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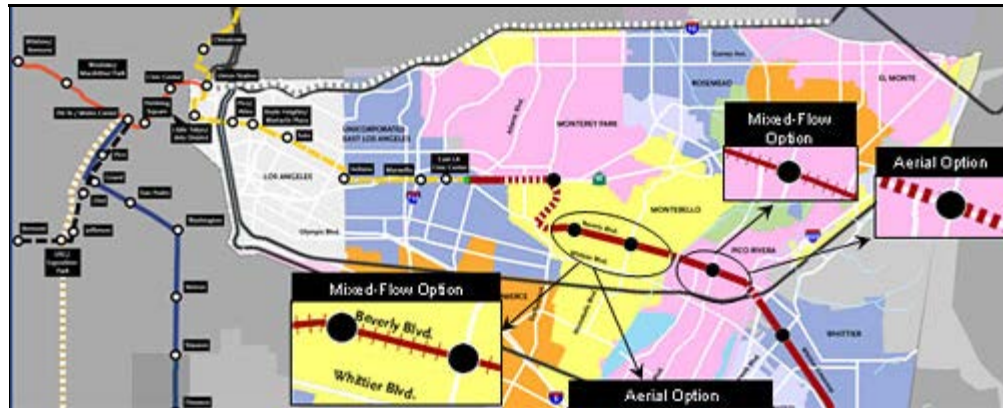
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Detail illustrates proposed transit alternative for Beverly Boulevard alignment.

Board to Consider Four Transit Alternatives for Phase 2 of Eastside Transit Corridor

By JOSÉ UBALDO
Media Relations

(January 6, 2009) The Metro Board of Directors will consider the adoption of the Eastside Transit Corridor Phase 2 Alternatives Analysis study during its next Planning and Programming Committee meeting Jan. 14. From there, it is expected to go before the full Metro Board on Jan. 22.

The Eastside Transit Corridor Phase 2 project seeks to improve mobility in the study area that includes 13 cities and communities in an 80-square-mile area challenged by future growth and traffic on highly congested freeways and arterial streets.

The cities are Bell, Commerce, Downey, El Monte, Industry, Los Angeles, Montebello, Monterey Park, Pico Rivera, Rosemead, Santa Fe Springs, South El Monte, Whittier, and unincorporated areas of Los Angeles County.

Metro staff is recommending the advance of four light rail alternatives for further environmental review for the Draft Environmental Impact Statement/Report (DEIS/DEIR) after reviewing public comments and feedback from briefings with city staff, government agencies, elected officials and other stakeholders.

Metro's Alternatives Analysis study is the first step in the environmental clearance process. The Metro Board of Directors will determine whether to move the project forward to subsequent environmental review stages based in part on the results of this study.

The four alternatives staff is recommending:

- **SR-60:** This alignment generally follows the southern edge of the SR-60 Freeway within the existing right-of-way. It would terminate just west of the I-605/SR-60 interchange. This alternative would follow the slope of the freeway and become elevated over freeway ramps.

- **Beverly:** This alignment follows SR-60 for a short stretch before traveling south on Garfield Avenue to connect with Beverly Boulevard. On Beverly Boulevard, this alignment continues east, using the Whittier Greenway to terminate at Whittier Boulevard. This alternative is primarily at-grade (street level) with short elevated structures along Garfield Avenue and at the San Gabriel River.
- **Beverly/Whittier:** This alignment is the same as the Beverly alternative until reaching Montebello Boulevard where it heads south to Whittier Boulevard. Once on Whittier Boulevard, this alignment becomes elevated to cross two rivers and the I-605 freeway, ending at-grade in the city of Whittier.
- **Washington:** This alignment follows SR-60 to Garfield Avenue, traveling south to Washington Boulevard. From there, the alignment continues east to the city of Whittier. This alternative is elevated along parts of Garfield Avenue and all of Washington Boulevard to eliminate conflict with truck traffic in the Washington Boulevard corridor.

Since summer 2007, Metro has worked with corridor cities, communities and stakeholders to identify the most promising alignments for further environmental review. Through this process, 47 alignment alternatives were identified from previous corridor studies and public meetings.

Metro staff also studied the feasibility of different transit modes for each alignment such as Light Rail Transit (LRT) and Bus Rapid Transit (BRT, similar to the Metro Orange Line). Metro staff is recommending that only light rail alternatives be studied in the next phase of the project for reasons of higher ridership, less travel time, and cost-effectiveness.

Seven regional transit agencies currently serve the area and share the same congested roads with automobiles. Every day, approximately 50,000 commuting trips leave the area bound for central Los Angeles and 115,000 daily work trips are made within the study area itself.

These existing conditions, combined with projected population growth of 23 percent and employment growth of 15 percent over the next 30 years, illustrate the need for additional transit alternatives.

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Rose Bowl fans arrive as parade-goers depart at Memorial Park Station.

It's Magic! Three-car Trains Make Wait Disappear on New Year's Day

By GAYLE ANDERSON
myMetro.net

(January 6, 2009) With Metro service more in demand than ever for the 120th Tournament of Roses Parade and 95th Rose Bowl Game, the Metro Gold Line scored another spectacular New Year's Day triumph, transporting an estimated 45,000 eager celebrants and fans to the Pasadena festivities.

New this year, three-car trains with seven-minute headways made the traditional lines that swarm the Memorial Park Station disappear from the platform "much, much quicker," reported Rail General Manager Mike Cannell.

Approximately 75 additional Rail Operations personnel from Transportation, Wayside, Facilities Maintenance, and Rail Fleet Services were in the field on New Year's Day, while Metro Bus operations held the line with some 35 extra personnel on duty from both transportation and maintenance divisions.

On the job:



Rail General Manager Mike Cannell

The Operations team was backed by Customer Information and Service Agents, Revenue Department and other Gateway personnel providing information, crowd control and fare collection.

Thanks to busy custodians and quietly efficient service attendants filling up 40-cubic-foot trash bins and cleaning up food spills nonstop, the Metro system sparkled in the trademark California sunshine.

All took place under the watchful eyes of the LASD Transit Services Bureau and Metro Transit Security Officers, who patrolled every line, station, bus, and train, offering directions, information and plain old hospitality.

"It was a real team effort," said Roman Alarcon, Director, Bus and Rail Operations Control. "New Year's is one of the most important times when the rail and bus sides really coordinate into a big combined effort."

Metro Bus Operations assigned 20 buses to that effort, positioning 12 at Memorial Park Station and eight at Del Mar Station. By special arrangement with the Pasadena Police Department, Metro buses maneuvered through unmovable traffic, sailing across the closed-to-traffic Colorado Blvd. and onto the Arroyo Parkway for the trip to Union Station.

"We filled up every single bus," said Alarcon. "Once the parade broke and the lines for the train began to swell, we could direct people onto the waiting buses."



Bus Operations coordinator Steve Rank, Asst. Operations Control Manager.



Rail Operations coordinator Bruce Shelburne, Rail Division Transportation Manager.



Customer Information Agent Marie Tervalon directs departing parade-goers to the trains at Memorial Park Station.

As for the point after, football fans returning from the Rose Bowl game packed Memorial Park station in surges, said Rail General Manager Mike Cannell.

"The exodus of football fans from the Rose Bowl game was more intense than ever," said Cannell, who observed many Penn State supporters going to the parade, then to the game, then returning to Memorial Park Station for the return trip to Union Station.

Rose Bowl fans, deposited near Memorial Park Station by shuttle buses, filled trains and buses for the ride home. The rush that began about 5 p.m. was over by 7:45 p.m.

Shelburne estimated the ridership boarding the Metro Gold Line after the game to be about 9,000 with Metro ridership for the entire day holding close to 45,000.



Penn State fans arrive at Memorial Park Station alongside USC supporters.

The New Year's Day tally includes the boardings on 20 supplemental buses used for express service to Union Station following the parade, as well as the five buses that were used to shuttle crowds from the Sierra Madre Villa Station to the float viewing at Victory Park.

"From 5:30 to about 8 a.m., we transported about 4,800 out of Union Station to Pasadena," Shelburne estimated. "The three-car trains really did make a difference in moving the passengers compared to last year when lines of waiting passengers stretched back almost to the East Portal.

"After the Parade, we cleared the four stations serving the parade route in less than an hour's time from each one. Allen Station was the last to clear at 11:45 a.m., a considerable difference from the 1:15 p.m. endgame in 2008," he said.



Three-car trains running seven-minute headways keep lines moving at Memorial Park Station.

New assignments on the Metro Gold Line Eastside Extension and Expo Line will thin the ranks of three-car trains available for next year's festivities, said Cannell.

"The plan for next year will have to take into account that trains starting in East Los Angeles on New Year's morning will be half-full by the time they arrive at Union Station," said Shelburne. "Also, next year the parade and Rose Bowl game on Friday will be followed several days later by the College Football National Championship Game. The two-day operation will pose a bigger challenge."

Organizers are betting the Metro system will win the face-off with a bigger challenge. "It's what we've come to expect of Metro," said Alarcon. "Now we can assure our passengers they will be there on time."

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Behind the wheel of a 1958 LAMTA bus, 50-year veteran Bus Operator Donald Dube looks back on his career. *Photos by Gary Leonard*

Metro's Most Senior Bus Operator Begins Year 51 on Line 715

By GAYLE ANDERSON

(Jan. 8, 2009) When Donald Dube began his career as a Bus Operator in 1958, the Los Angeles Metropolitan Transit Authority (LAMTA) was just beginning to phase in buses with power brakes.

And, to make it more interesting, almost no buses in the LAMTA fleet were equipped with power steering. "You just had to muscle the wheel around," he says.

Fifty years later, he's behind the wheel of a sleek new Metro Rapid Bus, Line 715, which he expertly navigates Firestone and Manchester boulevards on the route between Downey and the Los Angeles World Airports.

The transportation job that became a career was meant to tide him over. Just released from a tour of duty with the U.S. Army's Third Armored Division in Friedberg, Germany, Dube went on to college with the goal of becoming an aeronautical engineer.

But college didn't pay well in those days and the job as a bus operator turned into a career that extended well into his golden years.

"In fact, when I first started working here, I figured I'd be here for six months," he said. "I was going to school at the time and I ran short of cash, so I thought I'd work some then go back to



Aboard Model 4801 in 1958, base fare was seven cents, Dwight D. Eisenhower was president, Norris Poulson was mayor, and buses were replacing the last of the street cars.

school. I kept putting it off and putting it off, and here it is, 50 years later."

In 1958, Dube operated out of Division 5, now named after the long-serving centenarian Arthur Winston. After short stints at West Hollywood and Venice divisions, Dube clocked in at Division 12 in Long Beach in 1966, where he worked for 32 years. When Division 12 closed in 1998, he took up his current post at South Bay Division 18 in Carson.

Operating a bus is much easier today, said Dube. "The equipment is much better, but the traffic is much worse, heavier. It was bad in those days, too, and you could actually see the smog. The passengers are about the same – good working people."

He takes traffic as it comes. "You can't fight it; just do what you can. I don't worry about the outcome providing I'm doing everything I can and doing it right."

He prefers the life of a bus operator because of his contact with people. "I used to enjoy going to downtown L.A. years ago. People would recognize me and shout out greetings. I knew they recognized me from taking the bus."

Dube's personal fitness program keeps him steady at the wheel. His day begins at 4 a.m., but he's up at midnight so he can have a good breakfast and exercise, which includes a half-hour of yoga before and after work. His daily diet he admits is a "careful one" virtually free of salt, sugar and processed foods.

Plans for the future do not include retirement. His doctor, he said, has given him a clean bill of health.

"I enjoy working," said Dube. "As long as I am healthy, I'm going to come to work. I have no goals other than doing the best I can everyday."



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[Metro Moments]

Going to the Inauguration? Tell us about it.

By GAYLE ANDERSON

(Jan. 9, 2009) Rumor has it that a number of Metro employees may be attending the inauguration ceremonies and celebrations in Washington D.C. on Jan. 20. We'd like to live vicariously by asking you to share your historic moment and prized photos with all Metro employees.



Click on image to check out the District of Columbia's 2009 Presidential Inauguration [website](#) for schedule of events, fun facts and helpful tips.

The 56th Presidential Inauguration will be held on January 20, 2009. A week of festivities will include the Presidential Swearing-in Ceremony, Inaugural Address, Inaugural Parade and numerous inaugural balls and galas honoring the new President of the United States.

This inauguration will be open to hundreds of thousands of people. Will you be among them? Send your moment and a photo to [myMetro.net](#) and we'll share your memories in a special report.

Check out the District of Columbia's 2009 Presidential Inauguration [website](#) for thorough details and helpful tips. Among them:

- The best way to get to the inaugural events from around the region will be by [Metro](#). However, it will be very crowded and there are likely to be long lines and delays. Arrive early and be patient. You should purchase your Metro fare in advance to save time.
- All parade and event attendees will be subject to a thorough security screening. Allow for additional time and be aware of prohibited items.
- Dress for the weather! January in Washington, DC can be very cold. It may a clear day in the 40s but be prepared for a cold and damp day. Umbrellas will not be allowed due to security concerns.

Check it out:

Getting around: [Washington Metropolitan Area Transit Authority](#)
Event: [District of Columbia's 2009 Presidential Inauguration website](#)
Memories: e-mail to [myMetro.net](#)

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Metro Green Line Operator Jesse Ruiz at the controls of a P-2000 rail car.

Jesus Ruiz, 40 years at Metro but who's counting

By Laura Kloth

(Jan. 9, 2009) Some 40 years ago, Jesus "Jesse" Ruiz completed a stint in the Air Force, highlighted by a tour in Viet Nam. Back in the real world and newly married, Ruiz began applying for work.

"I was stressed out, didn't have a job and had a wife to support. I found a bus yard and went to the Southern California Rapid Transit District (SCRTD) office to apply." After taking the exam, Ruiz remembers feeling a sense of relief after learning he'd start work the next day.

Today, the 63-year-old the Metro Green Line operator and Huntington Beach resident said his job choice was a good one. The transportation job paid for a house, supported his wife Delores, and four grown children, and now provides savings for trips across the world.

Ruiz beams when he talks about his children -- a detective for the City of Lennox, a nuclear medical radiologist at St. Joseph Hospital, a housewife and an employee at the Ritz Carlton.

His wife remembers the early days when her husband worked long hours and talked a lot about his job.

"The first years were hard because he wasn't home," she said. Sometimes she'd ask why can't you get a job with 9-to-5 hours, but he'd say, 'My job is to take people to school and work, so that ties in the whole day.' "

Ruiz made the switch from bus operations to rail with the opening of the

Blue Line in 1990.

Over the years, Ruiz has assisted in rail startups, testing trains for the Blue, Red and Green lines, while his military experience with heavy equipment gave him the hands on training and confidence to work with Metro engineers pinpointing modifications to prepare trains for public use.



Train Operator Ruiz, an inaugural operator when the Blue Line opened in 1990, now navigates the Metro Green Line.

*Photos by
Gayle
Anderson*

Sitting in the cab of a P-2000 car on a recent morning, Ruiz chuckles as he pushes buttons and gives a mini-lesson on train operation. When he teaches new hires, he encourages them not only to learn about operations, but also to learn about the mechanics of the trains themselves.

His boss, Rail Division Manager Michael J. Moore, said Ruiz has become the division's "troubleshooter" and a tremendous asset. "He likes to be in charge. He likes to be the go-to operator when we have problems," Moore said.

Ruiz is known for his love of throwing impromptu chicken, pizza or taco parties for his co-workers, but his wife admits sometimes that can be a problem. "He loves to eat, but he's not suppose to have too much of that kind of food," she said.

Ruiz said his job gives him more than financial satisfaction. "This job is therapy for me," he said. "Being of service to the public is therapy."

The greatest changes, Ruiz said, has been Metro's growth, and management's constant focus on meeting the bottom line.

"You have to have heart in service, not in money," he notes. Recognition of individual dedication and achievement is important. "By nature, humans are social. We like to be recognized in a warm way," he said.

A couple of years away from retirement, Ruiz isn't thinking about hanging up his operator's uniform for the last time.

"Every year," he said, "I'm reminded of how grateful I am for having a job. Retirement will come when I can't walk anymore."

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[Item 7:](#)
Regional Connector alternative shows trains arriving at an at-grade station in the median of Flower Street, just south of Third Street.

Next steps for major bus and rail projects, financial impact of state budget and stimulus package top committee agendas for January

- Consideration of the Long Range Transportation Plan (LRTP), Item 9, on the Planning and Programming Committee agenda, has been withdrawn from January review. Directors will wait to review the impact of the federal infrastructure stimulus package and the state budget.

In this report:

- [Item 6:](#) Approving the Westside Extension Transit Corridor Alternatives Analysis Study
- [Item 7:](#) Approving the Regional Connector Transit Corridor Alternatives Analysis Study
- [Item 8:](#) Approving the Metro Eastside Transit Corridor Phase 2 Alternatives Analysis Study
- [Item 15:](#) Report on the structural deficit from the Chief Financial Services Officer
- [Item 17:](#) Amend the FY09 Budget

By GAYLE ANDERSON

(Jan. 13, 2008) During their January meetings, Board committees will review staff recommendations for approval of alternative analysis studies for various bus and rail projects.

Metro's Alternatives Analysis studies are the first step in the environmental clearance process. The Metro Board of Directors will

January Committee Meetings

Wednesday, Jan. 14

1 p.m. – Planning and Programming
2:30 p.m. – Finance and Budget

Thursday, Jan. 15

9:00 a.m. – Executive Management and Audit
10:30 a.m. – Construction

determine whether to move the project forward to subsequent environmental review stages based in part on the results of these studies.

The Finance and Budget Committee will receive an update on the status of the structural deficit, which projects a \$2.4 billion operating deficit in light of the 10-year financial forecast.

12 noon – Operations
Thursday, Jan. 22
 9:30 a.m. – Regular Board Meeting

Item 6: Westside Extension Transit Corridor Alternatives Analysis Study

The Planning and Programming Committee will weigh staff's recommendation to approve the Westside Extension Transit Corridor Alternatives Analysis Study, which identified two alternative fixed guideways. Alternative #1 would extend the Metro Purple Line along Wilshire Boulevard 12.2 miles to Ocean Boulevard in Santa Monica at an estimated cost of \$6.1 billion.

Alternative #11 would extend the Metro Purple Line along Wilshire Boulevard and extend the Metro Red Line from Hollywood along Santa Monica Boulevard for a total of 16.7 miles at a projected cost of \$9 billion. The cost-effectiveness of each alternative is expected to be improved in the DEIS phase based on refined construction costs and ridership projections.



Connections: Map from study illustrates Metro System connections of proposed Westside Extension.

Item 7: Regional Connector Transit Corridor Alternatives Analysis Study

The Planning and Programming Committee will consider staff's recommendation to approve selected alternatives for further environmental analysis for transit improvements in the downtown corridor. The Regional Connector Transit Corridor project proposes to link the currently unconnected regional branches of Metro's light rail system together in the downtown area.

The proposed Regional Connector would directly link 7th St./Metro Center Station to the Little Tokyo/Arts District Station. The project would allow train operations between Long Beach and Pasadena without the need to transfer. It would also allow train operations between Long Beach and Pasadena without the need to transfer and provide passengers with direct trains into the heart of the business and civic districts. Metrolink, Amtrak and Metro Red Line passengers would have the option to transfer.

As proposed, the Regional Connector can be accomplished with 1.8 miles of a new set of dual tracks.

Item 8: Metro Eastside Transit Corridor Phase 2 Alternatives Analysis Study

The Planning and Programming Committee will consider staff's

recommendation to approve the four light rail alternatives determined in the initial Alternatives Analysis Study for further study in the Draft Environmental Impact Statement/Report (DEIS/DEIR).

The Eastside Transit Corridor Phase 2 project seeks to improve mobility in the study area that includes 13 cities and communities in an 80-square-mile area challenged by future growth and traffic on highly congested freeways and arterial streets.

Item 15: Structural deficit update

The Finance and Budget Committee will receive a report from the Chief Financial Services Officer on the status of the structural deficit, which projects a \$2.4 billion operating deficit in light of the 10-year financial forecast.

Item 17: Amend the FY09 Budget

The Finance and Budget Committee will consider a combination of measures proposed to mitigate the \$136.3 million shortfall in the FY09 budget, which included \$227.2 of State Transit Assistance revenue based on the forecast by the State Controller in January 2008. That amount was decreased to \$90.9 million in the budget adopted by the State in September, resulting in the shortfall of \$136.3 million.

Measures include transferring \$23 million of Prop A, Prop C and General Fund balances to pay interest on outstanding debt as a result of the continuing volatility in the financial markets.

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South Bureau Security Chief 'Comes Home'

By Laura Kloth

(January 13, 2009) As 2009 rolls in, keeping Metro's patrons and operators safe is a huge priority for Transit Services South Bureau Capt. John M. Witt.

In September, Witt was appointed to head up transit security on the Metro Green Line and Metro Blue Line as well as the bus lines operating out of the South Bay and Gateway Cities sectors and divisions.

Being placed at the South Bureau was like coming home for Witt, who worked as a lieutenant there from 1999 to 2003. While there, he was instrumental in hashing out and securing Metro's contract with the sheriff's department.

"I was glad I had the opportunity to come back," he said during an interview following his appointment.

Of course, Witt notes, there have been changes since then.

Metro's growing geographic area is certain to become an "interesting challenge," Witt said, indicating that his staff will meet that by using patrols more creatively.

"We try realigning how people are assigned in the field," he said, declining to provide too many specifics. "I personally ride the trains. Sometimes, you know, I don't let anybody know I'm going to be on there. And I make my own assessments of response times," he said. Witt says sometimes people are very responsive, and sometimes they're surprised to see him, when he greets them with a friendly "Good morning."

With more than 32 years at the sheriff's department, Witt has worked in just about every division including, the men's central jail, the narcotic's bureau, records and the Office of the Undersheriff. His current duties include overseeing the Transit Services Bureau Communications Center which operates 24/7.

It pays to have moved around, he notes, as he plans to tap into his contacts and department resources such as the sheriff's beefed up databases to do his job.



Transit Services South Bureau Capt. John M. Witt heads up transit security on the Metro Green and Metro Blue lines as well as the bus lines operating out of the South Bay and Gateway Cities sectors and divisions.

-- Ned Racine contributed to this report.

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Chief Operations Officer Carolyn Flowers and Equipment Maintenance Superintendent Michael Stange present CHP Commander Mike Kelley, center, plaque to commemorate the diligent inspections of Metro Bus divisions undertaken by the CHP during the last 20 years. The unique plaque was handcrafted at the Metro Support Services Center machine shop. *Photo by Gayle Anderson*

Metro Buses Rate High on Safety, Maintenance

By Laura Kloth
myMetro.net

Metro's bus divisions received an overall rating of "Satisfactory" for 2008 with the lowest number of out-of-service buses in three years, according to a report issued by the California Highway Patrol's Motor Carrier Group.

The "Satisfactory" designation is the highest awarded by the CHP and that's good news to Metro officials, said Metro's Equipment Maintenance Superintendent Michael Stange.

Metro's 11 divisions received the high rating after thorough inspections revealed they had very few write ups and that equipment was properly maintained. Inspectors also examined operator records and log books and found them to be satisfactory, Stange said.

CHP Commander Mike Kelley, who oversees the inspections, said his team inspects the technical equipment by examining both the interior and exterior of the buses, as well as the driver's logs and records to ensure they are in compliance with California Code of Regulation requirements.

The inspection is required once every 13 months for each division by California Regulations, and is necessary to allow buses to continue

operating in LA County.

Chief Operations Officer Carolyn Flowers, Stange and Deputy Executive Officer John Roberts Jan. 9 presented Kelley with a plaque to commemorate his ongoing assistance with the inspections. Kelley has partnered with the Operations Department for more than 20 years, Stange said.

"The CHP inspection is truly important for safety, for service reliability and service performance. If we don't pass it, we could not be in business," Flowers said.

As part of their inspection, the team checks many items on the bus including brake and steering systems, as well as air, hydraulic and oil leaks and any other potentially unsafe equipment deficiencies.

"They look at anything that's likely to cause a mechanical breakdown, unsafe condition or result in passenger injury on a bus," Stange said.

Driver's records are examined to ensure driver hours are not violated. Inspectors also check licenses and medical certificates and check to see if drivers are up-to-date on any required training.

Stange credited operators and maintenance staff with a positive report saying they work together as a team to maintain the fleet and resolve related problems through good communication.

"They (staff) take pride in their work. They understand the regulations and work hard to ensure the equipment is safe, and that operators are well trained in providing on-time and efficient service," he said.

As part of Metro's ongoing concern for regulatory compliance and safety, Metro buses and driver records undergo periodic simulated CHP inspections throughout the year to keep them compliant, Stange said.



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At news conference assembled Nov. 5 in response to the passage of Measure R, Metro Board Chair Mayor Antonio Villaraigosa thanked voters and elected officials who enabled the passage of Measure R, the half-cent sales tax proposal to build public transportation projects across Los Angeles County. The officials staged a news conference at the Metro Rail Wilshire/Western Station. *Photo by Ned Racine*

2008 in Review: A Year of Triumph, Tragedy

myMetro report month-by-month					
January	February	March	April	May	June
July	August	September	October	November	December

Compiled by Michael D. White
Web Content Editor

(January 15, 2009) Both triumph and tragedy marked 2008 as Metro made news on several fronts during the year.

Triumph as Measure “R” was passed by the electorate on November 4 authorizing a one-half cent sales tax to fund a myriad of much-needed transportation projects throughout the county, but tragedy in September, when a Metrolink train accident claimed the life of employee Donna Remata, a storekeeper at Metro Headquarters. Remata was among the 25 passengers and train crew members killed when Metrolink’s Ventura County Line 111 train collided with an oncoming Union Pacific freight train near Chatsworth on Sept. 12.

The event spurred an unprecedented remedial safety effort throughout the system.

Ridership soared on virtually all of Metro’s rail lines and the Metro Orange Line reached record levels and construction was completed and continued on several major improvement projects including the Metro Gold Line’s Eastside Extension and the Expo Light Rail Line.

Here’s a month-by-month retrospective of some of the top stories in what proved to be one of Metro’s most memorable years:

JANUARY

Working a 24-hour operational schedule on New Year's Eve, Metro progressed to enhanced service on New Year's Day with approximately 100 additional Rail Operations personnel from Transportation, Wayside, Facilities Maintenance, and Rail Fleet Services, and some 50 extra personnel on duty from both transportation and maintenance divisions, in the field. Metro Bus operations were backed by Customer Service agents on line control and fare collectors.



Largest Clean-Air Fleet in the Nation: Metro reaches a major milestone at Central City Division 1 Jan. 18 when the 2,500th Metro Bus burning compressed natural gas rolled into service after a quick pit stop at the natural gas pumps. On hand for the debut were CEO Roger Snoble, Division 1 Maintenance Manager Hector Rojas, Board Chair Pam O'Connor and Metro South Bay General Manager Dana Coffey, along with a host of Metro officials and media representatives. A clear leader in the field, Metro was the first to adapt the technology for use in transit vehicles following the adoption by the board of the alternative fuel policy in 1993. Reaching a major milestone that indicates 95 percent of the Metro fleet burns clean compressed natural gas continues to demonstrate that CNG is the best, most effective and clearly efficient clean fuel option available, said CEO Snoble. The fleet conversion is definitely not a turnkey operation, he noted, but rather a solid agency-wide effort that involves more than 100 employees and thousands of work hours getting the buses ready for operations. "An entire crew of personnel from fleet management to contracts to accounts payable to division maintenance deserve the credit for this milestone achievement," said Snoble.

The Metro Blue Line completed six months of operational tests on a new automated system to announce stops. For the preceding 16 years, the Blue Line had used two incompatible public address (PA) systems with poor quality sound that utilized headset microphones that picked up background noise in the train's cab. The first prototype system was designed by two Metro employees - Eric Czintos, maintenance specialist and Russell Homan, senior instructor for Rail Fleet Services.

A ribbon and cake cutting ceremony marked the official opening of the \$13-million, three-story, 45,515 square-foot Metro San Gabriel Valley's eco-headquarters building. The facility was built to meet LEED Silver Certified environmental standards but surpassed that goal to achieve LEED Gold Certification rating from the U.S. Green Building Council. The building surpasses the state's energy standards, consuming 33 percent less electricity than a conventional structure. The building houses the Metro San Gabriel Valley Sector offices and transportation offices, including a field office for the Los Angeles County Sheriff's Transit Services Bureau.



Metro San Gabriel Valley eco-headquarters building

FEBRUARY



Metro's iconic lighting of the Headquarters building on Valentine's Day inspired Metro photographer Peter Watkinson to capture the Metro heart as it sparkled in the Los Angeles skyline on the romantic evening of Valentine's Day. Thanks to clear skies swept clean after a morning drizzle by northwest winds in the early evening hours, the heart-shaped light configuration on all four sides of the Metro Headquarters shone crisp and clear throughout the night. Three local network television stations -- KABC 7, KCAL 9, and KCOP 13 -- broadcasted fly-over shots during the 11 o'clock news.

TAP Cards Go Public at Metro Customer Service Centers replacing paper monthly, weekly and Zones 1, 2 Metro passes. The TAP card enables a customer to travel the Metro system, switching seamlessly between rail and bus and ultimately to other transit systems.

The Transit Services Bureau (TSB) spent Saturday making a public service announcement (PSA) emphasizing the importance of pedestrian safety around trains.

Construction above and below ground continues on the Expo Light Rail Line. The new line, scheduled to open in 2010, will connect Downtown Los Angeles and Culver City, traveling along Metro's Exposition right-of-way. Approximately 8.6-miles long, the line will feature nine new stations.



Moving the world: New train operators graduate in first class of 2008. They are, standing, from left, are Dayman Medearis, TOS Ricardo Perez (instructor), Miguel de la Cruz, Monzur Chowdhury, Paul Andrews, Ken Collins, James Green, Cesar Hernandez Almanza, Norman

Woods, Naik Hassan and Peter Rosendale. Instructors, seated, from left, are Hector Gutierrez, Luis Canal, Arnold "A.J." Johnson, Cristobal Medina, Esther Pippins, Gerald Harper and Will Johnson.

MARCH

After several months of discussion, the Board of Los Angeles County Service Authority for Freeway Emergencies (LA SAFE) awarded a \$31 million, 10-year contract to develop and deploy a multi-county Motorist Aid and Traveler Information System (MATIS). The system allows travelers to dial "511" on their phones and receive detailed traffic information to aid their daily commutes.

The draft of Metro's new 2008 Long Range Transportation Plan was released with seven community meetings planned to gauge public input. The plan offers a 25-year blueprint for transportation planning in Los Angeles County through the Year 2040 and outlines proposed improvements to the region's transportation infrastructure.

How, a national graphic design magazine, has awarded five *In-HOWse Design Awards* to Metro Creative Services. The design competition reviews the achievements of organizations with in-house designers. The publication reviewed over 4,000 entries and recognized Metro Creative Services with a Merit award for the Metro Orange Line opening materials and four Honorable Mention awards in the Government category for the Metro Bus fleet design, Metro's series of popular proprietary icons, Metro's fare media series and the Metro Works Postcard series.



Big success: San Gabriel Valley Division 9 kids swarm the LASD helicopter at agency-wide participation in "Take Our Daughters and Sons to Work Day" on April 24. More than 400 children from every division took part: West Hollywood Division 7 topped the list at nearly 70 kids and San Gabriel Valley Division 9 was a close second place with almost 60. The event was organized – more like master planned, considering the size – by Liz Porras, a human resources assistant.

APRIL

Officials from Metro joined Caltrans and other officials to celebrate the completion of the county's first High Occupancy Vehicle (HOV), or carpool lane, on the Golden State Freeway (I-5). The project has added 6.2 miles of HOV lanes to the northbound and southbound I-5 from the Simi Valley Freeway (SR-118) to the Antelope Valley Freeway (SR-14) and is expected to improve the movement of goods and services throughout the major I-5 corridor.

The Metro Board met before a full audience to take the first step in placing a half-percent sales tax measure on the November ballot and voted 12 to 0 vote to approve a motion to cancel the proposed June 2008 Tier 1, 2 and 3 service cuts. The motion excepted cuts to Limited Stop service on Lines 330, 115/315, 361, 350 and 394. Six new Metro Rapid lines would be implemented, achieving a total savings of \$4.7 million. The motion also eliminated the proposed 100,000 revenue service-hour change scheduled for December 2008 and included in the Fiscal Year 2009 budget.

MAY

Metro received three nominations from the California Transportation Foundation in recognition of excellence in transportation during 2007. The nominations for

the prestigious “Tranny” awards were in the categories of Traffic Operations, Community Awareness and Roadway. The nominations in the “Traffic Operations” and “Roadway” categories were both earned for Metro’s “dramatic efforts” to reduce overall congestion, while the “Community Awareness” nomination honors the Metro Arts Docent program that familiarizes Metro riders with the public art projects featured at many Metro Rail stations.

The Metro Vanpool Program marked its one-year birthday by enrolling its 600th vehicle. The landmark makes the program the fastest growing public vanpool system in the entire United States.

JUNE

Reflecting a national movement toward public transit use, 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 both subway and Metro Gold Line ridership. The Gold Line reached its highest volume between Los Angeles and Pasadena with average weekday boardings totaling 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.

Fresh from a successful 90-day trial period, a new campaign was launched to make the Metro Red Line and Purple Line cleaner and safer for passengers and employees. The “Mission Terminal Attack” was crafted as a “multi-level assault on crime and grime” in partnership with Metro Security and maintenance and the Los Angeles Sheriff’s Department Transit Services Bureau (TSB).



Role model: Carolyn Flowers, chief operations officer, is a healthy example for Metro Wellness Program participants. At an AHA convention in Atlanta, Flowers was named a Power Ambassador by the American Heart Association for her success in bringing its “Power To End Stroke” information to thousands of Metro employees.



Metro Rail Team Takes Top Honors at 2008 APTA International Rail Rodeo
The Los Angeles Metro Rail championship team won the prestigious Rail Transit Team Achievement Award at the 16th 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.

Displaying a creative blend of marketing and environmental consciousness, Metro began distributing three new promotional giveaway pencils made from recycled paper money, denim and recycled newspaper. Interestingly, each of the “cash” pencils contains 30 percent “retired” currency or approximately \$7 in retired greenbacks.

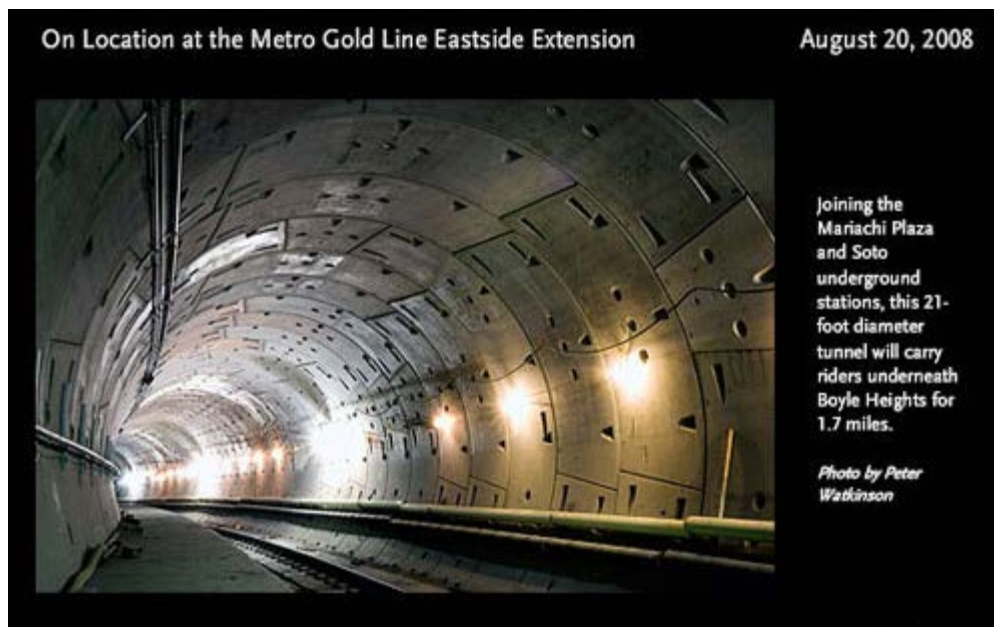
JULY

Metro was selected to receive more than \$16 million from the Governor’s Office of Homeland Security (OHS) as part of a dispersal of funds to increase mass transit security statewide. The money was awarded to help fund the implementation of a gating system on Metro’s Red and Purple lines and on some select light rail stops. The Metro Board approved the gate project in February.



Official Metro Gold Line train piloted by Operator Ruben Ramirez breaks through the banner at Union Station to mark the dedication of the 13.7-mile light rail line to Pasadena on July 25, 2003. The Metro Gold Line marked its fifth anniversary in July and was hailed as a historic return of a rail corridor idle for more than 50 years. The route, which has become increasingly popular, was up 31.8 percent this year over last year. The last electric trains - the Pacific Electric "Red Cars" that served the same route linking Pasadena and downtown Los Angeles - ceased operation in the 1950s. *Photo by John Weiskopf*

In a historic vote, the Metro Board of Directors took a critical step in placing on the November ballot a new half-cent sales tax measure for Los Angeles County that would finance dozens of transportation projects. The tax measure would also fix potholes, fund major highway construction, buy clean fueled buses and build new rail lines spread throughout the county in a concerted effort to keep pace with major population and job growth. Metro directors also approved an ordinance including an expenditure plan detailing how the sales tax – estimated to generate \$40 billion over 30 years – would be spent. Those monies also could be leveraged with state, federal and private sector funding.



Underground and street-level stations grow recognizable as stations as the six-mile-long Metro Gold Line Eastside Extension project advances toward its scheduled opening date of mid-2009.

AUGUST

Reversing an earlier vote, the Los Angeles County Board of Supervisors voted 3 to 2 to place a proposed half-cent sales tax measure to fund transit projects on a consolidated ballot for the Nov. 4 general election. The following day, the California State Senate's Appropriations Committee ruled unanimously (14-0) to clear AB 2321, a bill that would allow a new half-cent sales tax, "Measure R," to be placed on the November ballot.

All Metro Rail lines and the Metro Orange Line set ridership records in July, and the Metro Bus system attracted more riders, as commuters and others scrambled to avoid \$4-a-gallon gas. The Metro Red and Purple subway lines, as well as the Metro Gold, Blue, Green and Orange Lines, all set weekday records in July 2008 over July 2007, as riders abandoned their cars. Metro Bus ridership was also up for the month compared to a year earlier.

Construction continued on the six-mile-long Metro Gold Line Eastside Extension project, slated to open for traffic in mid-2009. Two underground stations, six street level stations and plazas, elevators, escalators, train platforms and air exhaust shafts were nearing completion, while newly laid track on the 101 (Hollywood) Freeway bridge follows the bridge's curve between Union Station and the Little Tokyo/Arts District station.



Los Angeles Division 3 Operator Juan Navarro and Arthur Winston Division 5 mechanics Andrew Warren Jr., Rommel Vargas and Frank Forde emerged as champions in the Operators and Mechanics categories at the 2008 Metro Bus Roadeo, Sept. 20. They'll carry the agency's flag at the 2009 APTA Internationals set for next May in Seattle, Washington. The Arthur Winston Division mechanics team took the mechanics trophy for an unprecedented fifth victory lap.

SEPTEMBER



[Remembering Donna Remata.](#) Image of employee Donna Remata, encased in a floral wreath, became a memorial to the friend and co-worker killed in the Metrolink accident on Sept. 12. Friends sent prayers and memories to [mymetro.net](#) web page dedicated to her memory.

Metro employees and friends mourn the loss of fellow employee Donna Remata, a storekeeper at Metro Headquarters who was among the 25 passengers and train crew members killed in a Metrolink train accident Sept. 12. Remata was aboard Ventura County Line 111 in car one. The Metrolink train that had departed Union Station at 3:35 p.m. en route to Moorpark collided with a Union Pacific freight train on the tracks about a mile and a half north of the Chatsworth Metrolink Station. The accident, which occurred at approximately 4:23 p.m., claimed 25 lives and left 135 injured, 40 critically.

The Metro Board addressed the tragic Metrolink crash at its September 25 meeting by unanimously adopting a motion recommending immediate safety improvements that it wants the Metrolink Board to pursue to prevent future train accidents. The motion's key recommendations were to immediately staff Metrolink locomotive cabs with two qualified engineers; implement "Automatic Train Stop" technology on trains already equipped to

handle the technology; and install video cameras and digital video recorders or equivalent technology to monitor engineers and other staff inside locomotive cabs.

California Governor Arnold Schwarzenegger signed AB 2321 into law, authorizing Metro to place a half-cent sales tax increase ballot measure before voters during the November 4 election. Measure R is expected to provide the local resources to finance new transportation projects and accelerate those already in the pipeline. Over 30 years, the measure is projected to generate \$40 billion for traffic congestion relief projects including bus and rail expansion, street and highway improvements, commuter rail upgrades and other transportation projects and programs.



Metro San Gabriel Valley Gold> Although the Metro San Gabriel Valley building was constructed to achieve a "silver" rating by Leadership in Energy and Environmental Design (LEED), the 'green' team surpassed expectations. Instead of the 'silver' rating, the building is taking home the LEED 'gold.' Metro CEO Roger Snoble and Mayor Antonio Villaraigosa collected the trophies at the board meeting Oct. 23: A framed certificate proclaiming the rating from the U.S. Green Building Council and a glass medallion inscribed with the architectural and environmental achievement. Members of the 'green' team, a multidisciplinary group from Facilities, Contracts, Construction and the Metro San Gabriel Valley service sector, display the medallion before it goes on permanent exhibition at the SGV building. From left, Rudy Rey, Andi Wang, Mike Holguin, contractor Andrew Bart of W.E. O'Neill Construction, team leader Tim Lindholm, DEO Denise Longley (Contracts and Administration), Tom Lee, Metro SGV GM Jack Gabig, Paula Faust and John Jaramillo. Not pictured: Carlos Fabro.

OCTOBER

In the largest single allocation to a highway project in its history, the California Transportation Commission (CTC) has earmarked \$730 million in Proposition 1B funds to the I-405 Sepulveda Pass Widening Project. The decision means the \$950-million project is fully funded with Metro contributing \$13 million, the federal government \$130 million and the state providing an additional \$90 million to the project.

In an international competition involving some of the world's largest and best-known organizations, Metro was named one of five Best of Award winners of the 2008 Rebrand Award. Metro's work to create a new public image for the agency triumphed over competitors as diverse as the San Francisco Ballet and Delta Airlines. Entries included Fortune 500 corporations, small businesses, nonprofit organizations, economic development agencies, and cities and universities.

Construction crews reported they were well under way on work to repave two miles of the Metro Orange Line, replacing and upgrading the transit way pavement to accommodate traffic growth. In September, the popular line set a record of 27,987 average weekday boardings. Metro shared the cost of the work with Shimmick-Obayashi Joint Venture, the Orange Line's original contractor.



Marco Pedemonte, Equipment Maintenance Supervisor at the Arthur Winston Division, takes home a Leadership Award at annual "Night of Stars" awards presented by Chief of Operations Carolyn Flowers. Over 240 Metro employees were honored for outstanding performance and achievements over the past five years of service during the awards banquet held Oct. 17 in downtown Los Angeles.

NOVEMBER

Work on the six-mile Metro Gold Line extension to East Los Angeles that began in July 2004 was nearing completion, still within budget and on schedule for the grand opening in the summer of 2009. Installation of all rail tracks has been completed along with the tie-in to the Metro Gold Line to Pasadena. The new extension will feature eight stations, two underground and run from Union Station in downtown Los Angeles via Little Tokyo/Arts District and Boyle Heights to Atlantic/Pomona boulevards in East Los Angeles.

CEO Roger Snoble commended Metro employees for their work in promoting Measure "R", the half-cent sales tax to fund a myriad of public transportation projects across Los Angeles County. The measure on the November 4 ballot was approved by more than 67 percent of the electorate. "The voters of Los Angeles County have put their trust in us to deliver these important transportation projects and by their vote, they are confident that we can deliver," he said. "We must not let them down."

DECEMBER



Metro Board Director John Fasana, left, and Roger Moliere, Real Property and Development Chief, right, flank Los Angeles Mayor and Metro Board Chairman Antonio Villaraigosa at news conference held Dec. 15 to introduce Metro's TAP fare card. TAP, or Transit Access Pass, is a revolutionary new electronic fare payment system that will eventually unify all of Los Angeles County's transit operators through a single, reusable payment card. The goal is for transit patrons to pay for rides on Metro Rail and buses and local municipal buses with a single, rechargeable card.

Metro contractors completed work on repaving a portion of the Metro Orange Line transitway between the intersections of Topham Street/Victory Boulevard and Balboa/Victory Boulevard in the San Fernando Valley. The first phase of repaving began in October and was completed in early December. The second phase of repaving west of Balboa, which began Dec. 3, is now completed.



Roger Snoble announced Dec. 17 plans to retire as Metro CEO after seven years at the helm once his successor is on board. Los Angeles Mayor and Metro Board Chairman Antonio Villaraigosa called Snoble a "dedicated public servant who has provided solid leadership and a steady hand in restoring the credibility of the MTA while improving public transportation for millions of Los Angeles County residents and commuters." Also lauding Snoble was Los Angeles County Supervisor and Metro Board Member Zev Yaroslavsky, who said the retiring CEO "led Metro to new heights in the delivery of expanded, quality public transportation to the citizens of

Los Angeles County" and transformed the agency into an efficiently-run and effective transportation network "now recognized as one of the highest performing bus systems in the nation."

--Gayle Anderson contributed to this report

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Announcement to Employees - TV Coverage of Inauguration

On Tuesday, January 20, 2009, the historic presidential inauguration will be televised. Recognizing that this will be a historic event, TV coverage will be made available in the Gateway Boardroom and Cafeteria, and at the Divisions. I want to emphasize that this is a regular business day and there is still a lot of work that needs to be done. I ask that you be mindful in the amount of time used when viewing the event to ensure that normal business operations are not impacted.

Roger Snoble



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Eleven Employees Honored as Employees of the Quarter

- [Employee Recognition](#): Click here for the complete report and photos of the honorees.

(January 21, 2009) Eleven hard-working and dedicated Metro employees have been selected as Employee of the Quarter for the first quarter of FY 2009.

The employees were recognized for their contribution to the following seven Metro core values: Employees, Innovation, Teamwork, Customer Satisfaction, and Suggestions.

Employees

- Kenneth Chu, Maintenance Specialist

Innovation

- Transportation Planning Manager Kathleen Sanchez

Teamwork

San Fernando Valley Vehicle Operations team:

- Russ Modell
- Charles Jenkins
- John Dover
- James Lewis
- Ovidiu Mateescu
- Carl Benyo
- Dilbag Sandhu

Customer Satisfaction

- Bill Morris, Equipment Maintenance Instructor

Suggestions

- Transit Operations Supervisor Michael "MD" Johnson

Nomination forms are available on MyMetro.net under "[Forms Online](#)" in the "[Employee Forms](#)" category. For current information on Employees of the Quarter, select "[Employees of the Quarter](#)" from the [Employee](#)

[Recognition](#) page and click on "[Current Winners](#)."

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On TAP: from left, Metro Commuter Services Director David Sutton, Transportation Planning Manager Diana Estrada, LACC mascot Cubby, Deputy Executive Officer, UFS, Jane Matsumoto, CEO Roger Snoble and Real Property Management and Development Chief Roger Moliere.

Metro, L.A. Community College District Partner to Offer One of the Country's Largest Student Transit Pass Programs

By Laura Kloth
myMetro.net

(Jan. 21, 2009) Los Angeles City College students cheered Friday after learning they will be paying only \$15 to ride Metro through June.

Student representatives Rose Bustos of East Los Angeles and Renell Ross of Pomona were among those who spoke and thanked Metro and Los Angeles Community College District (LACCD) officials for creating Metro's Institution Pass program, which is expected to save them an average of \$200 this semester.

The program, announced at a news conference on the campus of Los Angeles City College, allows students to purchase Metro's TAP card for \$15 if they are enrolled in a minimum of 12 units.

Metro partnered with LACCD to create the program that helps pay for passes for nine colleges and is expected to benefit some 30,000 students.

CEO Roger Snoble told students to take full advantage of the program as he encouraged them to remain Metro users even after they graduate.

"You are the future so when you go to school, study hard, get good



Student representative Rose Bustos of East Los Angeles City College said that the new program would not only save money, but help students with the constant struggle to find parking. Below, LACC students flash new iTAP cards with Mayor Antonio Villaraigosa.



grades and realize the importance of public transportation, don't forget that," said Snoble.

"The temptation is to go out and buy a car right away. Well, you don't necessarily have to buy a car or two cars or three cars. You can get around this city, this region very easy on Metro," Snoble said.

Los Angeles Mayor Anthony Villaraigosa said the program couldn't have come at a better time.

"That's Top Ramen for two months. That's books and backpacks for the

semester and that's water and power for the year," the mayor said.

He said the program is a promise he made months ago to several students who confronted him one day demanding that proposed transportation rate hikes be denied.

Ross, president of the Black Student Union, said he spends two hours commuting on bus and rail to school from Pomona, and the program will save him \$96 a month for his bus commute alone.

"It helps me out economically and also helps the environment because it encourages people to use public transportation, which means a decrease in greenhouse gasses," he said.

Bustos said students have been asking for help for a long time and that the new program would not only save them money, but help them with the constant struggle to find parking. She also applauded the idea that the LACCD is committed to helping the environment by promoting public transportation.

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New program will help keep wheelchair riders safe and secure aboard Metro buses

By Laura Kloth
myMetro.net

In an effort to improve safety and accessibility, Metro has launched a program requiring that all wheelchairs and scooters be properly secured on Metro buses.

The idea behind the "Wheelchair Marking and Tether Strap Program" is to keep wheelchair users safe as they ride, and to streamline the time it takes for operators to secure the devices properly, said Metro ADA Compliance Officer Chip Hazen.

Simulated crash tests show that wheelchair users can sustain serious injuries with their chairs being seriously damaged or even destroyed when not properly secured, he said.

As part of the first phase, expected to begin in February, Metro contractors will begin installing nylon tether straps or yellow plastic tape on 1,000 chairs or scooters over the next few months. Installation is expected to be completed by July or August.

At the same time, bus operators will undergo training to learn how to properly secure wheelchairs using the markings and/or tether straps.

"Right now some bus operators are guessing where to put the bus securement hooks," said Hazen. The new program will greatly simplify the process as Metro operators will now, ideally, be able to secure wheelchairs to the bus in less than a minute.

Some of the confusion has occurred because some wheelchairs meet the American National Standards WC-19, while many others do not. For the wheelchairs that do not meet the standards, Metro contractors will install either yellow tape pointing operators where to attach the bus strap. If there isn't a designated location, a nylon tether strap will be attached, Hazen explained.

Bus operators will then attach the bus



Art student Lucia Mendez of Los Angeles, who uses Metro buses frequently, says she hopes to benefit from the Wheelchair Marking and Tether Strap Program. *Photo by Laura Kloth*



A tether, shown above, can be attached to the wheelchair or scooter, below, at the request of the user.



strap to either the marked location or the tether strap. Operators will have strap cutters available to release chairs in case of an emergency.

The program, which is voluntary, has received positive reviews from potential benefactors and nonprofit groups assisting wheelchair users, he said.

Lucia Mendez of Los Angeles, an art student who uses a wheelchair, said she is eager to learn more about the program because her chair is never attached when she rides the bus to school. Noting that her chair doesn't have the tethers, Mendez said, at times her chair shifts around when she travels and that has been frightening,

particularly when she has to carry her portfolio and can't hold on.

"I think it is a good idea, and I think it's great that drivers will be trained better," she said.

Hazen estimates that between 600 to 800 wheelchair or scooter users board Metro buses daily. Approximately 5,000 wheelchair users who ride public transit systems countywide will potentially benefit from the program, he added.

Implementation of the program is the result of a decision made two years ago by Metro's Accessibility Advisory Committee requiring that all wheelchairs be properly secured.

The program's \$108,000 budget includes a \$54,000 matching grant from the New Freedom Fund under the Federal Transit Administration.

Long Beach Transit and the City of Pasadena will also participate in this program, while similar programs are already underway with Sacramento Transit and AC Transit in Oakland.



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Los Angeles County Supervisor Mark Ridley-Thomas and Lakewood Council Member Diane DuBois join the Metro Board

(January 23, 2009) The Metro Board of Directors welcomed two new board members at the Jan. 22 meeting: Los Angeles County Supervisor Mark Ridley-Thomas and City of Lakewood Council Member Diane DuBois. Said Mayor and Board Chair Antonio Villaraigosa: "We welcome you to the board and to all the controversies that come with that responsibility. I look forward to working with you."



New board members, above, take their seats alongside fellow directors at the regular Board meeting Jan. 22. From left, directors Mike Antonovich, Diane DuBois, Mark Ridley-Thomas, John Fasana, Richard Katz and Ara Najarian. At left, CEO Roger Snoble welcomes the new board members to Operations Committee meeting Jan. 15.

Photos: Gayle Anderson

Los Angeles County Supervisor Mark Ridley-Thomas was elected Los Angeles County Supervisor for the Second District on November 4, 2008. Prior to his election to the Board, Supervisor Ridley-Thomas served the 26th District in the California State Senate where he chaired the Senate's Committee on Business, Professions and Economic Development and its two subcommittees on Professional Sports and Entertainment, and The Economy, Workforce Preparation and Development. In addition to his chairmanship duties, Ridley-Thomas served on the Senate Appropriations, Energy, Utilities and Communications, Health and Public Safety committees. Ridley-Thomas was first elected to public office in 1991 and served with distinction on the Los Angeles City Council for nearly a dozen years, departing as Council President pro Tempore. He later served two terms in the California State Assembly, where he chaired the Assembly Democratic Caucus. Director Ridley-Thomas will serve on the Operations and Planning and Programming

City of Lakewood Council Member Diane DuBois was elected to the city council in 2005. Prior to her city council service, she was a Lakewood Planning and Environment Commissioner for 28 years. She has been a board member and volunteer of Lakewood Meals On Wheels, a board member of the Greater Long Beach Girl Scout Council, a governing board member of Lakewood Regional Medical Center, a member of Soroptimists International of Lakewood/Long Beach, and a volunteer at Pathways Volunteer Hospice. DuBois is retired from a management position with Nestle USA. Director DuBois will serve on the Operations and

committees.

Construction committees.

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Funeral Services Scheduled for Metro Green Line Operator Warren Lampkin

- Services are Monday, Tuesday at Rosehills Memorial Park

(Jan. 23, 2009) Funeral services are scheduled for Metro Green Line train operator Warren Lampkin, who died Jan. 18 following a lengthy illness.



Warren Lampkin

A viewing is set for 6 p.m. to 8:30 p.m., Monday, Jan. 26, at Rosehills Memorial Park Mortuary, 3888 Workman Mill Road, in Whittier.

The funeral will be held at 1 p.m., Tuesday, Jan. 27, at the Rosehills Memorial Park Hillside Chapel, Gate 17.

The interment will be immediately following the funeral at Rose Hills Cemetery.

Lampkin, 53, originally a Metro Bus operator, joined Rail Operations about six years ago, said Michael Moore, Rail Transportation Division Manager. He was a part-time operator who worked the morning shift from 5 a.m. to 9 a.m.

"Warren was a gentleman, pleasant all the time, and never disrespectful," said Moore. Lampkin had been on long-term sick leave since last February, but was able to visit the office right before the Thanksgiving holiday. "It was great to see him. He was doing all right, then. He said he missed work. Now, we miss him."





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Board Approval Advances Four Major Transportation Projects

- [New Board Members:](#) Directors welcome Los Angeles County Supervisor Mark Ridley-Thomas and Lakewood Council Member Diane DuBois to the Metro Board
- [In other actions:](#) Budget items. New committee will focus on Measure R projects.

By DAVE SOTERO
Media Relations

(January 23, 2009) Marking a significant day in the advancement of key transportation projects in the L.A. region, the Metro Board of Directors Thursday authorized four major transportation projects to move forward to their next phase of work.

Metro's Alternatives Analysis recommendations – considered the first phase of project work conducted over the past year and a half – were approved for three projects: the Westside Extension Transit Corridor Study to West Los Angeles; the Regional Connector Transit Corridor Study in Downtown L.A., and; the Eastside Transit Corridor Phase 2 Study in the eastern portion of L.A. These projects will now enter into environmental review, which precedes final design and construction.

At this same meeting, the Metro Board also certified the Final Environmental Impact Report for the Canoga Transportation Corridor Project, a move that clears the way for construction to begin later this year on a four-mile extension of the Metro Orange Line from the Canoga Park park and ride lot north to the Chatsworth Metrolink Station in the



In other actions:

Item 17: The Board approved a combination of measures proposed to mitigate the \$136.3 million shortfall in the FY09 budget, which included \$227.2 of State Transit Assistance revenue based on the forecast by the State Controller in January 2008. That amount was decreased to \$90.9 million in the budget adopted by the State in September, resulting in the shortfall of \$136.3 million. Other amendments included measures to transfer \$23 million of Prop A, Prop C and General Fund balances to pay interest on outstanding debt as a result of the continuing volatility in the financial markets and \$1 million for ongoing legal and other costs associated with the downgrade of

West San Fernando Valley.

"Advancing these transit projects closer to construction and completion sends a clear signal that greater mobility for Los Angeles is inevitable," said L.A. City Mayor and Metro Board Chair Antonio Villaraigosa. "We can and will build our way out of this recession with projects that are ready to go and that will directly stimulate our local economy."

Project funding will be made available, in part, through Measure R, the countywide half-cent sales tax approved by voters during last November's general election. Proceeds will begin to be collected July 1, 2009, and could fund up to \$40 billion in overall transit, highway, pedestrian and bicycle improvements over the next 30 years.

The Westside Extension Transit Corridor Study is the proposed extension of the Metro Purple and/or Red Line subway to Santa Monica. In addition to the No Build and Transportation Systems Management Alternatives, the Board approved two build alternatives for further environmental review and preliminary engineering: a Metro Purple Line extension via Wilshire Boulevard and another that also includes a spur from the Metro Red Line in Hollywood via Santa Monica Boulevard.

The Board approved for further environmental review Metro's recommended alternatives for the Regional Connector Transit Corridor Study that would provide seamless travel between Long Beach and Pasadena, connecting the soon-to-open Metro Gold Line Eastside Extension with the 7th Street/Metro Center Metro Blue Line Station and the future Expo Line. Metro will now study possible at-grade and underground alternatives via Second Street in Downtown L.A.

The Eastside Transit Corridor Phase 2 Study proposes to continue the Metro Gold Line Eastside Extension now under construction. The rail extension between downtown Los Angeles and East Los Angeles is scheduled to open in mid-2009. In studying a possible continuation of the line from the future Atlantic station terminus, Metro recommended several alternatives for further analysis, including rail line extensions via State Route 60, Beverly, Whittier and Washington Boulevards.

At the conclusion of the next phase of evaluation for the Westside Extension, Regional Connector, and Eastside Transit Corridor Phase 2, the Metro Board of Directors will be asked to select a Locally Preferred Alternative for each project. Public outreach will continue to be a key component for all projects, and public comment incorporated throughout all project phases.

AIG under the "Defeased Lease Program."

Item18: The Board forwarded Item 18, a recommendation to approve the FY10 Business Planning Parameters, as amended, to the February meeting. In the discussion that ensued, directors opted to delay consideration of the proposed budgetary structure until the economic impact of the state budget and federal economic stimulus package can be determined.

Measure R Project Delivery

Committee: A new board committee formed to keep Measure R projects on track was announced by Mayor and Board Chair Antonio Villaraigosa as key to the management of the voter-approved funding that will begin on July 1.

"The Measure R Project Delivery Committee will review and recommend for board approval all actions necessary to deliver Measure R projects on time and on budget," said Villaraigosa. The committee will be chaired by Director Richard Katz, with Director Zev Yaroslavsky serving as vice chair. Also serving on the committee are directors Don Knabe, Ara Najarian and Pam O'Connor.

Villaraigosa characterized the actions as "making progress and and keeping faith with the voters who approved Measure R."

— from Gayle Anderson

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Tennis players, from left, Bassar Richardson, Bernie Hildreth, Patrick Astredo, Thomas Traylor, Sam Creer and George Branch collect the third-place trophy at Holiday Bowl Tournament. Players who competed but are not pictured are Richard Bonino, Melvin Navarro and Ruben Madrid.

Tennis team competes for fun and fitness

By LAURA KLOTH
myMetro.net

Metro employees who may have an aversion to treadmills or stationary bikes, will be happy to learn that Metro's tennis team is still going strong - and is recruiting members.

Tennis Captain and ITS Engineer Thomas Traylor invites new players to hit the courts and test their swing and you don't even have to play like Roger Federer to participate.

"The beauty of the sport is that anyone can learn how to play, and you don't have to be that great at it," Traylor said, noting that tennis is a great way to trick your body into a good workout.

"Everyone's welcome, and a lot of times people get kind of afraid to get in there because of that image of being in a tournament - playing against good people. You know, getting beat up and stuff like that. It's really not geared towards that. It's really geared for participation," he said.

Traylor started the team about seven years ago, and while members have come and gone, the core roster of players remains intact.

In October, the team grabbed the third place trophy out of five teams competing at the annual 28th Holiday Bowl tournament where Metro's Patrick Astredo, George Branch, Sam Creer, Melvin Navarro, Bassar

Richardson, Bernie Hildreth, Richard Bonino and Ruben Madrid competed against players from Boeing, Jet Propulsion Laboratories, Northrop-Grumman and Southern California Edison.

The team is now training to compete in the Bunny Bowl tournament in April.

Astredo, director of Metro's Fleet Management and Support Services Department, lives in Cerritos and practices twice a week in Long Beach.

"We get out and hang out with each other and get a little relaxation and physical exercise in," and, though he's not "super competitive," he "revs up to win" before every tournament.

Richardson, a Metro contract administrator, practices in Culver City and for the past two-and-a-half years, has "loved every minute of it."

Tennis helps you maintain balance, and because of the repetitive jumping, squatting and shifting, it helps build muscle, he notes. "It's the next best thing to swimming," Richardson said.

Traylor started playing tennis with a friend after college, and began playing competitively in tournaments in Oakland and San Diego.

Later, he played in several U.S. Tennis Association events and traveled to Mexico. He stopped playing for many years, and again, turned to his beloved sport when it became a great stress reducer.

Tennis, he said, "really became an outlet for me" and helped him get through a difficult period after he became a caretaker for a sick parent.

"This swinging a racquet and navigating around court isn't limited to younger players," he said. "Age isn't a factor. You have people that play tennis for years. I mean there's some tennis players in their 60s and 70s who will out beat most young people because it's a mental game as well."

Other team members come from Fullerton, Los Angeles, Long Beach, and Orange County, and practice where they can, when they can.

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The first light rail car to run the full length of the six-mile Metro Gold Line Eastside Extension alignment left Union Station this morning, but not under its own power.

Photos: Gary Leonard

Metro Rail tests first train car on Metro Gold Line Eastside alignment

- Testing to verify proper clearance between the rail car and surrounding equipment and facilities, including 1.8-mile-long twin tunnels under Boyle Heights.

By JOSÉ UBALDO
Media Relations

(Jan. 27, 2009) The first light rail car to run the full length of the six-mile Metro Gold Line Eastside Extension alignment -- another major milestone leading up to the opening this summer -- left Union Station Tuesday morning heading east toward the line's terminus at Atlantic Boulevard and Pomona Street.

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.



It's been nearly 46 years since the last trolley ran on First Street. Train shown here is departing the Little Tokyo Arts District Station.

The trip was part of a clearance test in which the train car was towed, rather than self-powered, at approximately 5 m.p.h. so that it could easily stop on short notice. The test was done to verify proper clearance between the rail car and surrounding equipment and facilities, including 1.8-mile-long twin tunnels under Boyle Heights. On platforms, clearance was carefully measured where doors will open at eight stations -- two of them underground -- along the route. Towing was done by a small truck on rails.

The test was not open to the public because of safety concerns. The Metro Gold Line Eastside Extension has posted an exemplary safety record: more than 3.7 million construction working hours without a single lost-time injury -- a record unparalleled by any major public works project in the country. The project is also under budget and projected for early completion.

The last streetcar ran on First Street just after midnight on March 31, 1963.

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Lunch Walkers @ Metro on the move: Foreground, Vilma Hernandez and Fanny Ortiz. First row, from left, Martha Ramirez, Bertha Brunner, Elizabeth (Liz) Silva, Samira Baghdikian, Helen Cosner, Barbara Burns, Milagritos Acosta, Milca Elorriaga, Moonela Carter. Back row, from left, Dalila Valles, Dewitt Ruth, Maria Lechuga, Maria Lopez, Patricia Chen, Claudia Casasola, Tatiana Martinez and Marie Tervalon.

Photos: Gayle Anderson

Lunch Walkers support one another to stay in step

By LAURA KLOTH
myMetro.net

(Jan. 27, 2009) Peer pressure isn't always a bad thing.

Take the Lunch Walkers @ Metro club. Members get a little nudge every morning from Customer Relations Agent Vilma Hernandez. The soft-spoken, small-framed lunch-walking leader shoots off emails around mid-morning to remind members that it's time to move.

"Not only are we motivated to walk but as we walk, we motivate others to eat healthier. I really believe this has helped us to continue doing it. When you do it by yourself, you don't have anyone asking about it," Hernandez said.

The typical goal is to walk 30 to 35 minutes, three times a week. Some walkers like to complete a three-loop trek through the Union Station tunnel, into the Metropolitan Water District building, and back toward the Red Line entrance. Others prefer to hike up and down the stairs 20 times, and others walk alone before or after work due to scheduling conflicts.

"Walkers that can't walk upstairs because of their knees can take the escalators," Hernandez says.

"For me, it's been a blessing. I've gotten to know more people. We talk and

walk socializing and exercising," she says.

Hernandez launched the club over a year ago at the suggestion of her boss, Gail Harvey, director of customer relations. Harvey said she encouraged Hernandez with "the objective of helping people become fit and more health conscious."



Gail Harvey, shown here on a trek around the transit plaza, lost 18 pounds on her mile-a-day routine.

The club received \$300 in Metro seed money to purchase pedometers and now more than 20 members walk regularly. Some walkers have lost weight and maintained it, while others have improved their overall health.

Perhaps the most dramatic change occurred to Harvey, who lost 18 pounds after kicking her morning walking routine into full gear six months ago. Not only did she start walking a few times a week, she also cut out pasta and sugar from her diet and that's made a difference, she says.

"I do feel better and continue to make an effort to walk about one mile each day. That made me confident enough to participate in the Diabetes 2-Mile Walk," Harvey said. "I am constantly encouraged by Mrs. Hernandez to push myself, and I plan to try a three-mile walk soon."

Last year, the group collectively raised \$5,000 for breast cancer research by participating in the Revlon Walk, and they also joined other Metro departments in the Diabetes 2-Mile event, which netted another \$5,000.

Customer Service Agent Fanny Ortiz smiles as she talks about losing three pant sizes since she started. She said her walking regimen has helped her shed the weight she put on while caring for a child recovering from open heart surgery.

"There's many times when I feel like giving up. When I feel like that, somebody will push me," Ortiz says.

Dalila Valles says the midday ritual has helped her lose weight and lower her blood pressure, and her co-workers have also encouraged her to eat healthier.

Some of the walkers started a salad club where they contribute money and time each week by taking turns buying and creating nutritious salads.

"I love it. Otherwise I really don't eat vegetables when I get home," Valles said. "I still eat out but, at work, I practice eating healthy."

With this year's \$300 allocation, Hernandez plans to purchase T-Shirts for the members, who usually change into casual clothes and sneakers for their

walks.

"I feel good knowing that I am able to motivate them," says Hernandez. She welcomes interested employees by saying, "When you're ready, we'll be here for you."

[MORE:](#) It's been a year since the first walkabout. See [myMetro.net report](#)

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CEO UpDate: Defeat the Deficit



Imagine this! "Our idea to cut costs and increase efficiencies helped reduce the structural deficit!" [Photo credit](#)

FY10 Forecast Deficit : \$115.7 million

Employee's ideas to 'defeat the deficit': Priceless

- Keep up the momentum: Submit ideas to defeatTheDeficit@metro.net



CEO Roger Snoble:

"Thanks to all our employees who came back to help defeat the deficit."

Credit Roll:

Anne Adelman
Alberto Alva
Sasha Alvarenga
Gayle Anderson
Matthew Barrett
Kenny Bass

By Roger Snoble

(January 29, 2009) More than 200 ideas submitted by employees to the "Defeat the Deficit" campaign generated a sizeable list of potential savings in the range of several hundred thousand dollars to priceless.

In light of the 10-year financial forecast that puts the Metro operating shortfall at \$2.2 billion, I challenged everyone to tap into our collective creative energy and come up with ways to save money, cut costs, and boost production in new, efficient ways.

I was impressed by the suggestions and recommendations you made. As a matter of fact, I asked the Strategic Business Unit chiefs to implement some of your great ideas as soon as possible. We have some very good recommendations that will initially contribute \$3 to \$4 million in savings.

In a budget discussion at the Jan. 22 Board meeting, I also praised employees for responding to the call to action and reported that many of your

Darlene Blake
Salvatore Bottancino
Jino Canizares
Stefan Chasnov
David Coffey
Mario Del Rosario
Narendra Desai
Gwynneth Doyle
David Ebling
Frank Estrada
Hassan Fakhro
Paula Faust
Javier Figueroa
Donna Finn
Bruce Fitzgerald
Stephen Fox
Elizabeth Garcia
Anthony Gilliam
Jess Godinez
Sonia Gurrola
Jon Harting
Gail Harvey
Larry Haynes
Edward Hernandez
Russell Homan
Frank Hooks
Jennifer Hopkins
Hugo Con
Steve Jaffee
Anne Karna
Laura Kloth
Ram Krishna
Edward LaMotte
Emmanuel Liban
Michelle Littleton
Tom Lujan
Joselito Mejia
Mark Miller
Donna Mills
Evans Muhammad
Tuan Nguyen
Margarita Ortiz
Joshua Ott
David Palm
Sylvia Pantoja
Rodel Pareja
Linda Perryman
Albert Ramirez
Diego Ramirez
Jerry Ramos
Sayed Rasoul
Doreatha Roberts
Roy Pitts
Moni Rubisa
Anthony Salcido
Sandra Sandoval
Sande Scott
DonCosta Seawell
Ray Shaffer
Gary Spivack

ideas are being put in place immediately.

It's a very positive set of solutions. I am impressed that so many of you took this challenge very seriously and came up with ideas that are practical, solid and worthy of implementation. Your active involvement in this campaign inspired more ideas from Strategic Business Unit (SBU) chiefs.

All of the initial responses we received from you before Jan. 5 were returned to SBU chiefs for cost analysis and a feasibility check. Some of the ideas can be implemented now; others may need further development. Some may require Board approval, such as projects that need an initial investment, but all will result in savings or generate revenue for the agency.

The buck starts here!

No idea is too small. It all adds up. For example, we can reduce the utility bills immediately by doing these simple steps now:

- Turn off your computer, monitor, and all your other peripherals at the end of each workday. Projected savings: Utilities and equipment.
- Use the copier and/or the copy center for copies. This saves on expensive toner used in printers. Projected savings: Copier toner cheaper than print toner.
- Print your documents double-sided and forget the color. Projected savings: Paper and toner.
- Don't throw food waste in the bin meant for paper. Paper that is contaminated with food and other items can't be recycled. Projected savings: Lower trash collection bill with recycling credits.

Together we can make a difference in the structural deficit. I encourage you to continue looking around your department and think about ways that we can increase our efficiency by working smarter and greener to save our precious resources. It's crucial to continue the momentum generated by this campaign.

I encourage you to continue sending your ideas to defeatTheDeficit@metro.net.

And, thank you. I'm convinced that your creative cost-saving ideas will help to defeat the deficit.

- *Photo of Equipment Maintenance Specialists Toshi Manaka, Ronnie Burt and Eric Czintos used in this illustration was taken by photographer Deniz Durmus after the Metro Rail team took first place at the 2007 APTA International competition in Toronto.*

- Paul Squires
- Elizabeth Streegan
- Steve Strilecki
- Kathleen Sweet
- Inez Tarver
- Alice Tran
- Cop V. Tran
- Ron Timble
- Carlos Valdez
- Diana Valdez
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View from the Fourth Street bridge shows sprawling "MTA" tag that stretches along the Los Angeles River banks from First Street to the Metro Rail Division 20 train yard. *Photo by Gayle Anderson*

"MTA" crew members to complete the gigantic painting that is easily spotted from buildings east of Metro's Division 20 at Third Street and Santa Fe Avenue.

The crew was so bold as to depict their work on a tagging website, bragging that it took 300 gallons of white paint and 100 gallons of black paint to complete the project, Pando said.

Estimates from the Army Corp of Engineers show it will take about \$3.7 million dollars to clean up.

Sheriff's Deputies Arrest Notorious Ring of Taggers

Gang of seven are accused of painting the giant "MTA" tag along L.A. River bank that abuts the Metro Rail train yard at Division 20.

BY LAURA KLOTH
myMetro.net

(Jan. 29, 2009) A ring of alleged taggers was arrested this week accused of vandalizing a half-mile stretch of city property adjacent to Metro Rail Division 20 train yard, reported Los Angeles Sheriff's Department Sgt. Augie Pando.

Members of the alleged tagging crew known as the "Metro Transit Assassins" or "MTA" were picked up and charged with defacing city property by painting a huge "MTA" sign along the concrete bank of the Los Angeles River.

Officials estimate it took several nights for the



View from the First Street bridge shows the giant tag against the low-rise skyline of Metro Rail Division 20 train yard.

Arrested were the alleged ring leader Cristian Gheorghiu, 32, of East Hollywood, who is known as "Smear" in tagging circles. His alleged tagging crew includes, Shaun Alexander, 27, Sergio Ayala, 25, Eduin Miramontes, 23, Nicholas Rem, 28, Juan Rocha, 22, and Ryan Swenson, 27 all from the Los Angeles area.

During Wednesday's arrest, officials also confiscated marijuana, a handgun and evidence of narcotics trafficking. Four children were taken in by Department of Children and Family Services due to the living conditions officers found.

On Thursday, sheriff's deputies served another warrant at the home of a 17-year old alleged tagger accused of causing an estimated \$150,000 in damages at Metro's Orange Bus Line, Pando said.

Deputies also recovered stolen property at his home. Thursday's arrest does not appear to be related to the earlier one, Pando added.