management and Audit  
11 a.m. – Construction  
12 noon – Operations
- Thursday, June 26**  
9:30 a.m. – Full Board Meeting

through Fiscal Year 2010-2011.

The Board has adopted an \$862.3 million funding plan for Phase I of the Expo Line.

**Item 10, Orange Line Residential Development.**

Board approval would authorize an agreement with JPI West to develop a residential project on the Metro Orange Line Sepulveda Station park-and-ride site.

The Planning and Programming Committee will consider recommending the project, to be built on the 12.5-acre site. JPI West was selected as the most qualified responder to a Request for Proposals issued October 8, 2007.

The developer has proposed a project of 560 rental units, including 20 town homes along Erwin Street and 10 live-work units on the site's southeastern side. Retail space is proposed on the ground floor of two five-story residential buildings adjacent to the station.

**Item 24 and 25, Positions on Current Legislation.**

The Executive Management and Audit Committee will consider recommending the Board take positions on a number of pieces of state legislation and one bill in the House of Representatives.

SB 1626 – The committee will consider recommending a “support” position on SB 1626 (Padilla), which would indefinitely extend the \$1 vehicle license fee surcharge for air pollution.

The South Coast Air Quality Management District has imposed the fee on the renewal of registration for any motor vehicle registration in the district (portions of Los Angeles, Orange, Riverside and San Bernardino counties).

Proceeds from the fee, currently generating \$12 million annually, are used for pollution reduction programs. The current license fee surcharge will end on Jan. 1, 2010.

SB 1221 – The committee will weigh recommending a “support” position on SB 1221 (Ma) to modify an existing law on Transit Village Development Districts. If the legislation is approved, it would allow a city or county to create a transit village development district within a half-mile radius of a transit station; The current law allows only a one-quarter mile radius.

One argument for SB 1221 is that it would increase density around existing transit stations.

SB 2705 – The committee will consider recommending a “support” position on SB 2705 (Jones). The legislation would allow public transit services to be financed under the Mello-Roos Community Facilities Act of 1982.

Mello-Roos allows local agencies to create “community facilities districts” and impose special taxes in that district for public works projects.

SB 3021 – The committee will consider recommending a “support” position on SB 3021 (Nava), which would establish the California Transportation Financing Authority (CTFA). Chaired by the State Treasurer, CTFA would issue or approve the issuing of bonds and would

facilitate construction projects.

It would also give local agencies the authority to implement tolling projects.

CTFA bonds would be backed by revenue from transportation funds and toll revenues. Bonds would be used to construct improvements and increased capacity for the state transportation system.

HR 6002 – The committee will consider recommending an “oppose” position on HR 6002 (Miller). The committee is concerned that if HR 6002 becomes law, it may reduce the flexibility Metro needs to successfully implement a congestion reduction demonstration project. This federal legislation would prohibit charging a toll on high occupancy vehicles that were allowed to use high occupancy vehicle facilities before December 31, 2007.

#### **Item 37, Transit Database Upgrade.**

The Operations Committee will consider authorizing the CEO to commit \$234,347 to upgrade the Transit Database (TDB), the central repository for the Advanced Transportation Management System (ATMS), allowing the latest staffing schedule to be available online. Metro’s M3 maintenance system uses information from the TDB to resolve maintenance issues in real time.

The current TBD has reached the end of its useful life. The new system will allow system redundancy and increased storage capacity, as well as offer simultaneous operations reporting.

#### **Item 39, Brake System Overhaul.**

The Operations Committee will consider authorizing the CEO to award a fixed-price unit rate contract for overhaul of the P2000 light rail vehicle—in its seventh year of operation—part of regular maintenance for the light rail vehicle (LRV) fleet.

The brake systems are overhauled in keeping with the original manufacturer’s overhaul schedule. Metro performs normal wear-and-tear service on the vehicles. The \$1.8 million contract covers periodic overhaul, which is beyond in-house capability.



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## Time to Celebrate Metro's 2008 Graduates: Deadline for Honor Roll Publication Looms

- **Deadline is June 17 to submit names of graduates.**
- Download and print your [2008 Honor Roll Form](#) here. (PDF)

(June 12, 2008) May and June are the “cap and gown” months for many families – a time to honor our high school, vocational school and college graduates.

Once again this year, the names of graduates will be listed in a special “Metro Honor Roll,” a compilation of those who earned their diplomas, certificates or degrees in 2008.

If you or someone in your immediate family graduated last winter or will graduate this semester, *myMetro.net* wants to know. Last year more than 175 graduates were listed on the Honor Roll.

The “Metro Honor Roll” will be posted in June on the *myMetro.net* web site and will be distributed as a special employee publication the following week.

To be included, employees must fill out and submit a Metro Honor Roll form by June 17. Forms should be returned to Ned Racine at mail stop 99-19-8 or faxed to 213-922-2704.





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## Metro Contributes to Award-winning Santa Monica Boulevard Transit Parkway Project

(June 12, 2008) The City of Los Angeles received a "Tranny" award from the California Transportation Foundation for its reconstruction of Santa Monica Boulevard on June 4 in Sacramento. One major contributor to the project, however, was missing.

Though Metro wasn't named in the award, the agency was responsible for shepherding the three-and-a-half year project through the necessary hoops to make the reconstruction possible.

"We really did develop the funding plan and were the lead on all the planning efforts," said Alan Patashnick, director of Countywide Planning & Development, and the final project manager for planning the project, which opened in January 2007.

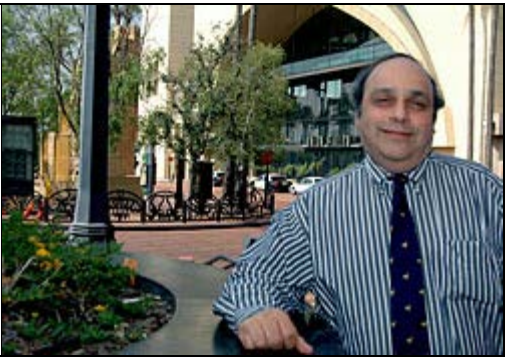
Patashnick noted that Metro lead the project from "Day 1" to the first day of construction.

Metro contributed \$57 million to the project, which reconstructed Santa Monica Boulevard between the I-405 (San Diego Freeway) and the City of Beverly Hills. Metro and its consultants also created the state and federal environmental documents and secured approval for them.

Harris & Associates and Excel Paving were also presented with the award for their work in design and the actual construction, respectively.

Metro was explicitly nominated under several categories for this year's Tranny Awards. The Urban Congestion Relief Changeable Message Sign that shows drivers current drive times was chosen as one of three projects under the "Traffic Operations" category.

A "Community Awareness" nomination bestowed on Metro Art Docents honoring the program that familiarizes riders with the Metro system by showing it to them.



Alan Patashnick, director of Countywide Planning & Development, was Planning's final project manager on the Santa Monica Boulevard Transit Parkway Project.

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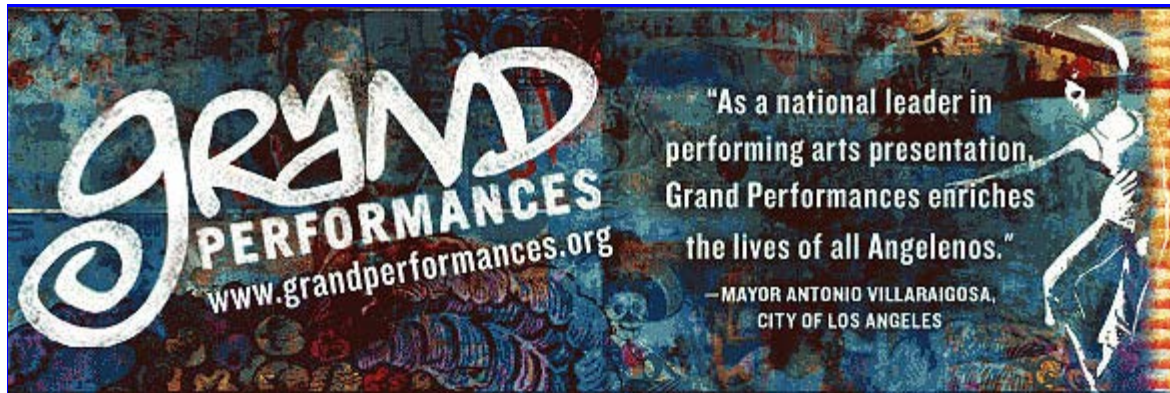
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During the summer, there's free world music at California Plaza in downtown Los Angeles. Take the Metro Red Line to Civic Center Station and walk two blocks up the hill. For a concert schedule, visit the web site at [grandperformances.org](http://www.grandperformances.org).

## Free Music. Freedom From Your Car. Go Metro.

By KIM UPTON

Los Angeles is loaded with great live music in the summer and you can get there on Metro.

On Fridays at 6 p.m., there's Friday Night Jazz at the LA County Museum of Art. On Saturdays at 5 p.m. are Latin Sounds. On Sundays at 6 p.m. they host Sunday's Live -- classical chamber music. Just hop on Metro Local Line 20 and get off at the Museum. Go to [lacma.org](http://lacma.org) for concert schedules.

Most weekends, there's free world music at California Plaza in downtown Los Angeles. Take the Metro Red Line to Civic Center Station and walk two blocks up the hill. For a concert schedule go to [grandperformances.org](http://www.grandperformances.org).

On Sunday evenings in Woodland Hills, the Metro Orange Line links passengers to free Concerts in the Park at Warner Park. For a concert schedule go to [valleycultural.org](http://valleycultural.org).

Throughout the week and throughout LA County, the Los Angeles County Arts Commission sponsors free concerts in a variety of styles, from rock to Latin/pop to classical to surf/rock to jazz.

For a concert schedule, go to [lacountyarts.org](http://lacountyarts.org) and click on Free Concerts in Public Sites. To find out how to get to the varied locations, go to the Metro Trip Planner at [metro.net](http://metro.net).

For 10 consecutive Thursday evenings throughout the summer, Santa Monica Pier is the site of free concerts by cutting-edge artists in eclectic and worldly rock, pop, jazz, blues and reggae.

The 24th Annual Twilight Dance Series will have different hours this year, 7 p.m. to 10 p.m. But the parking situation will be the same: limited at best.

Let Metro take you there. For more information on the concerts, visit [twilightdance.org](http://twilightdance.org) or call Santa Monica Pier information at (310) 458-8900.



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Transit Services Bureau Detective Ron Smith, at left, recently received a Distinguished Service Award from Los Angeles County Sheriff Lee Baca for his work combating robberies on Metro. Smith and his partner Keith Shoemaker have a remarkable record for solving cases.

*Photo by Ned Racine*

## Transit Services Bureau Detective Maintains High Arrest Rates

- Smith and partner track robbers on Metro bus and rail

By NED RACINE, Editor

(June 14, 2008) Transit Services Bureau (TSB) Detective Ron Smith loves his job, and Metro System riders are fortunate that he does.

Smith and his partner, Sheriff's Detective Keith Shoemaker, are responsible for catching criminals who rob Metro riders, whether they ride bus or rail. Smith and Shoemaker have been remarkably successful.

On May 20, Los Angeles County Sheriff Lee Baca presented Smith with a Distinguished Service Award. The award noted that Smith's "efforts have made a serious impact on crime within the [Metro] transit systems."

The award also noted that Smith's robbery solve rate over the past four years is 35 percent—42 percent in 2007. In part because of the Metro video surveillance and in part because Smith is dedicated and innovative, his arrest rate is more than double the arrest rate of the average Sheriff's station, according to TSB Sgt. Mike Estrada.

Estrada believes the ability of Metro's video system to show deputies crimes in real time gives the Transit Services Bureau a real advantage over other Sheriff's stations.

Smith and Shoemaker start with the robbery report taken by the deputy in the field.



"We take it from there and do whatever it takes to put it together," Smith said. "We rely on video, we rely on informants. I've worked at Metro for seven years, working robberies for the last six. I've developed a lot of informants out in the field. Depending on where the robbery occurred, I'll reach out to those."

Smith believes the nature of a transit system makes solving robberies easier.

"You're not going to commit a robbery in an area that you're not comfortable with," he explained. "To rob on the system, you're going to have to use the system and have knowledge [of it], which means you're going to return to the system."

And he doesn't believe the system is unsafe. "As far as the robberies go, it's usually a robbery a day, systemwide [on average]," Smith said. "Given the number of Metro riders, that's not really too bad when you think about it."

Smith, a 17-year veteran of the Sheriff's Department, finds electronics are the target of most robberies on the system. "Hot now is the T-Mobile Sidekick cell phone, the Apple iPod and the Sony PSP handheld video game."

Smith's advice to Metro riders is to be aware, take notice and perhaps hide electronics.

In six years of solving robberies on the system, Smith has noticed that more juveniles are involved and that armed robberies have decreased. Most robbers now use strong armed [intimidation] methods to separate riders from their possessions."

Smith, a frequent Metrolink rider, likes the transit work. "I've just found my little niche. I've got knowledge of the system and find it's interesting, and I've already developed informants. It's fun," he said. "You grow up as a kid playing cops and robbers and I'm doing it. This is cops and robbers right here—literally."

Smith has arrested some robbers on multiple occasions. He stunned one criminal last year when he explained how he tracked the man down. The robber responded, "Man, I've seen this on CSI [a television show], but I never thought it would catch up to me."

Most of the people Smith has arrested bear him no ill will. They will approach him and mention they have a new baby or how they have turned their lives around.

"You would think that most of the time these crooks you've sent to prison would hate you, but it's all how you conduct yourself. You just tell them, 'Hey, it's just business.' "

Smith and Shoemaker are now working on a series of Red Line robberies.

"Because of his work ethic and his desire to solve these crimes, he is top notch," Estrada said of Smith. "He told me once that solving a 211 [robbery] is like having a puzzle on your desk. What he loves to do is put it all together. We're lucky to have him, especially at TSB, and [Metro] is lucky to have him."

MORE> [See myMetro.net report July 24, 2007:](#) Smith and Shoemaker use a Trojan Horse to solve another crime.

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## [ The myMetro.net Poll ]

### How Are You Coping With Rising Gas Prices?

(June 17, 2008) What do Metro employees think of current issues? This is the first in a series of informal polls.



**Glenn Lujan, Mechanic A,  
Division 1 Central City:**

As far as coming back and forth to work, there's two other individuals that we rotate driving to work with. I'll drive for a week, then the next guy will drive for a week; so sometimes we're only driving ourselves in once a month. I'm probably saving \$180 a month.

- Photos by Ned Racine

**Victor Lares, Mechanic A,  
Division 1 Central City:**

Basically, [I'm driving] the same. I drive less than 15 miles each way. But I did get rid of my wife's SUV just in time; so I'm saving about \$60—probably a little more—a week on gas alone. I bought her a little Civic Hybrid. So, it doesn't kill me as much.



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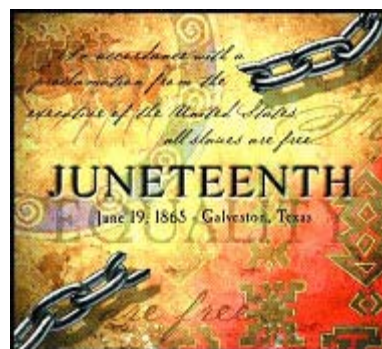
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## [ Club Scene @ Metro ]

### Metro and MWD Employees Team Up to Host Annual Juneteenth Celebration on Wednesday



(June 17, 2008) The Metropolitan Water District's Black Employees Association, the Metro Choir and Metro's African American Employees Association will present a barbecue luncheon and musical tribute in celebration of Juneteenth, an observance which commemorates the announcement of the abolition of slavery in Texas on June 19, 1865.

The program includes a performance by the Metro Choir, which will present the history of Juneteenth in gospel music and the spoken word.

The celebration will be held at noon on Wednesday, June 18, in the MWD Courtyard Patio, adjacent to Union Station. The Texas-style barbecue luncheon will be served for a nominal fee. Free to all comers, AAEA will serve traditional dessert -- strawberry soda and sweet potato pie.



A Juneteenth celebration on June 19, 1900 in Austin, Texas. [More at Wikipedia](#)

noted a report in Wikipedia.

From its Galveston, Texas origin in 1865, the observance of June 19<sup>th</sup> as the African American Emancipation Day has spread across the United States and beyond. -- from Gayle Anderson

Juneteenth commemorates June 19, 1865, the day federal troops arrived on Galveston Island to take possession of the state of Texas and enforce the emancipation of its slaves. That day has since become known as Juneteenth, a name derived from the words June and nineteenth.

Though the Emancipation Proclamation had been issued on September 22, 1862, with an effective date of January 1, 1863, it had little immediate effect on most slaves' day-to-day lives, particularly in Texas, which was almost entirely under Confederate control,

- More on Juneteenth at [www.juneteenth.com](http://www.juneteenth.com) and in [Wikipedia](#)

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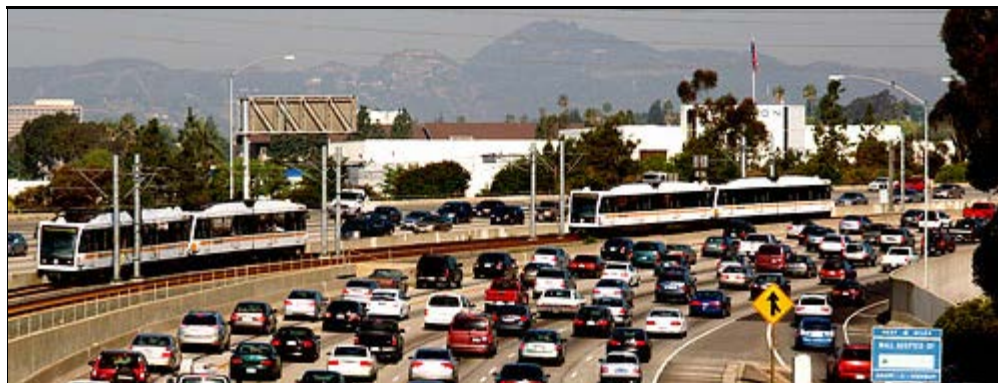
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The Metro Gold Line makes tracks through the rush hour on the 210 freeway. Photo by Deniz Durmus.

## Metro Rail Ridership Surges, Reflecting National Trend Toward Transit

- Red, Purple, Gold lines lead growth of 6 percent
- Check it out: [APTA ridership report](#)

By NED RACINE

(June 17, 2008) Reflecting a national movement toward public transit ridership, Metro Rail ridership last month shot up 6 percent over May 2007, one of the highest one month spikes on record.

The surge was led by gains in subway and Metro Gold Line ridership. The Gold Line reached its highest ridership between Los Angeles and Pasadena. Average weekday boardings totaled 23,141.

Earlier this month the American Public Transportation Association (APTA) announced that Americans took 2.6 billion trips on public transportation in the first three months of 2008, almost 85 million more trips than the first quarter 2007.

More than 1.2 million passengers boarded Metro buses on an average May weekday, slightly above April's levels. Comparing ridership for the full calendar month of May year over year, however, bus ridership is down approximately 5.4 percent.

Metro schedulers explained that in May 2007, Metro bus ridership jumped dramatically as gas prices peaked before the summer driving season, and Metro bus ridership was impacted by the fare increase last July with riders taking fewer discretionary trips.

## Over seven million riders in May

During May 2008, 7,625,541 passengers boarded Metro's two subway lines and three light rail surface lines. That compares to 7,192,173 boardings in May 2007.

The Metro Orange Line carried 1.3 percent more riders along its 14-mile route than it did in May 2007.

"The cost of a gallon of gas now is only slightly less than a \$5 Metro Day Pass, good for unlimited rides day and night on Metro buses and trains," said Metro CEO Roger Snoble. "When you factor in the cost of fuel, vehicle depreciation, maintenance, insurance and parking, hard-pressed consumers can easily save well over \$6,000 a year by going Metro and getting rid of one of the average family's 2.5 cars and trucks."

Nationally, although bus ridership increased 2 percent, APTA reported the bus ridership increase trailed light rail, commuter rail and heavy rail ridership growth. Light rail led all ridership increase among all modes, showing a 10.3 percent increase for the first quarter.

APTA also reported that in the first quarter of 2008, public transportation rose by 3.3 percent. In contrast, the Federal Highway Administration reported that the vehicle miles traveled on United States roads declined by 2.3 percent in the first quarter.

### **Commuter rail ridership increased**

Commuter rail posted the second largest ridership increase at 5.7 percent.

Heavy rail (subways and elevated trains) ridership increased by 4.4 percent. The heavy rail systems with the highest increases in ridership for the 2008 first quarter were Staten Island, NY (12.3%); Boston (8.8%); Jersey City, NJ (6.5%); Los Angeles (5.4%); New York City (5%); Baltimore (4.9%); and San Francisco (4.5%).

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Vance Gilless, left, and Bobby Hupp lead a team of 22 full-time technicians who maintain 124 escalators and 129 elevators. *Photo by Ned Racine*

## Transportation Machines Lead an Up and Down Life

- Each day Metro's elevators and escalators give riders a lift

By NED RACINE, Editor

(June 18, 2008) Bobby Hupp, Vance Gilless and their troop of technicians repair and maintain more than 250 sophisticated machines that move thousands of passengers every day. Yet these machines never use rail or tires.

Robert Hupp is project manager for Vertical Transportation Facilities-Operation. Vance Gilless serves as maintenance supervisor. They and their 22 full-time contracted technicians watch over 124 escalators (excluding the Gateway Building) and 129 elevators.

Hupp emphasizes that elevators and escalators are "just as important as a bus or a train for getting people where they want to go," but realizes the machines are taken for granted. "[People are] used to riding escalators in department stores or at ball games. Those escalators do not get the abuse ours do."

Nor are private escalators near the size of the Metro escalators. Hupp cites the escalator at the Metro Rail Wilshire/Vermont station as an example. That escalator lifts riders 72 feet, which makes it the tallest escalator west of Chicago.

### Five-Year, \$30-million budget

To maintain and repair these transporters, Hupp and Gilless have a five-

year budget of \$30 million. Complicating maintenance are the coins, flash drives, keys, nails and piercings found in the escalators. Vandalism also eats away at Hupp's budget. More about that later.

"Escalators are far more expensive to maintain than elevators," Gilles explains. And escalators are more expensive to purchase. A new escalator that carries riders up one level costs from \$350,000 to \$400,000, without installation expenses.

"They are more complex machines than people realize," Hupp says.

In comparison, a top-of-the-line heavy-duty elevator runs \$175,000 to \$200,000, not including electronic components and installation.

"An escalator requires 10 times the amount of maintenance that an elevator does," Hupp says, explaining that an elevator is really a simple device. It's basically a hydraulic jack, much like the machine that lifts cars at service stations.



Under the familiar steps (or treads) of an escalator, beats the heart of a sophisticated, safety-conscious machine. Below, curving arm is the underside of the handrail. *Photos by Vance Gilles*



The perception that Metro escalators are always broken nags at Gilles and Hupp. Their statistics show that the escalators run 99 percent of the time. Escalators are built, however, with several safety features that will shut down the machines.

#### **Escalators shut down for safety**

An escalator might shut down if someone kicks its side plate or if the combs at the machine's top or bottom sense someone's shoe is caught. "The escalator is actually doing what it is supposed to do," Hupp says.

The shutdown might result from someone simply hitting the stop button. Via station security cameras, Hupp has seen children shut down every escalator in a station, leaving Hupp and Gilles to devote time and money to restarting escalators felled by someone's idea of a joke.

For some escalators, Hupp and Gilles receive 12 to 15 service calls a day, pulling technicians from regular maintenance and repair.

Vandals also cut the black handrails. Earrings or screws dropped down the steps shorten the life of these aluminum parts. This year Metro will spend approximately \$650,000 to repair steps damaged this way. Each step (or "tread") costs approximately \$160 to replace.

The age of some Metro escalators makes maintenance especially tricky. For multiple Green Line escalators, for example, their manufacturers no longer make replacement parts. For two escalators in Union Station, replacement pieces have to be hand made. So Vertical Transportation Facilities-Operation has begun hiring machine shops to fabricate parts unavailable for purchase.

What can the conscientious escalator rider do to preserve these useful machines? Gilless asks riders to call maintenance if they see something dropped on an escalator step—a white decal on each escalator contains the number to call. Gilless and Hupp appreciate quick notice because over time those objects grind away the steps.

**Escalators not a staircase**

Hupp asks riders to use escalators as they were intended. “They are not a staircase,” he emphasizes. “They are to be ridden—not climbed up.” Hupp says when people run up and down an escalator, they overload some of the steps, straining the drive gears and the step mechanism. Bicycles can damage the treads with their crank gear, one reason bicycles are not allowed on Metro escalators.

“It’s a great device for moving people quickly,” Hupp says of escalators. “We take it for granted because we use it every day. It’s a piece of equipment that can hurt you if you’re not paying attention. So take it seriously.”

- [Continued on Part II](#): Gilless and Hupp look for new weapons in fighting the battle against vandalism.



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Metro Bus Operator Hector Lopez sits in a parked bus at Central City Division 2 holding up the May 18 edition of the *Daily Breeze*, which chronicled his first place victory at the Palos Verdes Marathon the day before. Lopez runs at least four to five full-length marathons every year.

*Photo by Jimmy Stroup*

## Flipping Channels Gives Bus Operator the Marathon Bug

- Hector Lopez doesn't just run marathons – he wins them

By JIMMY STROUP

(June 18, 2008) Who would watch a marathon race on television from a comfortable sofa and think, "I could do that."

Well, Hector Lopez.

In 1991, the 23-year-old Hector Lopez was flipping channels and settled on coverage of the finish of a marathon race. He said to himself, "I could do that." Now he has run more than 40.

"I just had this strong feeling that I could do it, and my first one was the LA Marathon in 1991," the Crossroads Depot Division 2 bus operator says. "I trained myself for two months. I was really inexperienced and it was difficult for me; I almost quit."

"Inexperienced" is an understatement. Lopez, a part-time operator, had never really done anything athletic. In high school he says he went to the gym for about a month before he grew bored. He gave baseball a try, but dropped it.

"At one point in the race, I was closer to my house than I was to the finish

line, and I thought about catching a bus home," Lopez says. "After I finished, though, I was hooked. When you finish a race, you feel like you're reborn."

### **From inexperienced to expert**

Only five years later, Lopez was running the 26-mile course in 2 hours 18 minutes – just 14 minutes slower than the current world record. But Lopez tends to downplay the elite level of competition he had joined.

"Sure, I was close to the record," he says. "But that 14-minute difference is a lot more work than it seems. I was training hard and in the best shape of my life, and that's the closest I ever came."

Now 40, Lopez runs marathons four or five times a year. On May 17, he ran and won the Palos Verdes Marathon. He ran the 26.2-mile course in 2 hours 43 minutes, beating his closest competitor by five minutes.

Lopez's age bracket – 40 and over – is referred to as the "Masters" bracket. Where once his goal was to finish a marathon and next to win one, Lopez's latest goal is to finish in the top spot in the national Masters marathon in Twin Cities, Minn. He finished 5th last year.

"The top competitors in the sport are young, that's true, but some older people are hanging in there," Lopez says. "I have friends in their 80s running marathons – and passing younger people right and left. There's no age limit to this sport."

### **Coming out on top**

Lopez says marathon running is a strange sport because even though you run with hundreds or even thousands of people, you're really only competing against yourself.

"I recognize people who are competing at my level because we're at the same events all the time. I try not to get to know them too well or even pay attention to their names.

"I'm not trying to be unfriendly. I just don't want to harbor bad feelings against a certain guy because he beats me." But not knowing their name doesn't mean he doesn't know who they are.

"At the San Diego Marathon, I had been trailing this guy the whole race and it took me a long time to pass him," he says. "I saw him at mile 23. There was this turnaround and I thought, 'I have to get this guy.' I was feeling strong, so I turned it up some and finally caught him at mile 25."

Lopez ended up beating that competitor by 30 seconds, attributing his victory to his rigorous training.

### **Training and plans for the future**

During a normal week, Lopez runs an average of 60 miles a week. When preparing for a race, that lengthens to 80 miles a week and is accompanied by a stricter diet regimen.

"You have to stay limber and stretched out, otherwise you're finished," he says. "And you have to keep the extra weight off. That makes a huge difference. Five pounds of extra weight is five pounds you have to carry with you for 26 miles."

Lopez doesn't have any special advice for achieving racing success. As tells

his son, who dabbles in running, "Running isn't magic. It's dedication."

"I hear people talking about height being a factor, or age – and I believe it may be an advantage to be short," the 5-foot-5-inch Lopez says. "But I think it's all about training in the end."

"Maybe later in life if I get less competitive, I may find a new hobby or [compete] part time," he says. "But probably not. I'm looking forward to competing in the next age bracket – and then the one after that."

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John Miller shows off his antique kerosene signal lamp at his 90th birthday bash. Miller, a project engineering manager helped give birth to the BART and Metro Rail systems. *Photos by Ned Racine*

## Railroad Man John Miller Turns 90; Keeps Metro Rail Agreements on Track

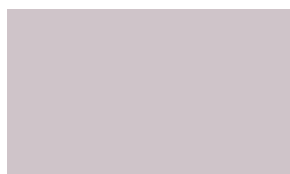
- 'Father of all Metro light rail lines' also helped build BART

By NED RACINE, Editor

(June 18, 2008) John C. Miller is a 90-year-old railroad man. He's worked for railroads for 60 years. And when he was coaxed from retirement in 1983, what did he do? He became a transit railroad man, helping build the Metro Rail system.

To commemorate Miller's 20 years of service to Metro and mark his birthday, Mike Cannell, general manager of Rail Operations, will present Miller with a plaque during tomorrow's Operations Committee meeting.

When John Miller's colleagues joined him for a May 16 celebration commemorating his 90th birthday, they knew him well enough to place toy train cars on his whipped cream cake.



Rail Operations DEO Aida Asuncion braces the birthday cake for John Miller's 90th birthday candles blowout.



Before the cake was cut, Mike Cannell, general manager of Rail Operations, called Miller the "father of all our rail lines," referring to Miller's instrumental role reaching agreements with the Southern Pacific Railroad to acquire rights-of-way for Metro's light rail lines.

Besides paying tribute to Miller as an engineer, Cannell told the birthday guests that Miller watches over all the Metro rail agreements—some over 25 years old—as well as working on the Expo Line project and the Crenshaw-Prairie Transit Corridor.

Miller, a project engineering manager, also negotiates with the Public Utilities Commission regarding Metro's railroad crossings. He testifies in court for Metro and has become involved in rail accident investigations.

Kathleen Sweet, principal environmental specialist, noted that Miller was the architect of the original Blue Line and Metrolink agreements. "He sets out to do [things] in a very different, gentle way," she said.



Bonnie Verdin, left, and Kathleen Sweet are among the 25 or so birthday celebrants.

Norma Flores, Return to Work coordinator, tickled Miller with the group gift—a Southern Pacific Railroad kerosene signal lamp made in 1921, when Miller was three years old—the perfect gift for the man who has three train calendars hanging on his office walls.

Flores captured the tone of the celebration when she added she didn't want to give Miller a red lamp, representing a stop signal, because she doesn't want the Pattison, New Jersey, native to stop!

"Mr. Miller is a very polite person," said Flores, who has worked with Miller for five years. "He's one of the most diplomatic persons I have ever met.



He's positive. He protects the agency. He does that without hoopla and he never complains. A lot of people could learn from him."

Tom Eng, safety certification and operations manager, recalled when he and Miller were first walking the route of what became the Metro Gold Line. He thought to himself, "Don't go too far or too fast for John." But when they had finished their 1.5-mile walk, Eng was tired and hot. Miller said, "Tom, you stay here. I want to check something else."

"The nice part . . . is to be able to participate in work I really enjoy," Miller told his colleagues in his composed voice. "Work I still enjoy or I wouldn't be here."

Miller was born in 1918, the age of steam locomotives, when trucks and highways were much less important to industry than rail. World War I ended that year. An influenza plaque began. It would kill as many as 40 million people worldwide. When Miller was six months old, it killed his father.

He graduated college with a Bachelor of Science degree in Civil Engineering. After working a year for the New York Central Railroad, he briefly left railroads behind, serving four years as an officer in the United States Navy during World War II.

Facing a glutted post-war job market, Miller found work with the Western Pacific Railroad headquartered in San Francisco. He stayed 34 years.

Miller battled crew deaths, derailments, rock slides, storms and the mercurial moods of the Feather River Canyon—100 miles of the Western Pacific ran through the canyon.

While working at Western Pacific in the 1960s, Miller discovered a win-win situation for the railroad and helped give birth to the Bay Area Rapid Transit District (BART), much of which is built on Western Pacific right-of-way.

"I talked to our chief engineer and then our president, and I suggested to them that the ways our lines were laid out, it would be advantageous to our railroad to accommodate [BART] on our right-of-way, which would result in improvements to our bridges, closures and grade crossings."

In 1983 he began working on Metro's agreement with Southern Pacific Railway to acquire the right-of-way that became the Metro Blue Line. "I did this on the Western Pacific [railroad], and I just kept going."

Stefan Chasnov, DEO Human Resources, noted at the birthday celebration that Miller is Metro's oldest non-contract employee. Would Miller still be working when he is 100, Chasnov asked. "I won't pledge to that," Miller said wryly.

What does Miller attribute his longevity to?

"Of course, the good Lord has given me health," Miller answered. "I kind of watch my diet. I don't eat a lot of meats or fats. I try to eat a lot of vegetable and fruits, and, of course, I gave up smoking years and years ago. Maybe every once and in a while, I'll have a glass of wine. I try to do calisthenics every day. I try to live by the Golden Rule, so to speak."

So why his fascination for railroads?

"That's hard to say," Miller responded. "When I was a youngster growing up there was a railroad within sight of our house. I could see the trains. And, of course, I had a Lionel train for Christmas. It's one of those things; it's ingrained and it's interesting."

What is the Orange County resident most proud of when he looks back on his considerable body of work?

"The work on the railroads and the work I did getting BART built," he answered. "And down here was probably the most important work I did. Because it's coming to use in a critical time in history. This is a critical thing for the city and the area: to get this transit system in operation."

"Now, of course, it's on everybody's mind because it's an alternative," Miller said. "And they're beginning to wake up that it's an alternative to the congestion on the highways."

What gets him up in the morning after all these years working? "Just getting things done, getting things moving," said the grandfather of two. "Since Mike took over, it's a dynamic thing right here on this floor [11]. He's doing a lot of things. Hopefully, I can help him."

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CEO Roger Snoble sharpens the visibility of alternative modes of transportation at 'Dump the Pump' Day news conference.

## Metro, Transit-Related Agencies Join National Movement to 'Dump the Pump'

By JIMMY STROUP

(June 19, 2008) Metro Board Chair Pam O'Connor and CEO Roger Snoble were among local transit leaders urging drivers to embrace public transit as part of national Dump the Pump Day, June 19.

In the painful context of rising gasoline prices, O'Connor and Snoble hoped their message would cool drivers' love affair with their cars.

"Industry watchers are telling us that the days of \$2 a gallon gas are over. Gone. Goodbye," O'Connor said. "Today public transit agencies are gathered across the country to encourage people to 'dump the pump.'"

More than 125 public transportation agencies in 28 states joined the American Public Transportation Association to make June 19 the day to emphasize that transit—in its many forms—can be a solution to rising transportation costs.

"We're very excited that people are looking for an alternative [to solo commuting] and we're trying to provide that for people," Snoble said. "We can really make a huge difference. We need to look at ways to travel that not only save money but help the environment, too."

According to AAA, annual costs of driving your own car range from \$6,320 for small sedans to as much as \$10,488 for mid-sized SUVs. Both O'Connor and Snoble pointed out that a Metro Day Pass is just \$5 a day for

Metro field service truck towing a gas-guzzling SUV parades by transit officials and media cameras. A Metro articulated bus, followed by the newly branded Metro Vanpool comes to the rescue of solo commuters.

unlimited riding, which is about what a gallon of gas costs.

"Think about that SUV," O'Connor said. "\$50,000 over a five-year period – that's a down payment on a house. It only costs \$744 a year to Go Metro. Compare that with any other way of getting around."

### **Partnering with like-minded agencies**

Metro wasn't the only agency pitching public transportation. Metrolink Assistant Executive Officer Steve Wylie said with the combination of Metro and Metrolink someone can get virtually anywhere in Los Angeles County.

AAA's Steve Finnegan, manager of government affairs and public policy, suggested that carpooling can help reduce traffic congestion and costs. He also said that small adjustments can influence the pocketbook in big ways.

"A person's driving style can have a big impact on the kind of gas mileage they get," Finnegan said. "Driving economically and keeping [your car] well-maintained can reduce your annual car costs by 10 to 20 percent."

Transit's environmental benefits were a primary focus of the press event. O'Connor – a long-time advocate for environmentally-friendly behavior – highlighted that topic.

"There are obvious environmental benefits," she said. "Think about your carbon footprint. The simple [action] of using public transit reduces carbon pollution."

"There is no greater step you can take to reduce your carbon footprint than to take public transit," Wylie added.

In a visual demonstration of dumping the pump, one of Metro's Freeway Service Patrol tow trucks drove up with a Toyota Highlander in tow, complete with two five-gallon gas canisters strapped to the top of the SUV. O'Connor took great pleasure in dressing down "Guz," the gas-guzzler.

"Hey Guz! You're getting too expensive. It's just too much money to feed you!" she said. "Plus, since we're being straight, you kind of smell bad."

She then unceremoniously "dumped" the SUV – only to suggest people replace "Guz" with a variety of Metro products: Metro Rail and bus



service, as well as Metro Vanpool.

To drive the point home, a Metro Local articulated bus and a Metro Vanpool van (complete with the new advertising motif) drove by and parked.

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## Vandalism Prematurely Ages Vertical Transportation Machines

- Maintenance team innovates to protect agency assets, rider access

By NED RACINE, Editor

(June 19, 2008) The elevator and escalator maintenance staff expects their machines to age. What troubles them is the vandalism prematurely aging their millions of dollars of equipment.

Particularly susceptible are Metro's 129 elevators. They are damaged by dropped pens and kicking feet and ballpeen hammers and human urine. "What's destroying our budget is the vandalism," explains Bobby Hupp, project manager for Vertical Transportation Facilities-Operation.

Recently an elevator in the Green Line's Avalon station was trashed by someone using a ballpeen hammer to break each elevator window—a determined effort since that vandal had to break two layers of safety glass separated by a vinyl film.



All the hand rails have been stolen from this Harbor Transitway elevator.

Because of safety regulations, an elevator cannot run with broken glass. So even though the elevator was mechanically fine, it could not move per California regulations. Each broken sheet cost \$1,200 to replace.

Elevators in the Green Line's Manchester station recently had their lights broken, indicator light and handrails stolen and floor damaged. Repairs will total \$22,000, without the cost of labor.

Vertical Transportation Facilities-Operation estimates at least 25 to 30 percent of its maintenance budget is spent on repairing vandalism. "We don't have a vandalism budget," notes Vance Gilless, maintenance supervisor for Vertical Transportation Facilities-Operation.

The type of vandalism changes with the season. "In the warmer months we get more scratching, graffiti, more cut hand rails [on escalators]," Hupp says. "In the winter months our elevators become encampments for the homeless. I've seen things in these elevators I never dreamed I would see."

Still Hupp says the elevators are in service 99 percent of the time.

Every morning Hupp's mechanics perform a sweep of their assigned elevators to ensure they are up and running. In addition, the mechanics

have daily, weekly and monthly maintenance assignments. So if an elevator is down, it may only be down for a 20-minute maintenance inspection.

"We schedule our maintenance after rush hours; we try to do it . . . mid-morning or early afternoon, so we don't impact patrons who use our equipment," Hupp insists.

Inoperable elevators not only inconvenience Metro riders, they present an obstacle for passengers with disabilities. Hupp sites vandalism to the Harbor Transitway's 37th Street USC/Exposition Park station, one of the transitway's 12 elevators, as creating such an obstacle.

Although the station has twin elevators, they are on opposite sides of the 110 Freeway, so if one of them is damaged, it's a significant barrier for a disabled person. When Metro offers alternate services in these situations, it incurs additional costs.

And, of course, repairing vandalism steals resources from other projects. At the Green Line's Aviation station alone, \$90,000 has been spent over the last six months to repair vandalism.



At the Green Line's Avalon station, urine has rotted a ¾-inch by ¾-inch steel bar that provides external support for elevator windows.

- Photos by Ned Racine

Part of the damage stems from people using station platforms as urinals. At the Avalon station, for example, urine has rotted a ¾-inch by ¾-inch steel bar that provides external support for elevator windows.

"We are probably going to spend \$500,000 this year just for urine-related damage," Hupp says. Elevator floors suffer the most, both from the corrosive quality of the urine and the chemicals used to neutralize it.

Hupp says it is not unusual to receive an elevator cleanup call every hour at the 7<sup>th</sup> Street and Metro station, for example. Hupp says the onsite custodian there "actually caught a gentlemen in a three-piece suit, with a briefcase, urinating in one of our elevators."

Besides creating an odorous situation, the urine flows behind the flooring and eats away components of the elevator floor. So Gillless and Hupp are trying new ways to protect the elevator mechanisms.



Bobby Hupp shows the damage urine has done to the floor of an elevator along the Harbor Transitway.

Technicians will soon begin replacing Harbor Transitway elevator floors with a single sheet of stainless steel. Other technicians will soon install a stainless steel floor in the shape of a square pan, borrowing a successful idea from the

Metropolitan Atlanta Rapid Transit Authority.

Unfortunately, these floors run \$12,000 to \$15,000 each, more than twice the cost of the usual floor, but Hupp hopes it will extend the life of the floor by three or four times.

"Currently, we are replacing floors as fast as we can," Hupp says. "We get about a year's life out of a floor." The new stainless steel floors are expected to last three to five years.

Hupp shakes his head as he recalls a young mother pushing a baby stroller, with a rag over her face, to reduce the smell from the elevator she was about to enter.

Even with all the tools and dedicated technicians at his disposal, Hupp believes the turning point in his battle to lengthen the life of his equipment would be human beings showing more respect for their fellow human beings.

[Continued from Part I:](#) Transportation Machines Lead an Up and Down Life


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## Board Chair Hosts Final Chat, Swaps 'Staycation' Ideas With Participants

- Online audience requests more bikeways and light rail
- [Metro Interactive](#): Transcript of sixth live chat

By NED RACINE, Editor

(June 19, 2008) Holding her final chat as Metro Chair (at least for the foreseeable future) Pam O'Connor swapped "staycation" ideas during her noon-hour chat June 18.



**Seeing green:** Pam O'Connor stays on message.

A staycation is spent at or near one's home, allowing someone to experience local attractions he or she might ordinarily miss. Staycations are now more prominent on the cultural landscape because exploding fuel prices are colliding with summer vacation plans.

O'Connor answered 22 questions during the hour-long chat, many on recurring issues such as the need for more bicycle lanes, removing gas-guzzling cars from

the road and what projects might be built if voters approved a half-cent sales tax limited to funding transportation projects.

But ideas for staycations—highlighting participants' favorite Los Angeles County haunts—flew in as well.

O'Connor added a wrinkle by suggesting her audience travel to their staycations on Metro's bus and rail system.

"One fun trip is the Metro docent-lead tours of the rail art programs ... along the Red and Purple subway lines and all the light rail lines," O'Connor wrote. Other staycation advocates quickly chimed in.

Lynnae promoted the Metro Blue Line from Downtown Los Angeles to Long Beach as "a great day trip. It lets you off downtown, where you can walk to the Pike restaurants and shops, the Queen Mary, Aquarium of the Pacific, or the downtown Arts District."

Karin painted a relaxing picture of free jazz concerts in Warner Center Park and recommended chat participants take the Metro Orange Line to get there.

"There are concerts at the band shell in Pasadena and at the Pier in Santa Monica," O'Connor added. "There are many possibilities for inexpensive summer fun by taking transit there."

Jean suggested, "Taking bikes on the Green Line to the end at Redondo

Beach and then taking a ride on the new Redondo Beach Bike Path. Other options are Hermosa Pier or Redondo Pier for something to eat. But the best thing is to ride along the ocean, which is particularly beautiful around here."

When the online conversation returned to core transportation issues, Alek suggested that drivers consider all the costs when comparing driving costs and Mass Transit costs—not just fuel prices. Alek included auto repairs, insurance, financing, registration, insurance, parking and moving violations in drivers' costs.

"Overall, you could spend on Mass Transit \$750 a year, while yearly driving expenses could easily add up to \$4,000-7,000 or more, depending on the car."

O'Connor signed off by reminding the audience that her year as Chair of the Metro Board is coming to an end. "I look forward to continuing to work on these issues, and especially sustainability, over the next few years as a Board member."



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Tatiana Martinez and Maria Alamilla sport their new Metro Greeter buttons and practiced greeting wave.

*Photo by Ned Racine*

## Metro Greeters Sport New Badges to Help Travelers Avoid Panic Button

By NED RACINE, Editor

(June 24, 2008) The blue-and-white buttons are new. The eagerness to help remains the same.

While Maria Alamilla and Tatiana Martinez, both customer information agents and Metro Greeters, helped direct travelers at the Rotary International Convention at the Los Angeles Convention Center June 16 to 18, they were also unveiling the new Metro Greeter buttons.

The button text asks "Hello. Need help?" The Metro Greeters supply the help.

Dressed in their safety vests and buttons, Alamilla and Martinez had no trouble attracting the puzzled. Attendees asked Alamilla and Martinez how to take the Metro System to locations from Glendale to Venice Beach.

"They were amazed at the low fare of Metro and Dash compared to the taxi," Alamilla recalled.

"They were excited they [could] spend less on transportation than a meal in the Convention Center," Martinez added.



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Sam Hess, mechanic "A" leader, played paparazzo and captured a pack of coyote pups frolicking near the Division 4 vehicle maintenance area. Photos by Sam Hess

## Wild Kingdom: Coyote Family Offers Daily Show for Division 4 Workers

BY Ned Racine, Editor

(June 25, 2008) We all have beastly work days now and then, but how often do we have wild animals entertain and amaze us at work?

For two weeks, a pack of coyote pups frolicked, wrestled, lounged, watched and hid, entertaining and amazing Non-Revenue Division 4 workers and offering them a view of the wildlife within Los Angeles County.



The coyotes took up residence in bushes on Metro property bordering the Los Angeles River. That put them approximately 75 to 100 yards from the mechanics servicing Division 4's non-revenue vehicles.

When Jesus Soltero, mechanic "A", asked Sam Hess if he had seen the coyote pups, Hess' reaction was, naturally, "What?"

Intrigued, Hess, a mechanic "A" leader, took photos of the pups from the maintenance building roof. The mechanics weren't the only group watching. For two weeks, a variety of workers checked in on the pups and their mother.



"[The coyotes] had a nice little audience there for a little bit," Hess said. "Everyone was curious to see the coyotes playing like regular pets."

Although these were not pets, the coyote (*Canis latrans*) is a close relative of the domestic dog and wolf, according to the Humane Society of the United States.

To observe the coyotes, however, took some discipline. Hess cautioned the mechanics not to stand at the fence. When the coyotes saw any movement there, they would hide.



Hess, who has three dogs of his own, estimated the pups were three months old. And, from what he could see, they were healthy.

Coyotes, of course, are not always welcome in Los Angeles County, as they were at Division 4, where the pups were a source of wonder.

"People here really fell for those pups. I don't think anyone that saw them would think badly of coyotes after seeing these pups," Hess said.

About two weeks ago, Metro maintenance cut back the weeds where the pups were playing. They haven't been seen since. Hess believes they went back down the river where they came from.

"It was really interesting to have something amazing like that so close," Hess said with awe.



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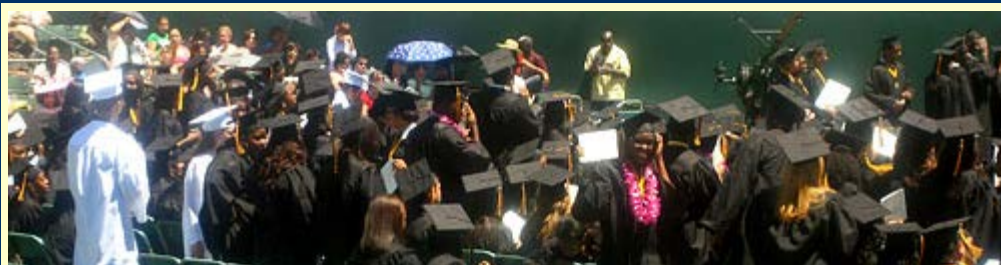
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## METRO HONOR ROLL - Class of 2008



**Clara Deniece Youngblood**, center in bright pink lei, daughter of Senior Customer Services Officer Edith Goff-Youngblood, graduates from King/Drew Magnet High School of Medicine and Science in Los Angeles. The graduation ceremony was held June 19 at the Long Beach City College Memorial Stadium. *Photo courtesy of Edith Goff-Youngblood.*

- The Metro Honor Roll is compiled by Jimmy Stroup.

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

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## A

**Jennifer Adkins**, daughter of Train Operator Thomas Adkins, graduated from University of California Davis Law School with a Juris Doctorate.

**Jennifer Aguilar**, daughter of Bus Operator Victor Aguilar, graduated from St. Paul High School in Santa Fe Springs.

**Walter Aguinaldo**, son of Mechanic "A" Wilson Aguinaldo, graduated from Centennial High School in Corona.

**William Aguinaldo**, son of Mechanic "A" Wilson Aguinaldo, graduated from Riverside Community College with an AA in Fire Science Technology.

Community Relations Intern **Mario Anaya** graduated from University of California Los Angeles with a BA in Global Studies.

**Vanessa Anaya**, daughter of Mechanic "A" Jaime Anaya, graduated from El Camino College with an AA in General Education.

**Maureen Andrade**, daughter of Train Operator Gladis Nuila, graduated from Cal State Fullerton with a BA in Human Services.

**Daniel Arguello**, son of Equipment Maintenance Supervisor Wayne Arguello, graduated from University of California Los Angeles with a BS in Physics.

**Kristina Arvidson**, daughter of RFS Manager Ken Arvidson, graduated from

San Jose State University with a BS in Speech Therapy.

Mechanic "A" **Tyrone Asencio** graduated from Mt. San Antonio College with an AS in Agriculture Technology.

**Dwight Asuncion**, son of Systems Project Manager Mila Asuncion, graduated from University of California Berkeley with a BS in Industrial Engineering and Operations Research.

**John Atienza**, son of Senior Auditor Willie Atienza, graduated from Cal Poly Pomona with a BS in Construction Engineering.

**Paul Atienza**, son of Senior Auditor Willie Atienza, graduated Cum Laude from Cal State Long Beach with a BS in Business Administration and Accounting; he has been accepted at USC Law School.

**Alan Au**, son of Electronic Communication Technician William Au, graduated with honors from University of California Irvine with a BS in Information and Computer Science.

**Edward Avila**, son of Rail Transit Operations Supervisor Alma Albarran, graduated from West Covina High School.

**Eric Ayala**, son of Messenger Clerk Laura Chaltron, graduated from Pioneer Baptist High School in Norwalk.

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## B

**Andrew Balderrama**, son of Equipment Record Specialist Renee Bustillos, graduated from Arizona State University with a BA in Performing Arts and Dance.

**Hannah Sidney Batistelli**, daughter of Supervising Engineer Martin Batistelli, graduated from Diamond Bar High School.

**Jasmine Bautista**, daughter of Bus Operator Linda Jordan, graduated from John Muir High School in Pasadena.

**Nesha Beavers**, daughter of Bus Operator Debra Beavers, graduated from John H. Glen High School in Norwalk.

**Bernadette Benavente**, daughter of Mechanic "A" Leader Oscar Benavente, graduated from Colony High School in Ontario.

**Michael Anthony Benitez Jr.**, son of Bus Operator Michael Anthony Benitez Sr., graduated from Los Altos High School in Hacienda Heights.

**Kimberly Bettis**, daughter of Bus Operator Charles Bettis, graduated from Cal State Los Angeles with a BA in Social Science.

**Alexander Jamal Brame**, son of Senior Secretary Avis Brame, graduated from Pomona High School.

**Steven Braswell**, son of Assignment Coordinator Toni Roberts, graduated from Upland High School.

**Ashley Brown**, daughter of Bus Operator Dierdre Brown, graduated from LA College International with an AA in Business Administration.



**Reginald Brown Jr.**, son of Bus Operator Deirdre Brown, graduated from the Watts Labor Community Action Committee's Construction Program.

**Tyrone Burwell**, son of Bus Operator Linda Jordan, graduated from the University of New Mexico with a BA in Sociology.

Equipment Record Specialist **Renee Bustillos** graduated with honors from Cerritos College with an AA in Business Administration.

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## C

**Michael Anthony Cano**, son of Bus Operator Alice Cano, graduated from Schurr High School in Montebello.

**Veronica Cardenas**, daughter of Real Estate Officer Maria Valenzuela, graduated from University of California Los Angeles with a BA in Sociology.

**Desiree Carter**, daughter of Bus Operator Christine Carter, graduated from Upland High School.

Auditor **Claudia Casasola** graduated from University of Phoenix with a Masters of Business Administration and Technology Management.

**Edwin Alejandro Casasola**, son of Auditor Claudia Casasola, graduated from Northview High School in Covina.

**Kan Chhaya Chhith**, child of Facilities Systems Technician Hean Chhith, graduated from Cal State Northridge with a BA in Public Sector Management.

**Tiara Clark**, daughter of ITS Word Processor Patricia Clark, graduated from Los Angeles Southwest College with an AA in Interdisciplinary Studies.

**Tyler Maurice Clemons**, son of Bus Operator Richard Maurice Carter, graduated from Capital University with a BS in Computer Science.

**LaChristina Colclough**, daughter of Bus Operator LaCastr Horton Colclough, graduated from Dorsey High School in Los Angeles.

**Kiara Cummings**, daughter of Assignment Coordinator Clerk Brenda Cummings, graduated from Carson Christian High School.

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## D

**DeWayne Day**, son of Rail Equipment Maintenance Supervisor Ronald Green, graduated from Cerritos High School.

**Maritza De La Rosa**, daughter of Storekeeper Ernie De La Rosa, graduated from Schurr High School in Montebello.

**Ricardo De Leon**, son of Facilities System Technician Victor De Leon, graduated from Don Bosco Technical Institute (High School) in Rosemead.

**Jordan John Dela Luna**, son of Bus Operator Flores Dela Luna Jr., graduated from Chatsworth High School and was honored with the

Principal's Medal.

**Richard Delamotte**, son of Mechanic "A" Brian Delamotte, graduated from Duarte High School.

**Deeanna Delelio**, daughter of Computer Operations Specialist Michael Delelio, graduated from Cal Poly Pomona with a BA in Marketing.

**Michael C. Delelio**, son of Computer Operations Specialist Michael J. Delelio, graduated from St. Francis High School in La Canada.

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## F

Customer Service Agent **Crystal Fairley** graduated from Cal State Dominguez Hills with a BS in Business Administration.

**Adrian Farias**, son of Employment Processing Specialist Angie Farias-Sanchez, graduated from Los Altos High School in Hacienda Heights.

**Vanessa Ferreira**, daughter of Real Estate Assistant Lida Ferreira, graduated from Cal State Fullerton with a BA in English.

**Patrick Frelo**, son of Transit Operations Supervisor Donna Sanders, graduated from La Mirada High School.

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## G

**Jason Garry**, son of Contract Administrator Veronica Hargrove, graduated from Cal State Fullerton with a BA in Communications.

**Eve Lenora Gatewood**, daughter of Senior Contract Administrator Barbara Gatewood, graduated from American University with a BS in Psychology.

**April Gonzales**, daughter of Service Attendant Angelita Gonzales, graduated from Cal State Los Angeles with a BA in Child Development.

**Chase Gordy**, son of Acting Director of Wayside Systems Randolph Gordy, graduated from Etiwanda High School in Rancho Cucamonga.

**Maria Kristina Guillen**, daughter of Train Operator Herbert Guillen, graduated with honors from John Marshall Magnet High School in Los Angeles.

**Joanne Gutierrez**, daughter of Executive Secretary Myrna Aranda, graduated from Loyola Marymount University with a BS in Business Administration (Finance).

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## H

**Debra Hale**, daughter of Bus Operator Evan Hale, graduated from Santa Monica Catholic High School.

**Michael Hesser**, son of Assistant Transportation Manager Bill Hesser, graduated from Downtown Magnet High School.

**Kara Higgins**, daughter of Third Party Administration Manager John Higgins, graduated from Tustin High School.

**Ryan Higgins**, son of Third Party Administration Manager John Higgins, graduated from Santa Ana College with an AA in Fire Technology. He also graduated from Orange Coast College with an AA in Business Administration.

**Heidi Anne Humberstone**, daughter of Equipment and Maintenance Supervisor Frank Humberstone, graduated from Cal State San Marcos with a BA in Education.

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## J

**Dustin Jackson Jr.**, son of Bus Operator Narvolean Jackson, graduated from Colony High School in Ontario.

**Crystal Jones**, daughter of General Services Custodian April Jones, graduated with honors from Community Harvest Charter School in Los Angeles.

**Carla Jurado**, daughter of Transit Operations Supervisor Martin Jurado and Transit Operations Supervisor Francisca Montes-Jurado, graduated from Santa Monica City College with an AA in Liberal Arts.

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## K

**Vanessa Ashley Kennedy**, daughter of Bus Operator Rhonda Kennedy, graduated from Colony High School in Ontario.

**Kam King**, daughter of Bus Operator Margaret Moss, graduated from Arizona State University with a BA in Sociology.

**Christine Kunishige**, daughter of Equipment Maintenance Supervisor Calvin Kunishige, graduated with honors from Cal State Northridge with a BA in Liberal Studies.

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## L

Senior Administrative Analyst **Michael Lambeth** graduated from University of LaVerne with a Masters of Business Administration.

**Samantha Lynn La Patka**, daughter of Transit Operation Supervisor Thomas La Patka, graduated from University of California Riverside with a BS in Biological Sciences.

**Helen Lee**, daughter of Communications and Central Systems Engineer "I" Edward Lee, graduated with honors from California Institute of Technology with a BS in Chemical Engineering and a BA in Business Economic Management.

**Jason Lee**, son of Senior Engineer Glenn Lee, graduated from Glen A. Wilson High School in Hacienda Heights.

**Lawrence Lee**, son of Senior Engineer Glenn Lee, graduated from University of California Riverside with a BA in Business Economics.

**Constance Little**, daughter of Procurement Secretary Fe Alcid-Little, graduated from South El Monte High School.

**Yzette Lopez**, daughter of Senior Community Relations Officer Olga Lopez, graduated from Huntington Park High School.

**Alyssa Lozano**, daughter of Equipment Maintenance Supervisor Alfred Lozano, graduated with honors from La Mirada High School.

Contract Administrator **Amy Ly** graduated from Cal State Los Angeles with an MS in Public Administration.

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## M

**Nestro Dominic Maranan**, son of Senior Accountant Remedios Maranan, graduated from John Marshall High School in Los Angeles.

**Patricia Markham**, wife of Operator Robert Markham Jr., graduated from Cal State Dominguez Hills with a BA in Interdisciplinary Studies.

**Ashley Meachem**, daughter of Transportation Planning Manager III Jami Carrington, graduated from King/Drew Magnet High School of Medicine and Science in Los Angeles.

**Megan Mendoza**, daughter of Contract Administrator Ben Mendoza, graduated from University of California Irvine with a BA in Art History.

Transportation Planner "I" **Doreen Morrissey** graduated from Cal Poly Pomona with a Masters in Landscape Architecture.

**Michelle Morrow**, daughter of Bus Operator Suzanne Morrow, graduated from Carson High School.

**Brandon Mundy**, son of Mechanic "A" Tony Mundy, graduated from Lakewood High School.

**Ariel Nicole Murphy**, daughter of Grievance Hearing Officer Esther Reed-Murphy, graduated with high honors from the Los Angeles County High School for the Arts and has been accepted at Dartmouth College.

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## N

**Breonna Narcisse**, daughter of Bus Operator Carmen Martin, graduated with honors from John C. Fremont High School in Los Angeles and has been accepted at University of California Berkeley.

**Apolonia Navarrete**, daughter of Bus Operator Cuauhtli Navarrete, graduated from Los Angeles High School for the Arts.

**Tiffany Amber Navarro**, daughter of Customer Service Agent Maria Tellez, graduated from John Marshall High School in Pasadena.

**Tawny-Marie Nocon**, daughter of Maintenance Specialist Leader Constantino Nocon, graduated from University of California Irvine with a BS in Biological Science.

**Chioma Nworisa**, daughter of Bus Operator Joy Queen, graduated from Locke High School in Los Angeles.

## O

**Frank A. Olivas**, son of Service Attendant Frank Olivas, graduated from Monrovia High School.

**Charmisse Owens**, daughter of Mechanic "A" Terry Owens, graduated with honors from Clark Atlanta University with a BA in Public Relations.

Transportation Planning Manager IV **Scott Page** graduated from Cal State Long Beach with a Masters in Public Administration.

## P

**Ryan Christopher Parker**, son of Bus Operator Christopher Parker and Train Operator Reyna White, graduated from Mayfair High School in Bellflower.

**Sachi Shashank Patel**, daughter of Audit Manager Sangeeta Patel, graduated from University of California Irvine with a BA in economics.

**Alexander Pyslarash**, son of Contract Administrator Ben Mendoza, graduated from Lake Elsinore High School.

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## Q

**Jenevie Jonelle Quevedo**, daughter of Training Coordinator Nellie Quevedo and Painter Jorge Quevedo, graduated from Schurr High School in Montebello.

## R

**Maria Laarni Ramirez**, daughter of Accountant Lowelyn Ramirez, graduated with honors from El Camino Real High School in Woodland Hills.

**Eileen Jill Ramos**, daughter of Senior Auditor Jerry Ramos, graduated from University of California Irvine with a BS in Biology.

**Errol Brent Ramos**, son of Senior Auditor Jerry Ramos, graduated from University of California Riverside with an Masters in Biochemistry.

**Gabrielle Ramos**, daughter of TCU Maintainer Robert Ramos, graduated from Bishop Amat High School in La Puente.

**Shelleen Ramos**, daughter of Bus Operator Gilbert Ramos, graduated from Azusa Pacific University with a BA in Social Work.

**Brittany Nicole Rapose**, daughter of Community Relations Manager Yvette Rapose, graduated from Marina High School in Huntington Beach.



**Erikka Michelle Regalado**, daughter of Bus Operator Normalinda Lara, graduated from Abraham Lincoln High School in Los Angeles.

**Aurora Reyes-Harris**, wife of Bus Operator Cuauhtli Navarrete, graduated from Pasadena City College with an AA in Chicano Studies.

**Andrea Rios**, daughter of Accounts Payable Clerk Rosa Rios, graduated from University of San Francisco with a BA in Exercise and Sports Science.

**Shawna Roberts**, daughter of Deputy Executive Officer John Roberts, graduated from Hope International University with a Masters in Education.

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**S**

**Nicholas Alexander Sanchez**, son of Senior Secretary Rose Ann Sanchez, graduated from Pepperdine University with a BS in Business Administration.

**Raechellé Scarbrough**, daughter of Transit Operations Supervisor Raymond Scarbrough, graduated from Palmdale High School.

**Ronald Scott**, son of Bus Operator Lea Scott, graduated from Palmdale High School and was honored with Outstanding Achievement in Athletics. He received a football scholarship to Utah State University.

Transit Operations Supervisor **Jural Joseph Sheppard** graduated from West Los Angeles College with an AA in Liberal Arts and Science.

**Elizabeth Simon**, daughter of Bus Operator Juan Simon, graduated from Los Angeles Harbor College with an AA in Liberal Arts. She also completed the Harbor Teacher Preparation Academy.

**Danielle LeAnn Soto**, daughter of Senior Programmer Analyst Patrick Soto, graduated from University of California Santa Cruz with a BA in Environmental Studies.

**Justin Stofik**, son of Equipment Maintenance Supervisor Robert Stofik, graduated Magna Cum Laude from Antelope Valley College with an AS in Psychology.

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**T**

**Diana Tran**, daughter of Maintenance Specialist Leader Danny Tran, graduated from Cal State Long Beach with a BA in Liberal Studies.

**Donna Tran**, daughter of Maintenance Specialist Leader Danny Tran, graduated from University of California Irvine with a BS in Civil Engineering.

Traction Power Inspector **Lauro Trejo** graduated from Cal State Dominguez Hills with a BS in Business Administration.

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**V**

**Leilani Mirage Valenzuela**, daughter of Logistics Materiel Supervisor Henry

Valenzuela, graduated with honors from Ramona Covent Secondary School in Alhambra.

**Carolynne Elena Villanueva**, daughter of Train Operator Eliseo Villanueva, graduated from Bellflower High School.

## W

**Cherie Walker**, daughter of Division 15 Stenographer Darlene Blake, graduated from Cal State San Bernardino with a Masters in Math.

Senior Secretary **Glendora Walker** graduated from Cal State Dominguez Hills with a BS in Management and Human Resources.

**Tameka Watson**, daughter of Mechanic "A" Jimmy Watson, graduated with honors from King/Drew Magnet High School of Medicine and Science in Los Angeles.

**Electa Williams**, wife of Bus Operator Jerome Williams, graduated from University of Phoenix with a BS in Accounting.

Acting Assistant Manager, Instruction, **Jamie Williams** graduated from University of Phoenix with a BA in Business Administration.

**Sequoya Meacheé Williams**, daughter of Bus Operator Jerome Williams, graduated from Cal State San Bernardino with a BA in Criminal Justice.

**Jamilynn Woodson**, daughter of Director of Manpower Operations Support James Woodson, graduated from John Rowland High School in Rowland Heights.

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## Y

**Clara Deniece Youngblood**, daughter of Senior Customer Services Officer Edith Goff-Youngblood, graduated from King/Drew Magnet High School of Medicine and Science in Los Angeles.

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## Veteran Mechanic Succumbs to Unexpected Illness

(June 25, 2008) Ramiro "Ray" Estavillo, Sr., a 26-year Metro veteran mechanic at Arthur Winston Division 5, died June 21. He had been on sick leave since May. He was 74.

Those who knew and worked with Estavillo said he was both knowledgeable and easy going: "just the kind of guy anyone would have wanted to work with," said Mechanic "A" Tony Mundy, Estavillo's co-worker at Division 5.

"He was one of the most beautiful people you could come into contact with," Mundy said. "Ray was a family man; he loved his family. He always talked about his wife."

Estavillo spent the majority of his career on the graveyard shift, which his son said he preferred. Ramiro Estavillo, Jr., who works for Metro as a Maintenance Specialist for Red Line Fleet Services, said his father had always enjoyed working on machines. Before his career at Metro, Estavillo worked at Ford and General Motors before those companies shut down their Los Angeles factories.

Estavillo is survived by his wife Irma. In addition to Ramiro, Jr., Estavillo is also survived by daughter Edna and sons Victor and George.

The viewing is scheduled for Sunday, June 29 from 3 to 8 p.m. (Rosary at 7 p.m.) at the chapel of Queen of Heaven Cemetery, 2161 S. Fullerton Rd., Rowland Heights, Calif., 626-965-6212. Burial services will be Monday, June 30 at 1 p.m. at the same location.



Ray Estavillo, Sr. holds his daughter Edna in this photo, taken two years after he started working for Metro in 1972.

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TSB Deputy Miguel Cervantes checks a subway car for debris and passengers at Union Station.  
*Photos by Gayle Anderson*

## New Metro Rail Campaign Makes Subway Cleaner and Safer

By JIMMY STROUP

(June 25, 2008) Fresh from a successful 90-day trial period, a new campaign aims to make the Metro Red Line and Purple Line cleaner and safer for passengers and employees.

Begun in March 2008, the "Mission Terminal Attack" is a "multi-level assault on crime and grime," said Mike Cannell, general manager of Rail Operations.

A partnership among Metro Security and maintenance and the Los Angeles Sheriff's Department Transit Services Bureau (TSB), Mission Terminal Attack grew out of Cannell's frequent riding of the rail system when he joined Metro in August 2007.

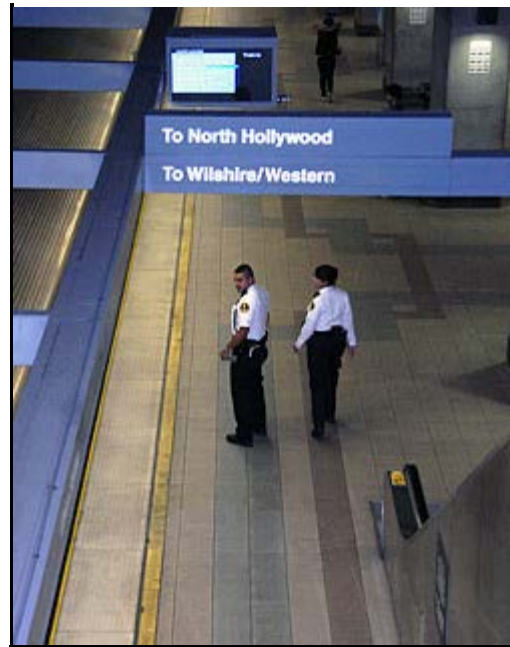
"I saw debris spread throughout the trains," Cannell said. "By 7 p.m. our trains looked like a giant trash receptacle. It was as if all of our passengers seemed at liberty to leave their newspapers, Starbucks coffee cups and food wrappers behind."

Cannell believed some simple adjustments and more security oversight would make an obvious difference, creating an environment where riders would find Metro Rail in its ideal state — not a place where "inappropriate and even illegal behaviors were making our system appear unsafe, dirty and unattractive."

### Clearing the trains

Mission Terminal Attack sweeps the subway trains of debris and passengers each time they arrive at a "terminal" station: Union Station, North Hollywood, Wilshire-Western and 7th/Metro, stations where all passengers are asked to leave the trains.

These four terminal stations are particularly important because 70 to 80 percent of subway riders board or exit the trains at these stations, according to Cannell.



TSB Security Assistants Ricky Lopez and Joanne Salcito sweep trains every 10 minutes.

"Particularly during the morning sweeps, the service attendants, custodians and security assistants haul dozens of bags of debris off the train," Cannell said. "This wouldn't be possible without the sheriffs and security assistants asking riders to exit the train as our rules require."

Between sweeps, TSB deputies check fare compliance and answer questions.

Cannell and his staff also installed "No Trespassing" signs at the stations. Reports of criminal activities at night troubled Cannell, and he wanted Metro Security and TSB to be able to enforce a "No Trespassing" policy to reduce those night crimes.

He also increased the contingent of service attendants at both Union Station and 7th/Metro as a way of keeping the system clean.

### Giving service attendants time

Working with Metro Security and TSB deputies, Cannell expanded security and safety checks. He wanted a threefold benefit of reminding riders that the system is monitored by law enforcement, clearing the trains of any passengers and giving service attendants the time to clean.

To reinforce Metro rules against drinking and eating on the subway, new announcements on the train emphasize that violators are subject to a \$250 fine.

Mission Terminal Attack, Cannell emphasized, is about much more than aesthetics.

"Studies have repeatedly demonstrated that an unclean system attracts criminal activities including graffiti, vandalism, fare evasion and assaults," he said. "[And as for] graffiti, once it starts, it's hard to stop. It costs Metro more than \$100,000 each month to attend to [graffiti]."





TSB deputies and security assistants await approaching trains to conduct a window check before entering a train for inspection.

"The difference in the trains is obvious," he said. "They are free of papers, debris and those hundreds of coffee cups which should not have entered the train in the first place."

He hopes enforcing laws against drinking and eating on trains and fare evasion will begin before passengers reach the platform, as early as their riding elevators and escalators.

The rail chief is also currently trying to increase the nighttime presence of security officers to meet what he called the "daughter gauge." If you wouldn't let your daughter ride on the system alone at night, Cannell said, the system wasn't safe enough.

#### **Lack of crime the best proof**

Cannell said that while security personnel may think the security job is menial or uneventful, the lack of night crimes is the best proof that the heightened security is working.

"Sometimes prevention's greatest successes are invisible," Cannell said.

"All of us have a big job to do to support a very large rail system that is growing rapidly," Cannell said. "Everyone's commitment to 'Mission Terminal Attack' is very important and the effort is greatly appreciated. Thanks to everyone for your participation in this important assignment."

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**Class of 2008** - Mechanic "C" Graduates are, front row from left, Walter Snipes, Monica Carney, Linda Jackson, Kimberly Smith and Normandy Villacorta. Back row, from left, Pedro Estrada, Steve Barber, Jose Gallardo, James Robinson, Oscar Ramirez and Juan Hernandez. Joining them in the winner's circle are Operations Training Director Doug Middleton, at far left, Equipment Maintenance Instructor Brian Markey, back row center, and Sr. Equipment Maintenance Instructor Steve Mullaly, at far right. Not pictured: Graduates Daniel Perez and Guillermo Perez. *Photos by Gayle Anderson*

## Former Service Attendants Join the Ranks of Metro Bus Mechanics

- Tough 18-month course combined classroom, on-the-job training

By GAYLE ANDERSON

(June 26, 2008) Clutching shiny new torque wrenches – a symbol of their trade – 13 newly certified Metro bus mechanics joined the noble ranks of a new profession, June 25, during graduation ceremonies at the Metro Support Services Center.

The graduates had survived an intense 18-month course that combined technical classroom instruction with on-the-job training in operating division maintenance shops.

All 13 of the new mechanics started their Metro careers as service attendants. They were selected by union seniority from some 90 service attendants who had applied for the mechanics training class, said Master of Ceremonies Steve Mullaly, Sr. Equipment Maintenance Instructor who directed the program.



Walter Snipes takes on 'run and repair' at MSSC. The 68-year-old mechanic joined Metro in September 2000 as a service attendant.

Claiming to be the oldest graduate in the 33-year history of the Mechanic "C" training course, 68-year-old Walter Snipes said his new profession was a "second career" choice. The former service attendant, who joined Metro in September 2000, will work in "run and repair" installing new engines in

revitalized buses.

Mechanics training classes are convened under an agreement negotiated between Metro and the ATU, which represents maintenance employees.

**'You can take it with you'**

"This is a trade no one can take away from you, but you can take it with you," ATU Local 1277 President Neil Silver told the graduates.



ATU Local 1277 President Neil Silver, at left, told the graduates they had learned a valuable trade and skills that will last them a lifetime. Instructor Brian Markey concurs.

The graduates and their new assignments are Steve Barber at Division 3, Monica Carney at Division 1, Jose Gallardo at Division 10, Pedro Estrada at Division 10, Juan Hernandez at MSSC, Linda Jackson at Division 1, Daniel Perez at MSSC, Guillermo Perez at Division 15, Oscar Ramirez at MSSC, James Robinson at Division 2, Kimberly Smith at Division 1, Walter Snipes at MSSC and Normandy Villacorta at Division 15.

Among those attending the graduation ceremony were sector general managers Mark Maloney and Alex Clifford; MSSC Operations DEO John Roberts; ATU Local 1277 President Neil Silver; division managers Frank Lonyai, Salvadore Llamas, and Clifford Thorne; MSSC managers Mike Singer, Carey Stevens and Amy Hughes; MSSC Operations Training Director Doug Middleton; Sr. Equipment Maintenance Instructor Steve Mullaly, and Equipment Maintenance Instructor Brian Markey.



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## Services Planned for Richard Maloney, 24-Year Metro Employee

(June 26, 2008) Services were held June 14 for Richard Maloney, a Crossroads Depot Division 2 bus operator. Maloney died June 8 from cancer. He was 62.

Maloney began working for the RTD as a part-time bus operator in April 1984. He became a full-time operator in July 1986.

A resident of West Covina, Maloney was born in Santa Monica in August 1946.

He is survived by his wife Dolores and two daughters, Paulina Briones and Angelica Carpenter. He is also survived by six grandchildren and a sister, Jane Dubusky.



**Richard Maloney**