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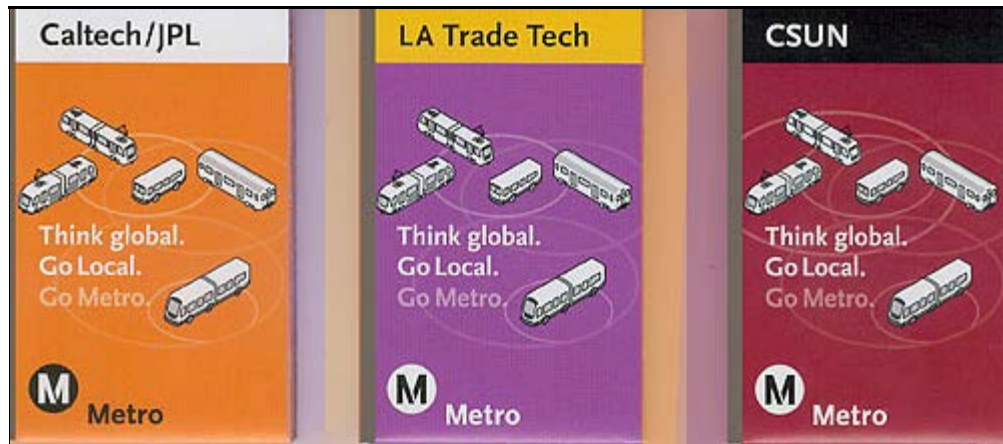
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A series of Metro college pocket guides — colorful, school-specific “mini-maps” showing Metro rail and bus routes, as well as handy lists of convenient restaurants, theatres, museums, libraries, night spots, shopping centers, and concert venues — are a core component of the overall marketing strategy.

To Metro or Not to Metro: That is the Question

- Metro conducts campaign to get college students to 'Go Metro' to classes

By Michael D. White
Staff Writer

You don't need to walk into your nearby warehouse superstore to see that there's no shortage of choice nowadays. Picking and choosing is part of everyday life, be it what to have for lunch or what's the best way to get to and from school.

“That was the biggest challenge we've faced,” says Omark Holmes, Metro senior marketing and communications officer. “People, particularly college students, have options as to how they're going to get around town, but we're creatively working to put Metro at the top of their list of commute choices.”

The campaign to get more college students to “think Metro” instead of climbing into their cars to get to class, kicked-off last fall and has two phases in its approach.

First, said Holmes, “We crafted a short list of criteria that each potential college had to meet before it could become a part of the program. That balanced on Metro's existing rail and bus services and whether they operate within a reasonable walking distance of their campus.” That criteria mandated that the college in question had to have consistent service based on the Metro 12-minute map — service so reliable and frequent that that students wouldn't need to refer to a bus or rail timetable.

This narrowed the initial focus of the campaign on seven universities and colleges located within Metro's service area — UCLA, Los Angeles City College, USC, Cal State-Los Angeles, Los Angeles Pierce College, Pasadena

City College, and Los Angeles Valley College.

According to Holmes, the menu of cooperating schools will expand over the next few months to include Cal Tech/JPL, CalState-Northridge, and Los Angeles Trade Tech.

A core component of the overall marketing strategy, said Holmes, was the development of a series of Metro college pocket guides – colorful, school-specific “mini-maps” showing Metro rail and bus routes, as well as handy lists of convenient restaurants, theatres, museums, libraries, night spots, shopping centers, and concert venues.

“We arranged with the different schools to have the pocket guides inserted into the orientation kits handed out to new students,” said Holmes. “It’s interesting to note that one of the first things new students want information about is how they can utilize local transit services to get around. We’ve visited each of the campuses with pull banners and information packets, piggybacking on Metro’s successful “problem-solution” campaign.”

Did the Metro pocket guide campaign score with the college crowd? Overwhelmingly, said Holmes. “During our campus visits, we were amazed at how well the ‘mini-maps’ were received. The admissions office at USC has actually started putting Metro pocket guides into the information kits that they send to students overseas interested in attending the school.”

The college program has become “turn key, so we’re working to update information and visit the campuses and keeping the students informed,” he said. “I’d like to do that every semester if possible; if not, at least once a year to reinforce riding Metro.”

The college pocket guide series was recently named the recipient of a prestigious international design award by HOW Magazine. The Metro college campaign is one of a series of segmented route promotions, which includes seniors, employment centers, shopping and nightlife. The next campaign will zero-in on utilizing the web to reach teenagers.



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Retired TOS Irving 'Mo' Modell Dies at 80

- Services are 1 p.m. on Monday, April 6, at Eden Memorial Park, located at 11500 Sepulveda Blvd. in Mission Hills, Calif.

(April 3, 2009) Irving "Mo" Modell, a much-loved Transit Operations Supervisor who worked the dispatch window at East Valley Division 15 for most of his 30-year career, has died at the age of 80.



Irving 'Mo' Modell

Mr. Modell died April 1 at his home in Palmdale following a short illness, said Barbara Maycott, assistant transportation manager at East Valley Division.

Mr. Modell was hired at Southern California Rapid Transit District on July 21, 1958, and retired as a Transit Operations Supervisor on July 31, 1988.

His 30-year career included commendations for on the job courtesy in 1960 and 1962.



Irving 'Mo' Modell, front row, center, appears in this retirement photo printed in the September, 1988, edition of the employee publication *Headways*. Metro's new CEO Art Leahy, then RTD Acting AGM for Operations, is pictured, back row, left, along with RTD Board Director Charles Storing and General Manager Alan Pegg.

"He was well-loved by everyone," said Maycott. "Mo was like an uncle to me; he was my mentor," she said of Mr. Modell, who trained Maycott after she was hired as a TOS in 1984.

"He treated all equally, and loved to joke around," she said, adding his wonderful personality put everyone at ease. "One of his favorite lines to unsuspecting trainees was ' If I could spell insubordination, I'd write you up.' "

Mr. Modell and his family lived in Granada Hills during the time he worked at RTD. The family moved to Palmdale shortly after the 1994 Northridge earthquake, said Maycott.

He is survived by his wife, Rosalyn, and three sons, one of whom is Russell Modell, a TOS for Vehicle Operations at the Metro San Fernando Valley service sector.

Services will be held Monday, April 6, at 1 p.m. at Eden Memorial Park, located at 11500 Sepulveda Blvd. in Mission Hills, Calif.

--from Gayle Anderson

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General Manager of Rail Operations Mike Cannell congratulates new class of graduates who have completed the intensive training sessions required of Metro train operators.

Rail Operations Graduates Ramp Up for New Lines, More Service

By Laura Kloth
Staff Writer

Thirteen proved to be a lucky number for four Metro Rail instructors who started out with 13 students and graduated the same March 12.

"We started with 13 and we're going to end up with 13 on this class. And that hasn't happened very often," said Rail Division Transportation Manager Bruce Shelburne.



Graduates Victoria Winge, above, and Terrance Gore were among those receiving certificates from Rail GM Mike Cannell.

This time around, the class was made up of operators who have been with Metro for less than four years. That is also unusual but not a big surprise to Shelburne because Metro is conducting three rail classes this year instead of two to ramp up for the Metro Gold Line Eastside Extension and the Expo Line.

General Manager of Rail Operations Mike Cannell congratulated the class, encouraging them with what has become his traditional pep talk about "moving the world with a smile." Cannell shared an experience of riding a rail car



manned by employee Ruben "Running Wolf" Hernandez, who greets his passengers with a smile.

"If you're smiling, the passengers are smiling," Cannell said after sharing a poster he helped create depicting a rail car carrying the world.

Graduate Terrance Gore was among those who shook Cannell's hand, after switching careers as a chef to become a rail operator. Gore accepted his certificate and thanked instructor Arnold Johnson.

"Arnold was a little tough on us," Gore said. "He was tough when it was needed. I really appreciate it. He helped push me to a level where I needed to challenge myself."

Gore's wife, Ave Maria Gore, said her husband has had an interesting path to Metro which included, working as a chef for a large traveling circus, cooking with Wolfgang Puck, and later, working as an executive chef at the Union Rescue Mission.

Another graduate, Juan P. Guzman, thanked instructor Gerald Harper, saying, "We had our ups and downs" but everything turned out for the best.

Cannell said it was Metro's good fortune to have jobs available despite the climbing unemployment rates around the country. "What a unique time in this economy. We're hiring and we're employing and we're moving more people than ever," he said.



It's a family affair: Rail GM Mike Cannell congratulates the entire family of graduate Jorge Garcia, who took the long hours and study sessions in stride in order to achieve his goals.

"Any clue how many people you affect by your operations? A lot more than

the biggest churches, more than the biggest football stadium," Cannell said, pointing out that 275,000 passengers ride Metro Rail daily, which amounts to 20 percent of the total ridership. He lauded the efforts by instructors Arnold Johnson, Gerald Harper, Willard Johnson and Hector Gutierrez and said he has enjoyed working with the "best of the best" that produce operators who hold a 99.8 percent on-time performance rate.

"Now that's pretty doggone good. It takes people like yourselves to keep it going that way," he said.

Before the ceremony, some of the graduates were slightly disappointed after learning they would have to wait a few weeks to get a rail assignment. Shelburne told the graduates some would return to bus operator duties and be placed on the "extra" list until a rail assignment opened up.

"We're going to allow the semiannual bid to shake out this next week. There may be more openings. These operators are integrated into the list and there are already people on the list," he explained afterward.



Class of 03.09: Instructors and students line up for graduation ceremonies. Rail graduates are Kathy L. Magee, Juan P. Guzman, Majid A. SK, Pedro Lopez, Jesse Valadez, Alfred W. Johnson, Prudencia D. Lambey, Jorge Garcia, David S. Fernandez, Alberto Mejia, Terrance L. Gore and Victoria Winge. Not pictured: Benjamin Penaranda.

Graduate Victoria Winge, who became the classroom mom, said she was especially excited because when she started, she not only set out to graduate, she also had a mission. "I really prayed that we'd start with 13 and finish 13."


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Tap often? Try always.

TAP Card Do's and Don'ts:

- Do wear your badge or have it available when riding Metro.
- Do tap at all times when using transit, whether it's a Metro Rail or Metro Orange Line stand-alone validator, or a fare box aboard a Metro Bus.
- Don't punch holes in your badge or use pins.
- Don't forget to tap, tap, tap.

inspectors," Chasnov explained.

The problem appears to be more prevalent on the rail side where some employees who fail to tap are being stopped by fare inspectors.

"The bottom line is that employees need to carry their badges at all times especially when they ride the system," Chasnov said, and that includes during nonworking hours when riding Metro.

"Having a badge is a privilege, and with that comes responsibility," he said.

Since the program began, more than 10,000 TAP cards have been issued.

If a TAP card fails to register, an employee should contact the

Employees are reminded: Don't forget to TAP

(April 7, 2009) Metro employees, who carry a Metro-funded TAP card, are being reminded to TAP their cards when riding a train or bus.

"A lot of people just walk right by and they don't tap. They can't just shrug it off. They've got to tap," said Stefan Chasnov, DEO of Human Resources.

Branded with the Metro logo and Transit Access Pass TAP insignia, the TAP cards or badges were first introduced nearly a year ago to provide access through security gates, and to be used as proof of transit fare.

Despite a comprehensive campaign about the cards, some riders are still forgetting to TAP their cards as they breeze by the stand-alone validators to get to the trains, or the bus fare box on buses, said Chasnov.

And while some are tapping, some are failing to look for the "Go" sign on the small screen when boarding, both of which are "important steps for employees to take," Chasnov said.

"The cards provide a crucial statistic for ridership analysis and, most importantly, the cards are proof of fare for fare

Employment Office located at the Patsaouras Plaza at Metro Headquarters
at 922-7153. Replacement cards are \$15.

—from *Laura Kloth*

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Smooth transition: Outgoing CEO Roger Snoble breaks in Arthur T. Leahy as Metro's new CEO at all-staff meeting April 6.

Departing CEO Roger Snoble takes a bow; new CEO Art Leahy takes charge at all-staff meeting

- Employees give rousing reception in packed board room as chief executives exchange career quips and transportation tips.

By Laura Kloth
Staff Writer

(April 7, 2009) By now it's crystal clear, Metro's new CEO Art Leahy is a USC Trojan fan.



Metro CEO Art Leahy

Quotables

Not only did Leahy set this down as law during his introductory speech Monday, but he also defined his key objectives as Metro's new chief, told a few jokes and dismissed rumors about employee layoffs.

"I want to be the CEO of the best transportation organization in the country. I don't say those words lightly. I mean it," he said at the onset of his 30-minute introductory speech before a standing-room-only crowd in the Metro Board Room.

"We have tons of opportunity here -- big projects. We have taxpayers who trust us, trust Metro with an awful lot of money. So we have an obligation to them to do our very best to

"Metro should be the best transportation agency in the country, and we're going to work hard to make that happen."

"If somebody wonders about whether or not my being here signals a return to the RTD, it does not. No, I do not work for the RTD."

"If anyone wants to work for the RTD, we'll pay you in RTD checks, not adjusted for inflation."

"I don't have any plans to replace any executives at this time. I'm not going to come in here and just start firing people right and left. I'm just not going to do that."

"We're going to have to prove to those Orange County people that MTA is better than OCTA."

"I don't like screwing up. I don't like blowing a budget or a schedule, but if we do run late, we're going to tell the board about it. We're going to be very forthright."

"If you don't dream great dreams in California, people would wonder what was wrong with you."

"This is hard work, but we still ought to reserve some time just to be human beings."



"It always worked for me," said outgoing CEO Roger Snoble of his 'easy' button.

deliver products, services which have value," Leahy said.

Layoff, restructuring rumors quashed

Leahy quashed rumors about possible layoffs or restructuring during two occasions in his speech, saying he'd only been at the job for a couple of hours, and didn't have any plans to do either.

"I don't have any plans to replace any executives at this time. I'm not going to come in here and just start firing people right and left. I'm just not going to do that," he said.

"So I'm going to spend the first couple of months trying to learn how the organization works," and then assess where improvements are necessary, he said.

Touching briefly on the tumultuous marriage of the Los Angeles County Transportation Commission (LACTC) and the Southern California Rapid Transit District (SCRTD) in 1993, Leahy noted, "If somebody wonders about whether or not my being here signals a return to the RTD, it does not," he said.

Leahy asked employees not to be intimidated by his questions in the near future, and he also told them not to be afraid to ask questions.

"The people that I respect the most are those who have the willingness to have debate and explore issues. People who care about things have difference of opinion," he said.

Snoble bids farewell

Leahy was introduced by outgoing CEO Roger Snoble, who presented the new CEO with large bags filled with special tools and trinkets for his new position.

Items included a safety vest, a voucher for steel-toed shoes, a Blackberry, a two-week supply of business cards and a bright red EASY button to use for those really complicated matters.

And as he said good-bye, Snoble said, "I'm no longer your CEO and it feels kind of strange, but you know, I still enjoy seeing all of your faces. And that's the thing I'm going to miss the most."

Leahy thanked Snoble for his seven and a half years of service at Metro calling him the voice of "calm and reason" during many tough situations in transportation.

Looking back and looking forward

Getting further into his speech, Leahy pointed to more of his specific goals as Metro's new boss.

"You know I'm going to care a lot about schedules, about on-time performance, about real time service management, about clean buses, and making sure that we're doing the best for the customers," he said.



CEO Art Leahy began his transit career as a bus operator for Southern California Rapid Transit District in 1971.

The 60-year-old transportation leader also spent part of the time talking about his 38-year career in transportation saying it began in 1971, when he was hired as a Division 3 bus operator for the Southern California Rapid Transit District, before it became Metro.

He also talked about his bittersweet departure as the CEO of the Orange County Transportation Authority, where he said he spent "the best eight years" of his career.

"I'm really happy to be here. I'm happy at the challenge and the opportunity, but it's at a price of missing Orange County," he added.

He also spoke about his other stint as general manager of the Minneapolis-St. Paul transit agency from 1997 to 2001. There, he said, he was teased for wearing a "funny looking" parka to brave the frigid temperatures.



CEO Art Leahy greets Metro Art Docent Ron Zane, followed by Security Director Dan Cowden, as employees form impromptu reception line after the meeting.

Throughout his speech, Leahy intermittently said hello to employees he recognized in the audience as he told stories with humor and asked employees to try and get joy out of their daily tasks. "This is too hard if we're not going to have fun," Leahy said.

And maintaining his staunch USC manner, Leahy couldn't help but poke a little fun at the UCLA fans and alumni.

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Environmental Management System is key to organizing Metro's sustainability efforts.

Metro Gets FTA Assistance to Set Up Environmental Management System

By Rich Martin
Staff Writer

(April 9, 2009) Metro has won federal assistance to assist in moving the agency closer to fully and systematically addressing compliance with environmental regulations.

Aid from the Federal Transit Administration will provide training assistance, consultation and implementation of an Environmental Management System (EMS), which is considered the gold standard in compliance.

An EMS is defined as a "continual cycle of planning, implementing, reviewing and improving the processes and actions that an organization undertakes to meet its business and environmental goals," according to the U.S. Environmental Protection Agency.

Environmental Compliance and Services Department Manager Cris Liban, one of the overseers of the project for Metro, said the system is a "set of policies and procedures that captures the best practices" out there.

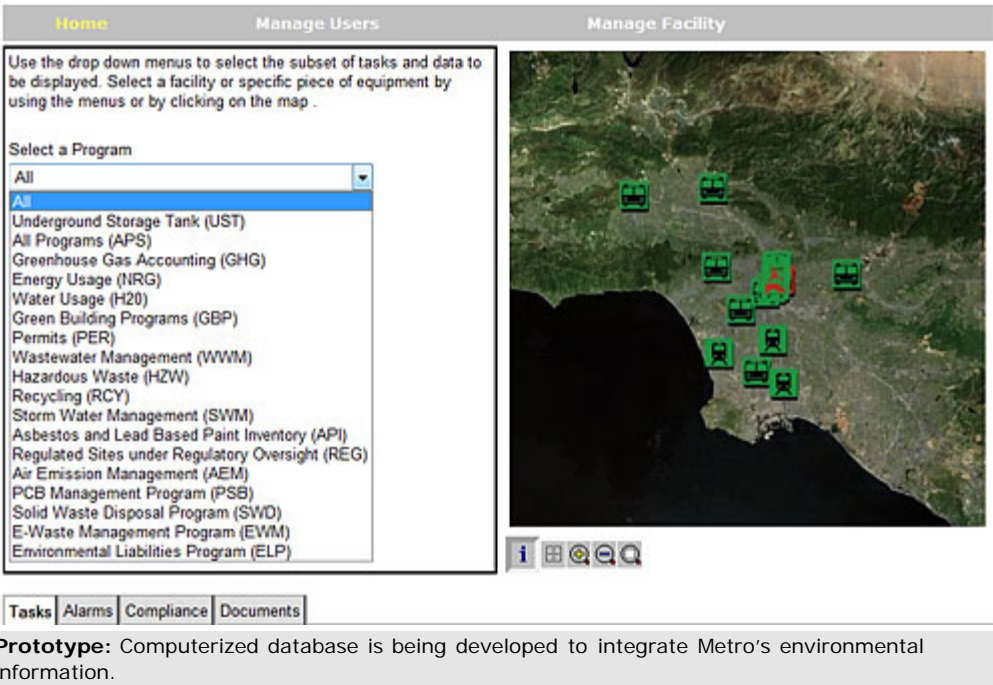
The system helps managers "look at how our employees are performing specific tasks." Implementation will help determine whether, for example, water and chemicals are being used correctly and whether storage procedures are correct. It can also reduce pollution and can reduce or mitigate risk.

EMS helps companies and agencies comply with environmental rules, and will identify any areas of concern.

Having an EMS will be a boon for Metro and the environment. Benefits include increased efficiency, a better environment for employees and a more environmentally friendly workplace. Other possible gains include lower operating costs, an enhanced public image, greater awareness of environmental issues and higher employee morale.



U.S. Environmental Protection Agency icon illustrates 'continual cycle of planning, implementing, reviewing and improving the processes and actions that an organization undertakes to meet its business and environmental goals.'



Series of workshops

Metro has designated a Core Team to participate in a series of quarterly workshops held at Virginia Tech in Roanoke, Va. These workshops are part of the FTA EMS assistance, providing the necessary skills to implement EMS at participating transit properties.

The initial FTA workshop was attended by 49 representatives from other transit properties. In addition to Metro, agencies represented include the city of Asheville, N.C.; MTA Maryland; Worcester (Mass.) Regional Transit Authority; Massachusetts Bay Transportation Authority; Orlando (Fla.) LYNX; and Miami-Dade (Fla.) Transit. Three additional workshops have been scheduled for the rest of 2009.

Among the Core Team members who is attending the workshops is Equipment Maintenance Superintendent Michael Stange. Stange said his department “is a large waste generator” and dealing with that – especially hazardous waste – is “all in the vein of good environmental stewardship.”

Learning EMS helps “identify aspects,” which means discovering potential environmental issues before they become problems.

Parallel pilot programs at Metro Red Line, Division 10

Metro has selected the Red Line yard to be the pilot property to implement an EMS as part of this FTA-sponsored effort. Learning the proper EMS procedures helped Stange realize that one thing seen at the Red Line Yard was an “aspect” – a cleaning material bulk tank was just 60 feet from a storm drain. The material never made it into the storm drain, but it could have – and that’s the kind of enhanced awareness that EMS training can develop.

The training “can identify all those potential issues,” Stange said, calling the EMS “an “amalgamation of many different efforts and processes” in the field.

Metro’s EMS Core Team is not the sole developer of the EMS at the Red Line Yard. An EMS is unique to each facility and therefore, all of the employees and executives overseeing and operating those facilities should

mold the EMS to address their specific aspects.

An EMS allows an organization, large or small, to keep improving in various facets of environmental compliance. The EPA says "the concept of continual improvement assumes that no organization is perfect. While an EMS should help your organization to improve compliance and other measures of performance, this does not mean that problems will never occur. However, an effective EMS should help you find and fix these problems and prevent their recurrence." The EPA promotes the use of an EMS to encourage compliance and prevents pollution.

One of Metro's goals is to reach the standard of environmental compliance, ISO 140001 certification.

Another parallel pilot program involving the development of EMS is that for Division 10. The EMS being developed at Division 10 together with the Red Line Yard effort will become the EMS standard for bus and rail facilities, respectively. The Division 10 EMS is not using any FTA assistance.

Metro core members on the EMS initiative include Liban, environmental representative; Stange, Bus Operations representative; Donald Wong, administrative team member who is senior programming management analyst for Project Control and Administration; Wyman Jones, Rail Facilities Operations representative who is supervising engineer for Transit Systems Engineering; and K.N. Murthy, executive management representative who is deputy chief capital management officer for Executive Office, Construction.

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Photos by Laura Kloth

LAUSD Board President Monica Garcia joins TCAP President Elizabeth Soto at the ribbon cutting ceremony opening Wilson Senior High School's new Smart Room. Also on hand are the cheerleaders, students, faculty and transportation representatives who made the event possible.

Wilson Senior High Unveils TCAP Smart Room for Students on Transportation Career Path

- School officials thank Metro for ongoing support of Transportation Career Academy Program
- Smart Room will set students on a path to learning to become engineers, bridge designers, and lead them into various transportation careers.

By Laura Kloth
Staff Writer

In their best pep rally fashion, Wilson Senior High School students and staff recently unveiled a new state-of-the-art Smart Room complete with laptops, high-tech AV equipment, and a 960 square-foot Computer Aided Design area.

At the March 16 event, school leaders said the \$800,000 Smart Room was expected to provide a renovated facility complete with updated tools for students participating in the Transportation Career Academy Programs (TCAP), a mentorship program sponsored by Metro and Caltrans.

Speaking to some 200 students, Wilson Senior and TCAP President Elizabeth Soto gave a candid account about how she was caught cheating in math one day, and how she nearly failed before a teacher stepped in and steered her toward TCAP.



Organizational Development and Training (OD&T) Administrative Intern Katie Talbert shares a Smart Room moment with students and TCAP instructor during the recent grand opening.

"I was struggling so much with some of the assignments. It got to the point that I would even copy my friend's homework," she said. "I expected her (math teacher) to be upset but instead she was caring and understanding. This proved to me that TCAP was going to direct me, and support me through my high school career.

"The TCAP program has made my high school experience great and rewarding. It has provided me with the resources such as great teachers, technology, mentoring and after school programs to insure my academic success," Soto said.

The renovation project is part of the LAUSD's 1997 initiative to upgrade and modernize school facilities. And, so far, 17,000 projects have been completed at \$2 billion.

"It's what you do with it that's most important" said Bruce Kendall, LAUSD deputy chief executive for existing facilities.

"I think with transportation, if you choose that as a career, I think that is fantastic because I can't think of a more green type of thing that you can do," he said.

Kendall applauded Metro's and Caltran's partnership with TCAP saying the Smart Room will set students on a path to learning to become engineers, bridge designers, and lead them into various transportation careers.



Wilson Principal Robert Martinez happily accepts a plaque from the Mayor's office for creating a positive learning environment for students.

LAUSD Board President Monica Garcia received rowdy cheers from students when she addressed them saying, "You are absolutely the shining spot in El Sereno. We are very, very proud of the efforts here at Wilson."

Garcia thanked Metro, singling out Metro's Organizational Development and Training (OD&T) Administrative Intern Katie Talbert, who assists OD&T Director Marion Colston with the program, also noted Caltrans' representatives for their efforts.

Lorena Padilla-Melendez, LAUSD director of new construction and community outreach said, "We are fulfilling the promises of renovating our existing campuses and building new schools so that kids will no longer have to go to school on a year-round calendar. And that kids no longer have to be in campuses that have so many needs."

Wilson School Principal Robert Martinez happily accepted a certificate from the mayor "for establishing and maintaining an environment that encourages growth and development by stimulating and challenging our youth."



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Item 26 on the Construction Committee agenda would authorize construction of an I-405 northbound HOV lane from I-10 to the U.S. 101 interchange, pictured here. *Photo by Gary Leonard.*

On the committee agendas for April:
I0405 Sepulveda Pass widening project; purchasing CNG buses for contracted bus services and FY10 capital program

Items to watch

- **Executive Management and Audit Committee Item 23:** Recommendation to adopt the Metro Environmental Policy required as part of the program to develop and implement [FTA-sponsored Environmental Management System](#) (EMS) and provide a platform for Metro's commitment to using sustainable principles and practices.
- **Construction Committee Item 26:** 1-405 Sepulveda Pass widening project
- **Construction Committee Item 28:** Create and implement a program to recognize deceased members of the Eastside Review Advisory Committee whose hard work and dedication during the planning and construction of the Metro Gold Line Eastside Extension provided a consistent and effective advisory function during all the phases of the project. They are: Dorothy Harthshorn, Joel Bloom, Ross Valencia, Luis Martinez and Al Taira. ([Revisit:](#) myMetro.net, July 23, 2004, report)
- **Operations Committee Item 38:** Purchase up to 50 CNG buses for contracted services
- **Operations Committee Item 39:** Purchase up to 100 CNG Compo-buses with stimulus funding.
- **Operations Committee Item 40:** Recommendation to approve service changes to Tier 1 bus lines scheduled to begin in June. The service changes include implementing the new Metro Silver Line 910 along the I-10 and I-110 freeways connecting the El Monte Transit Center and Artesia Center.

(April 14, 2009) The Construction Committee will consider in **item 26** a recommendation to

April Committee Meetings

establish a life-of-project budget for the I-405 Sepulveda Pass project in the amount of \$1.034 billion and authorize a firm fixed-price contract to Kiewit Pacific Company for \$712 million for the design and construction of the I-405 Sepulveda Pass widening project.

The widening project involves the construction of a northbound HOV lane between the I-10 and U.S. 101, which will be a joint project undertaken by Metro and Caltrans.

Metro is the lead agency for the project implementation and will award the design/build contract. Caltrans will provide design approvals and construction oversight.

The Operations Committee will consider an item to increase the life-of-project budget to \$24 million for the purchase of Compressed Natural Gas (CNG) buses for the Contracted Bus Services Program.

Item 38 would authorize the purchase of up to 45 32-foot CNG buses and exercise an option to purchase five additional 32-foot CNG buses. Both purchases are contingent upon federal stimulus funding programming approved by the Board in February.

Contracted bus services operates 22 bus lines using 181 buses. Most of these buses were originally procured through the contracts with various service providers and consist of a mixture of small 25-foot buses to regular 40-foot transit buses. The new buses will replace 33 diesel buses and 17 propane-fueled shuttle buses acquired in 2001.

Item 39 would authorize the purchase of up to 100 NABI 45-foot CNG composite (Compo) buses for the FY10 capital program. The Compo-buses, which have 15-20 percent more capacity than standard 40-foot buses and have proven to be both durable and economical, will replace local service buses that operate throughout Los Angeles County.

The action establishes budget authority necessary to purchase the buses with federal stimulus funding.

-- from Gayle Anderson

Wednesday, April 15

1 p.m. – Planning and Programming

2 p.m. – Ad-Hoc Congestion Pricing Committee

2:30 p.m. – Finance and Budget

Thursday, April 16

9 a.m. – Measure R Project Delivery Committee

10:30 a.m. – Executive Management and Audit

12 noon – Construction

1 p.m. – Operations Committee

Thursday, April 23

9:30 a.m. – Regular Board Meeting



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History You Can Hold in Your Hand

- Quality Assurance supervisor collects vintage watches

By MICHAEL D. WHITE
Staff Writer

(April 14, 2009) Time may be a fleeting thing to some, but not to Jon Harting.

In a way, Harting, an equipment maintenance supervisor in Quality Assurance, has made time stand still.

Harting is a horologist – a person interested in repairing and collecting vintage timepieces.

“I became interested a little over a year ago when I acquired my grandfather’s pocket watch and wanted to learn more about when, how and by whom it was made,” he says. “One thing led to another and I found that I really enjoyed studying them and working on them.”

The extraordinary level of artistry and the craftsmanship that went into producing the vintage watches, he says, can’t be fully appreciated “until you remove the back of a watch and see the beautiful, intricate engraving and the inter-working of hundreds of interacting parts” – some of which are so small that Harting requires a microscope and specially-made, imported Swiss precision tools to position them.

A life-long student of history who not only repairs and maintains his own modest collection of pocket watches, but, habitually carries one, as well – Harting has a particular fascination with railroad watches, which, he said, are particularly prized because of their precision craftsmanship.

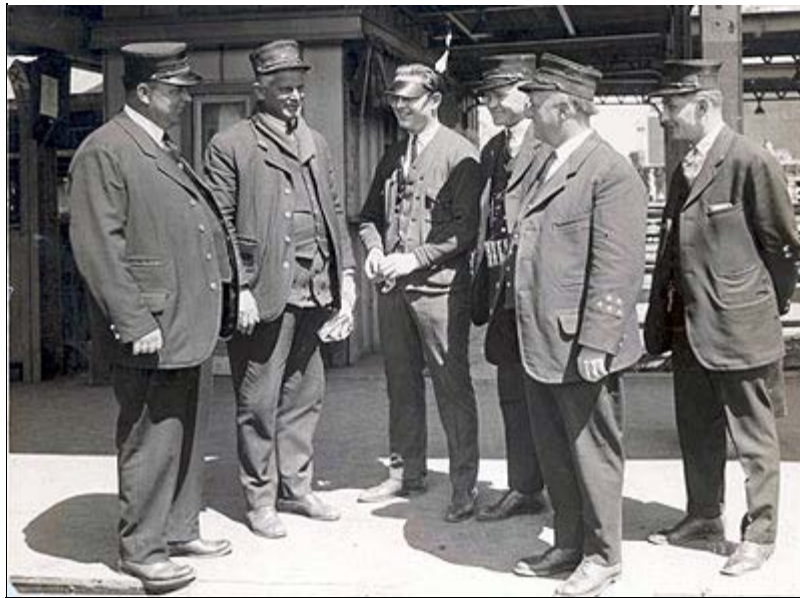
“Railroad watches are particularly prized because they had to be reliable under all sorts of conditions,” he says. Hot, humid, rain, snow, or just plain freezing, a railroad watch had to work and it had to be accurate.



A 27-year employee, Harting uses Metro classifieds, yard sales and Ebay to find new treasure. Below, a new 1930s Ball watch once sold for \$93. Harting snatched this one up at \$450 and estimates its value at \$600.



A 1930s Pacific Electric crew depended heavily on a finely-crafted railroad



watch to stay on schedule. Here, the crew takes a break at the 6th and Main Streets station in downtown Los Angeles.

A century ago, a train conductor or engineer miles away from any station had only his watch to consult for accurate time. He had his schedule and knew where the train was supposed to be and when. If his train was off schedule, he'd get the engineer to either pick up the pace if they were behind, or slow down if they were ahead.

No mere decorative status symbol, every watch was examined by a specially-trained American Railroad Association "time inspector" who certified that each "railroad grade" timepiece met stringent and rigorous standards in an industry, where in years past, the incorrect time could and, sometimes, did prove disastrous.

In fact, it took a disaster to spur the mandating of the highest possible standards for the watches used by railroad personnel. In April 1891, an Ohio train engineer's watch stopped for four minutes and then started again. The temporary mechanical failure led to a train wreck that cost nine lives and within a few months, the "time inspectors" were at work in an effort that, over the ensuing years, saved countless lives and trainloads of freight from destruction.

Thousands of railroad watches were produced by a handful of American companies and remain among the finest timepieces ever produced. Many have survived to become highly prized collectables that serve as a link to a day not that long ago when America's railroads served as the arterial system through which the country's economic life's blood flowed.

"These watches are a connection with our past that you can hold in your hand," says Harting. "Each one is a genuine work of art and a tribute to the skilled craftsman that produced it. I could never hope to actually make one of these. I'm satisfied just being able to work on them and share them with others."

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We Recycle: Facilities Maintenance Supervisor Phyllis Meng, center, leads General Services army of custodians in the battle against waste. Working the frontlines in General Services' new recycling program are, front row, from left, Shanna Garney, Joel M. McIntyre, Eddie Harper, Valentina Garcia, Carlos Mayor, Mary Suniga, Guillermo E. Ramos and Rahmatollah Kangarloo, Back row, from left: Jackie Mitchell, D. Gatewood, Charles Webb, Richard Clements, Eugene Davis, Dolores Bocanegra, Timani Middleton and Jose Aguilar.

Photos: Gayle Anderson

General Services calling: Blue Bins arriving and not a scrap of paper too soon, Metro employees get set to begin comprehensive recycling program

- Green is busting out all over: Los Angeles County hosts major [Earth Day Conversation](#) at Metro on April 22; Metro Environmental Policy, [item 23](#) on the EMA agenda, wends its way through committee review, and General Services launches a DIY recycling program. We get to help.
- [How it works](#): What goes where.

By GAYLE ANDERSON

(April 14, 2009) Although Metro is already harvesting decades of dividends accruing from the fundamentally green provision of public transportation, when the sun rises on Earth Day, April 22, more green shoots of a principled, comprehensive commitment to the environment are about to sprout.

Los Angeles County will host a major Earth Day forum at Metro as part of the [National Conversation on Climate Action](#), a nationwide initiative to engage communities in dialogue about climate action opportunities at the local level.

And, as Metro CEO Art Leahy makes his welcoming remarks to the confab of neighbors, businesses, schools and civic leaders gathered to discuss climate and



In the know: Jackie Mitchell

energy solutions, Metro employees will have the tools at hand to divert office paper and supplies away from the landfill and into recycling bins.

Metro, home to a workforce of some 9,000 employees, will launch the first phase of a revamped comprehensive recycling program designed and coordinated by General Services under the direction of Phyllis Meng, Facilities Management Supervisor. The program, which begins at Metro Headquarters, will extend to all divisions and facilities in planned phases.

The program makes it easy. Every employee will be issued a desk-side recycling container for used office paper and a desk-side trash can for items other than office paper or food-contaminated items.

Questions and answers

Q. What about all those gum wrappers, donut crumbs, lunch-soaked styrofoam containers, banana peels, plastic cups, soda cans and other food-stained remnants of modern civilization?

A. In this case, what happens in the cubicle does not stay in the cubicle.

Try the big, huge, FOOD WASTE TRASH CAN and/or the cans and bottles RECYCLING CAN in the kitchen area.

Q. How do the food-stained items get from the cubicle, meeting rooms or hallways and into the kitchen?

A. Employees are asked to break the cycle of contaminating paper with food-stained trash by taking their garbage to the kitchen trash cans. It's that simple.

Q. What is the ulterior motive?

A. Sustainability. For one thing, the cost of waste disposal is increasing due to limited landfill space, reports Meng. The most immediate and effective way to alleviate this problem, she said, is to recycle more paper (*keep food out of the recycle bins*), decrease its use (*two-sided printing works great, so does not printing out everything you read on the internet*), and re-use lots of things, such as rechargeable batteries, indestructible binders, hanging files and recycling toner cartridges.

Q. What's the one thing I can do right away?

A. Try this handy little tip from Environmental Studies 101: Bring your own cup.

As part of Metro's recycling efforts, custodians this week commented on some of the negatives of improper trash disposal, and also provided some important recycling tips.

At the top of the list of violations, they say, is when an employee dumps food and/or a cup filled with liquid into their personal wastebasket.

"It's frustrating sometimes when you see food in the recyclables. And then you have to take time and sort it out, you know, a lot of extra time," said Jackie Mitchell, custodian, building services.

Employees should use the general garbage can in the kitchen for food or other non-recyclables.

The problem is worsened by the fact that desk wastebaskets are not emptied every day, and old hamburgers, fruit and other non-recyclables are sitting in a wastebasket for several days.

"The next thing you know you might have the fruit flies flying in the air plus you know once the paper gets wet, the whole thing is contaminated and then you have to throw it all in the regular trash," said Eddie Harper, custodian, building services.

"If you're throwing food in there and then if you come back, it's going to stink --especially if it's going to stay there for four days," Harper said. "Just take your food to the kitchen."

The same problem occurs when people dump recyclables into the kitchen trash can.

As part of Metro's new recycling program, employees will have separate bins for paper and plastics, Mitchell explained.

"Right now we're trying to figure out the best location for the bins," she said. That should help with some of the effort since the process will become better organized, she said.

--from Laura Kloth

If you're counting your Starbucks cups and cardboard cup holders and little plastic lids floating into the trash can instead of sheep to get to sleep at night, give it up. The very fact that you, yourself, are reducing waste and contributing to healthier ledgers for the Office of Management and Budget will reduce your stress accordingly.

How it works

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Desk-side Trash Cans

Every employee will have a desk-side trash can.

- Black/grey bin solely for items **other than** used office paper and food and drink items.
- Examples of items: floor sweepings, metal binders, heavy metal fasteners, wood, ream wrappers, carbon paper, hanging file folders with metal bars, envelopes with "peel and stick" adhesives, non-paper envelopes, sheets of "peel and stick" labels, wads of rubber bands, restroom waste (paper towels, tissues, etc.), used bandages, broken glass, metal objects.

Desk-Side Recycling Containers

Every employee will have a desk-side recycling container.

- Deposit all used office paper into "Blue bin" containers marked "Recycling Only."
- It is the responsibility of the employee to make certain that only those types of office papers being collected are placed in the desk-side container.
- Examples of items: all colored and white bond paper, magazines, newspapers, envelopes (plastic window ok), manila folders, invoices, letterhead, stationary, brochures, note pads, etc.

Kitchen area of each floor - Food Waste Trash Can & Cans/Bottles Recycling Can & Battery Canister

Kitchen areas of each floor will have a large food waste trash can and a large recycling can for cans and bottles and a smaller canister for used batteries.

- Employees must walk all food items to Food Waste Trash Can and all drink containers to the Cans/Bottles Recycling Can in the kitchen areas of each floor
- Employees should rinse and deposit cans, bottles and glasses in the recycling containers located in the kitchen.
- Please: Batteries contaminate everything. Responsibly dispose of them in the special canister.
- Items contaminated by food and liquids should not be placed in the desk-side recycling containers nor the desk-side trash cans.
- Examples of items: banana peel, yogurt container, hamburger wrapping, carrots, apple, soda cup and straw, fast food to-go bag, used lunch napkins, etc.



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**EXECUTIVE MANAGEMENT AND AUDIT COMMITTEE
APRIL 16, 2009**

SUBJECT: METRO ENVIRONMENTAL POLICY

ACTION: ADOPT THE ATTACHED METRO ENVIRONMENTAL POLICY

RECOMMENDATION

Adopt the Metro Environmental Policy.

ISSUE

An adopted Metro Environmental Policy is 1) required as a part of the program to develop and implement a Federal Transit Administration (FTA) sponsored and supported Environmental Management System (EMS) and 2) provide a platform for the Los Angeles County Metropolitan Transportation Authority's (LACMTA) commitment to protecting the environment using sustainable principles and practices in our Planning, Construction, Operations, and Procurement Departments. This policy illustrates our leadership in maximizing our environmental efforts and its benefits for Los Angeles County through transportation.

POLICY IMPLICATIONS

An EMS is a set of procedures that is based on an adopted Environmental Policy that captures the LACMTA's best practices to ensure that our planning, construction, operations, and procurement are cost-effective and compliant with environmental regulations, supportive of environmental stewardship objectives and most importantly protective of the health and welfare of our employees, clients and customers. Through a Plan-Do-Check-Act process, an EMS addresses various planning, operations and management issues such as energy conservation, efficient water use, vehicle emission reduction, materials recycling, and management of hazardous materials. Once fully implemented, we will be better able to manage our environmental obligations, report cost savings over time, improve our bond rating, reduce insurance premiums and improve community relations.

This policy incorporates the intent of the Metro Energy and Sustainability Policy previously approved by our Board on June 21, 2007.

The need for a comprehensive Environmental Policy is overdue. This policy does not create new burdens to the LACMTA, but instead promotes cost-effectiveness and efficiency in our planning, construction, operations, and procurement processes that at the same time is protective of human health and the environment. The Federal and State governments clearly recognize transportation's multiple environmental benefits. In addition to supporting public transportation as a whole; grants, research, and technical assistance programs are now becoming more available to assist state and other local governmental agencies, like the LACMTA, in providing environmentally sustainable transportation solutions.

The adoption of this Environmental Policy is not only consistent with the intent of environmental and transportation legislation and regulations developed through the Federal and State government process but presents itself as a good business case for the LACMTA to be a leader in environmental stewardship.

This policy will create additional value-added to our projects and allows Metro to be at the forefront of early implementation of regulations not solely to promote environmental protection, but most importantly worker safety and welfare. Having this environmental commitment strategically puts us at a competitive advantage over others in possibly securing federal and other grants.

ALTERNATIVES CONSIDERED

The Board could decide not to approve the Metro Environmental Policy. This option is not recommended since an Environmental Policy is required to implement the FTA supported and sponsored EMS program.

FINANCIAL IMPACT

Funding of \$796,408 is included in the FY09 budget for Project No. 450001, Energy Conservation Initiative; Project No. 450002, Sustainability Design Guide; and Project No. 450003, Sustainability Environment; and Project No. 450004 Carbon Emissions Greenhouse. Three projects were funded in FY09 with Prop A Administrative funds and one (Project No. 450004) was funded with PC25%. All four projects are included in the FY10 proposed budget for a total request of \$2.1 million. A separate Board Report will be prepared seeking funding approval for these four projects as part of the FY10 budget process.

Since there are multi-year projects, the Deputy Chief Capital Management Officer will be responsible for budgeting these costs in future years.

If adopted, the policy could also impact future Metro projects due to increased requirements to meet the environmental standards set forth in the policy. However, it has been proven that improvements identified through the EMS process and required in the new policy will result in operating savings which will ultimately offset the added costs of implementation.

BACKGROUND

On August 13, 2007, the Federal Transit Administration (FTA) published an invitation to state and local transit agencies to apply for Environmental Management Systems (EMS) training and assistance, which is offered in the form of workshops, on-site technical advice, consultation and comprehensive training in the development of an International Organization for Standardization (ISO) 14001-based EMS. An EMS is a set of operational procedures, based on an adopted Environmental Policy, to ensure compliance with federal, state and local environmental regulations, as well as to facilitate environmental stewardship.

These procedures address energy conservation, efficient water use, material recycling and waste minimization, vehicle emissions reduction, improved fueling operations and hazardous material management and substitution, among other practices. Evidence shows that adoption of environmental management systems result in better regulatory compliance and fine avoidance, as well as advantages in financing, insurance, marketing, regulatory compliance, and other areas of planning, construction, operations, and procurement.

In December 2007, then FTA Administrator James Simpson approved the selection of LACMTA as one of seven participating agencies in the Second Round of FTA assisted EMS training. The EMS training is designed to help agencies develop and implement a complete EMS using the 14001 Standard of the International Organization for Standardization (ISO). The ISO 14001 Standard is a toolbox of management techniques to minimize harm to the environment.

The ISO 14001 Standard serves as the basis of the EMS development, although it will be at the discretion of the implementing agency whether to pursue ISO certification or not. FTA will assemble a final report that includes the participating transit agencies' case studies and assesses training results. The FTA will also participate in ensuring that participating agencies' EMS conform with ISO 14001 certification standards. There is no guarantee that the participating agency will achieve ISO 14001 certification.

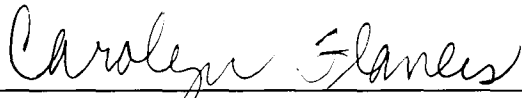
NEXT STEPS

Upon Board approval, the Metro Environmental Policy will be effective immediately and will be used to address planning, construction, operations and maintenance, management and procurement related environmental impacts.

ATTACHMENTS

A Metro Environmental Policy

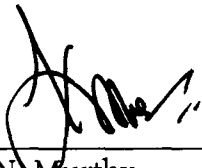
Prepared by: Cris B. Liban, Environmental Compliance and Services Department Manager



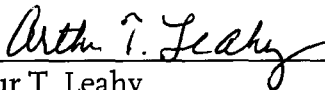
Carolyn Flowers
Chief Operations Officer



Carol Inge
Chief Planning Officer



Krishniah N. Murthy
Deputy Chief Capital Management Officer



Arthur T. Leahy
Chief Executive Officer

METRO ENVIRONMENTAL POLICY

POLICY STATEMENT

The Los Angeles County Metropolitan Transportation Authority (LACMTA) will be a leader in maximizing the environmental effort and its benefits for Los Angeles County through our core mission of moving people efficiently and effectively using an Environmental Management System as its primary tool in applying sustainable principles and practices in our planning, construction, operations, and procurement to protect the environment for present and future generations.

PURPOSE

The purpose of this policy is to provide guidance in 1) identifying potential environmental impacts generated by our development activities and developing mitigation measures to address those impacts; 2) operating and maintaining Metro vehicles and facilities to minimize negative impacts on the environment; 3) reducing our consumption of natural resources; 4) reducing or eliminating the use of hazardous materials; 5) increasing the amount of recycling and use of recycled products; and 6) reducing and/or diverting the amount of solid waste going to landfills.

COMMITMENT

Metro provides multi-modal public transit services that greatly improve the quality of the environment in the communities it serves. We are committed to planning and constructing our projects, operating and maintaining our facilities and vehicles, and procuring products and services consistent with State and federal laws and regulations and in a manner that protects human health and the environment but not neglecting the efficient delivery of quality public transit services within our financial ability.

To demonstrate our commitment, we will:

- Comply with all environmental, federal, State, and local laws and regulations;
- Restore the environment by providing mitigation and corrective action and by monitoring to ensure that environmental commitments are implemented;
- Improve our ability to manage and account for environmental liabilities and risk;
- Avoid environmental degradation by minimizing releases to air, water, and land;

- Prevent pollution and conserve resources by reducing waste, reusing materials, recycling, and preferentially procuring for environmentally-friendly products and materials;
- Encourage and support the development of standards that encourage public transit use and environmental protection;
- Conduct training to raise awareness among employees and the general public regarding environmental protection and sustainable practices;
- Ensure that the planning, design, construction, and operation of our facilities and services consider environmental protection and sustainable features;
- Periodically review and implement updated environmental protection procedures and practices to ensure that they provide effective solutions for the problems they are designed to prevent or correct;
- Recognize and encourage citizen awareness and involvement in our efforts to protect the environment and educate the public about the environmental benefits of our transit system;
- Build relationships with our contractors, vendors, consultants, and transit partners during planning, design, construction, operation and procurement to protect and enhance the environment;
- Consider alternative solutions such as promoting and tapping renewable energy sources to address energy and environmental challenges;
- Establish and maintain an Environmental Management System (EMS) with environmental objectives and targets that are measurable, meaningful and understandable; and
- Communicate the goals and progress of this Policy and the EMS to Board Members, officers, employees and the public.


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National Conversation on Climate Action

April 22, 2009

Awareness. Action. Change.
Uniting to Go Green



Los Angeles County will host 'National Conversation on Climate Action' event at Metro Headquarters on Earth Day, April 22

- "[Awareness. Action. Change. Uniting to Go Green](#)" event in Los Angeles is one of 10 Spotlight Conversations in the country as part of a nationwide initiative to engage communities in dialogue about climate action opportunities at the local level.

(April 16, 2009) Los Angeles County residents will commemorate Earth Day at Metro by participating in the Los Angeles segment of the National Conversation on Climate Change on April 22.

Los Angeles County was selected to host one of 10 Spotlight Conversations around the country as part of a nationwide initiative to engage communities in dialogue about climate action opportunities at the local level.

Metro CEO Art Leahy will deliver welcoming remarks at 8 a.m., followed by introductions from Los Angeles County Supervisor Don Knabe.

Metro employees will participate in several of the group discussions and host displays in the third floor lobby, including an 11-easel "[Champions of Change](#)" showcase on Metro's sustainability efforts, the popular sustainable cities model-building activity presented by planner James Rojas and a General Services display on Metro's new "[reduce, reuse and recycle](#)" program, which will officially launch on Earth Day.

The event is open to the public and will feature several keynote addresses, roundtable discussions and breakout sessions designed to engage members of Los Angeles County's communities in the County's climate and energy plans. Seating is limited, so those attending are asked to register in advance. Employees are asked to register, even if attending just one or two sessions. [Register here](#) to reserve a space.

Keynote remarks will be delivered by three climate change experts: Michael Crooke, PhD, a strategic consultant and former CEO of *Patagonia*, a company widely known for its commitment to sustainability and environmental responsibility, and *Revolution Living*, a group of companies working to change the way consumers and brands interact; Commissioner Michael Peevey, President, California Public Utilities Commission, and Alberto Mendoza, CEO and President of Coalition for Clean Air.

Other speakers include Anne Shen Smith, Semptra Energy, Senior Vice

President of Customer Services; Los Angeles County Supervisors Mark Ridley-Thomas, Gloria Molina and Zev Yaroslavsky, and Los Angeles City Council President Eric Garcetti.

The National Conversation on Climate Action is supported by the American Planning Association, National League of Cities, Sierra Club, the US Green Building Council and many other organizations.

Additional information is available at www.climateconversation.org.

--from Gayle Anderson



**This Earth Day,
Be part of the action.
Be part of the conversation.**

National Conversation on Climate Action Los Angeles County Spotlight Conversation

Amazing things can happen when people come together, citizens get inspired, issues are brought to light, systems are transformed and policies are changed.

**Roundtable Discussions to Share your Views on Climate Change
Informative Sessions Focusing on Sustainability
County Green Initiative Exhibits**

Open to the Public - Attendance is Free- Register Early as Space is Limited!
A Map of Local Eateries Will be Provided or Bring a Sack Lunch
Ride Metro and Receive a Free Gift!

For more information and registration go to www.climateconversation.org
Or the County's event site at <http://planning.lacounty.gov/ncca>

April 22, 2009 from 7:30 am to 7:00 pm

Metro Headquarters - 1 Gateway Plaza, Los Angeles - adjacent to Union Station




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Help stop vandalism.

Reporting taggers is safe and anonymous.
And we prosecute vandals aggressively.

What should I do?

- > Note vandal's description
 - Clothing, hair color, any identifiable features
- > Observe bus or rail identification numbers
 - Numbers are posted inside buses at the front and at both ends of rail cars
- > Check the time and location
- > Call when safely away from danger
 - Wait for the vandal to leave

Why?

- > Your report matters. Speedy response to vandalism reduces the frequency of the next act
- > Ignoring vandalism has been found to promote an increase in crime
- > It costs \$5 million a year to repair vandalism damages on Metro buses and trains - money that could be used to provide more service

What's in it for me?

- > Your right to a vandalism-free transit system
- > Improved safety for your family, friends and neighbors who depend on public transportation

SEEK THIS HANDY CARD WITH YOU

Report vandalism safely and anonymously

Call 1.888.950.7233

M Metro

Handy reference: Wallet-size card detaches from brochure, which is printed on either side in English and in Spanish.

Metro appeals to riders to help stop vandalism

By Michael D. White
Staff Writer

(April 16, 2009) In an ongoing effort to maintain a safe and secure transit experience for its riders, Metro has launched a campaign to encourage anonymous reporting of vandalism to its equipment and property.

As part of the anti-vandalism effort, Metro is using posters and brochures onboard bus and trains to alert riders of how to deal effectively with both security and vandalism scenarios.

"We're reaching out to our riders to get their help in making the Metro experience as safe and enjoyable as it can possibly be," said Robin O'Hara, Metro account executive and project manager for the new campaign.

Appearing on the English/Spanish materials are a telephone contact number for a rider to anonymously report vandalism incidents such as tagging and etching, illegal or suspicious behavior, persons in unauthorized areas or unattended packages. The brochures have a perforated, detachable Metro Security Alert card with the appropriate telephone numbers prominently displayed to reach Metro or Los Angeles County Sheriff's personnel.

The key is not intervention, it's taking the appropriate action, said O'Hara. "We're encouraging people not to endanger themselves, but to use the special hotline to contact Metro Security or the Sheriff's Department to alert them to the incident and let them do their job."

In years past, vandalism alone - mainly painted graffiti and etching on buses and trains - has cost Metro millions of dollars in clean-up and maintenance costs.

metro.net

Ayude a parar el vandalismo.

Reportar grafiteros es seguro y anónimo.
Y procesaremos a los vándalos agresivamente.

¿Qué debo hacer?

- > Note la descripción del vándalo
 - Ropa, color de cabello, cualquier rasgo que lo identifique
- > Observe los números de identificación de autobuses y trenes
 - Los números están adentro y al frente de los autobuses y en ambas orillas de los vagones
- > Fíjese en la hora y el lugar
- > Espere a que el vándalo se haya ido para reportarlo

¿Por qué?

- > Su informe importa. Acción contra el vandalismo hace que los actos de vandalismo se repitan con menos frecuencia
- > Se ha demostrado que ignorar el vandalismo promueve un aumento del crimen
- > Reparar los daños del vandalismo en los autobuses y trenes de Metro cuesta \$5 millones por año, dinero que se podría usar para brindar más servicio

¿En qué me beneficia esto?

- > Su derecho a un sistema de transporte sin vandalismo
- > Más seguridad para su familia, amigos y vecinos, quienes dependen del transporte público

MANTENGA ESTA TARJETA CON USTEDES

Reporte el vandalismo de manera segura y anónima

Llame al 1.888.950.7233

Metro

But the cost is high for the taggers as well. Laws now on the books call for individuals with prior arrests who commit acts of vandalism amounting to \$400 or more, to be charged with a felony instead of a misdemeanor.

One such culprit was a tagger known on the street as the "Dubsr."

In 2007, the "street artist's" inability to control his urge to express himself on Metro Rapid buses on 19 separate occasions cost the agency almost \$50,000 to repair. But it came at a much higher price for him. Previously convicted

of two counts of felony vandalism to Metro property, the "Dubsr" is now serving a sentence of 23 years in prison.

The previous year, 17 cases of felony graffiti vandalism on Metro buses and trains that cost Metro more than \$31,000 in damages, guaranteed another tagger – "Gloer" – a four year-four month stay as a guest of the California state corrections system.

The new campaign "not only sends a message to our riders, but to the taggers as well," said O'Hara. "It will go a long way in giving our riders an opportunity to claim ownership of their transit system. And, at the same time, send the message to potential taggers that we're not letting our guard down."

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Marketing brochure distributed on board buses and Metro Rail cars and through accessibility groups illustrates new tether strap program for mobility devices. Patrons are offered pre-marking of fasten locations and new tether straps.

Metro launches Wheelchair Marking and Tether Strap Program

By Michael D. White
Staff Writer

(April 16, 2009) Metro's Wheelchair Marking and Tether Strap Program was officially launched this month to insure that all wheelchair and scooter riders are properly secured on Metro buses, officials announced.

Estimates show that about 750 wheelchair or scooter riders board Metro buses daily, said Chip Hazen, Metro ADA Compliance Officer. The goal of the program is to make it faster and easier for bus operators to secure wheelchairs, reduce the number of wheelchair-related incidents on buses, and insure the safe transport of all passengers, he said.

"The safety of all our passengers, particularly those who use assistive devices, is an absolute priority for us," said Hazen, who oversees Metro's accessibility standards compliance.

The program, which is partially funded with an \$108,000 Federal New Freedom Grant, calls for an ongoing bus operator training program which teaches operators how to utilize the specially-designed nylon tether straps to secure wheelchairs onto buses.

As part of the training component, OCI Assistant Manager Mike Turk has begun developing an operator's instruction manual to specify how to attach mobility

How it works: Trainer Douglas Cross demonstrates the tether strap in training class for bus operators.



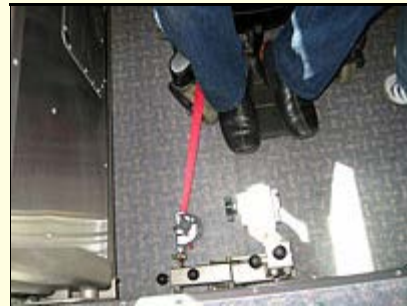
devices to buses. The idea is to get operators to complete the task in a uniform manner, and to shorten the time it takes to secure the straps.

"The fasten points where a wheelchair can be secured, varies from design model to model, as well as by the need of the user," said Hazen. "Currently, many of Metro's bus operators are having to make a determination of the best location to place the bus securement hooks, and if they can't find one quickly, the wheelchair may not be secured."

Some wheelchairs meet the American National Standards (ANS) WC 19 profile, while others don't, making the issue of safely and efficiently securing them a genuine challenge for even the most veteran bus operator, Hazen said.

Those that don't comply with the WC 19 standards will be "taped" to mark points where a Metro operator can attach a standard tie-down strap already in place on the bus. If a tie-on point isn't "taped," the wheelchair will be secured by linking the bus tie-down to one of the new nylon tether strap that, in turn, would be connected to the wheelchair frame.

Application of the marking tape and installation of the tether straps has begun with the goal of equipping 1,000-plus wheelchairs and electric scooters at the request of their owners over the next several months.



Application of the marking tape and installation of the tether straps, as illustrated above, is done at the request of the patron.

The program is voluntary for riders and those who would like their wheelchair evaluated for marking tape or a tether strap can get one installed by calling 213-922-8800.

[MORE>](#) New program will help keep wheelchair riders safe and secure aboard Metro buses

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Train Operator Ruben 'Running Wolf' Hernandez led the effort to transform an office into a fully-equipped gym at the Metro Gold Line Midway Yard. *Photos by Gayle Anderson*

Sweat Equity: Gold Line fitness buffs, present and future, build fully-equipped gym at the Midway Yard

By Laura Kloth
Staff Writer

(April 21, 2009) A dream to build a fully equipped gym at the Metro Gold Line Midway Yard became reality this month thanks to a division-wide effort by operators, office staff and Gold Line leaders.

"We wish to express our heartfelt appreciation for your generosity and giving your time and support in completion of the Gold Line Gym," said Rail Operator Ruben "Running Wolf" Hernandez during the April 10 grand opening. "To all those who donated and contributed their time and talent, thank you with all my heart. "

Hernandez, who led the effort, presented a plaque to Mike Cannell, Metro General Manager of Rail Operations, and afterward, read off names of those who contributed money and time to

create the facility at 1800 Baker Street.

Set along a backdrop of wall-sized mirrors, the \$4,000 gym includes a pull-up rack, a punching bag, a treadmill, scale, weight benches and hundreds of pounds of weights.

Maintaining a theme of mind, body and spirit, the room also has a designated yoga area along with inspirational art and accessories like medicine balls and weight bars.

Train Operator Dan Denkins said the room would be a welcoming oasis for drivers and staff who need “an outlet” to help maintain their health while alleviating stress after a long day of work and driving.

“We all put it together,” he said. “We just gradually put things in here place by place, and certain products needed painting. We had a couple of guys in their off time paint. A lot of the equipment came from donations and had to be reupholstered.”

Along with the sweat equity, contributors donated \$1,800 adding to the \$2,200 in personal gym equipment brought in by Hernandez.

“It turned out to be nicer than I thought and that’s a nice set of weights by the way,” said Cannell as he explored the room.



Rail GM Mike Cannell does the honors at the opening of the Gold Line Gym. Below, Running Wolf gives tribute to Cannell in appreciation of his support that contributed to the completion of the grassroots effort to build a gym at the Midway Yard.



Below, Sr. Service attendant Frances Hammond suspends her own weight for a grueling 30 seconds and walks away with a new Gold Line Gym record.



Cannell said he was touched by the plaque because it came from Hernandez, who has become the subject of his inspirational chats with new rail operators. Cannell often tells new graduates about how Hernandez's pleasant disposition as a rail operator when he "moves the world with a smile."

Hernandez also thanked Thomas Jasmin, Rail Division Transportation Manager and Ken Arvidson, Wayside Systems Manager, Gold Line Fleet Services.



Gold Line Gym members cherish the moment of the long-awaited official opening. The names of contributors and a timeline are inscribed on the board behind. From left, Juan Villalba, Frances Hammond, Carolyn Grant, Hector Garcia, Rail Division Transportation Manager Tom Jasmin, Running Wolf Hernandez, Rail GM Mike Cannell, Tom Cowan and Ricardo Hernandez. Not pictured: Dan Denkins.

"Mr. Thomas Jasmin, we thank you for bringing our vision to a reality," he said.

Jasmin said he was impressed by the positive initiatives throughout the division, and recalled how operators held a luncheon for Transit Operations Supervisors and managers.

"I've never heard of the operators giving management a luncheon and a plaque. We all got plaques individualized with our names," Jasmin said.



Set along a backdrop of wall-sized mirrors, the Gold Line Gym includes a pull-up rack, a punching bag, a treadmill, scale, weight benches and hundreds of pounds of weights.

Although attempts were made over the past six years to build the gym, it wasn't until Cannell arrived in 2007 that the idea began to take form, Hernandez said. The most recent obstacle involved a problem with the room's ventilating system and that was finally corrected before the opening.

Division 21 employees joined Cannell as they tried out some of the equipment, and watched as Cannell jumped on the treadmill checking out the streets of Italy on a makeshift DVD. They cheered him on as he completed a one-arm pull-up.



Maintenance Specialist Ricardo Hernandez holds out for a record-breaking 3 1/2 minutes on the 12-pound exercise bar.

During an impromptu contest, Maintenance Specialist Ricardo Hernandez defeated car pool buddy and fellow employee Mike Gonzales when he held a 12-pound bar directly in front of him for what seemed like a sweaty eternity of 3-1/2 minutes.

“Now you have bragging rights,” his coworkers yelled out.

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Sheriff's
Special
Problems
Unit deputies
confiscated
tagger
paraphernalia
after
arresting
Skotes April
16.

Sheriff's Deputies arrest Gold Line tagging suspect

(April 21, 2009) A 24-year-old Los Angeles man accused of causing \$18,000 in damages to the Metro Gold Line has been arrested and charged with felony vandalism, said Los Angeles Sheriff's Deputy Sgt. Augie Pando.

Ian Skotes was arrested April 16 in his home by the Transit Services Special Problems Unit Deputy Rick Duarte with the assistance of other unit members, Pando said.

Investigators found large amounts of tagging paraphernalia including several spray paint cans, markers, and items with the suspect's moniker on them during the arrest.

According to Pando, Skotes was linked to a large tag or mural found on the Gold Line tracks recently, and he may also be linked to another tagging incident.

Skotes was identified as the same person arrested months ago by Duarte for possession of vandalism tools.

During that earlier arrest, Skotes apparently told investigators his "tag" was "SLAY," Pando said. Some of the items recovered during his recent arrest were marked with the alias.

Investigators are also trying to determine if Skotes is connected to another vandalism incident in which the CHP responded to a freeway call and found Skotes' car. While they impounded his car at the time, police believe Skotes may have fled the scene during the incident.

--from Laura Kloth


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Board's funding plan for the Sepulveda Pass widening project utilizes a combination of federal, state and local funds. Approximately one-third of the funding, or \$372 million, has already been secured for the project – enough money to meet the project's start-up costs for a 15-month period. That includes nearly \$200 million in federal stimulus funds that are available contingent on construction beginning this year. The remaining \$662 million of project funding will be forthcoming from the State pending the sale of transportation bonds delayed by the State's fiscal crisis.

Metro Board Approves Initial Funding for I-405 Sepulveda Pass Widening Project, Purchase of 150 New Buses to be Funded with Stimulus Monies

- **So noted:** The Board of Directors approved a motion that the Metro Gold Line Eastside Extension be officially referred to as "La Linea de Oro, Edward R. Roybal" in Spanish and the "Edward R. Roybal Metro Gold Line" in English. County Supervisor and Metro board member Gloria Molina proposed naming the line in Spanish to reflect culture and history of the area served by the Eastside Extension of the Metro Gold Line.

(April 23, 2009) The Metro Board of Directors today voted to fund the first phase of the I-405 Sepulveda Pass Widening Project, a critical regional transportation project that will add a northbound carpool lane on one of the region's most congested freeways connecting the San Fernando Valley with the rest of Los Angeles.

The Board's decision establishes a life of project budget of \$1.034 billion to initiate construction, and authorizes the agency, among others, to award a fixed-price design-build contract with Kiewit Pacific Company.

The project will begin construction later this year, and could be completed within four and a half years, creating 18,000 local construction jobs.

The Northbound High-Occupancy Vehicle Lane will be built on the I-405 between the I-10 and U.S. 101 and is a joint project between Metro and Caltrans. A southbound carpool lane has already been constructed in the corridor. -- from Dave Sotero

150 new buses will be purchased with stimulus funding

The Board also approved the purchase of up to 150 new state-of-the-art buses fueled by compressed natural gas (CNG) using stimulus funding.

In taking the action, the Board reaffirmed its commitment to move quickly in using transportation funding that will be provided to the region under the recently approved American Recovery and Reinvestment Act (ARRA) of 2009.

The Board approved the purchase of 50 CNG buses (32-foot) for \$23.6 million to be used as part of the fleet of buses operated by Metro's Contracted Services. Contracted Bus Service operates 22 bus lines under contract to Metro using a fleet of 181 buses. The buses being replaced include 33 diesel buses and 17 propane-fueled shuttle buses that were acquired in 2001.

The contracted bus procurement will be low-floor, CNG-fueled buses with an interior video surveillance system, the same technology features of directly operated Metro buses.



The 45-foot Compo-buses, similar to the one that debuted here in 2004, have 15 to 20 percent more capacity for carrying passengers than standard 40-foot buses.

The Board also approved the purchase option under an existing contract of up to 100 additional buses for Metro's bus operation at a cost not to exceed \$60 million. These buses will be 45-foot Compo-buses (composite) which have proven to be both durable and economical. Not only are they CNG fueled, the vehicle structure is stronger than conventional steel frame vehicles and have 15 to 20 percent more capacity for carrying passengers than standard 40-foot buses.

Both bus procurements will be awarded to North American Bus Industries (NABI) headquartered in Anniston, Alabama. The bus buys are contingent upon receipt of federal stimulus funding, subject to final award by the

Federal Transit Administration. -- *from Rick Jager*

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Green is busting out all over on Earth Day at Metro Headquarters.

LA Spotlight 'Conversation' Picks up Regional Pace for Climate Action

By Laura Kloth
Staff Writer

(April 23, 2009) Earth Day at Gateway proved a success with hundreds of visitors -- Metro employees included -- taking time to learn more about sustainability during the county-sponsored National Conversation on Climate Action.

CEO Art Leahy welcomed event-goers Wednesday by saying that it was very fitting that the national event was held at Metro Headquarters, which has become a "bustling transit hub" thanks to the ongoing efforts of Metro leaders and staff.

Leahy recalled how as a young bus driver and student 38 years ago, he would end his route at a "virtually abandoned" Union Station where he'd find a place to study.

"Today it's bustling. Because of the MTA, there has been some revolutionary changes in Los Angeles," Leahy said, followed by increased transit services in Long Beach, Pasadena, and now the westside.

"We work very hard to provide



CEO Art Leahy welcomes ecologically-minded visitors to Earth Day 'conversation.'



Event organizers Howard Choy, LA

transportation services that will help us clean up the environment and, of course, encourage economic prosperity," he said.

Leahy reminded attendees that Metro has the largest clean air fleet in the country with more than 2,500 CNG buses and many other green transportation efforts.

"That's quite an accomplishment. It really reflects a commitment that goes back 10 or 15 years by the MTA and the board," he said.

New "green" policy approved

One of those efforts was made when the Metro Board Thursday approved a [comprehensive environmental policy](#) which addresses various sustainability efforts pertaining to energy conservation, water use, material recycling, waste management and emissions, among other measures.

Environmental Compliance and Services Department Manager Cris Liban, one of the overseers of the policy, said he was pleased the measure passed without a hitch.

"We thought we were going to have some issues because it's very comprehensive," he said.

"Our intent is to make sure that we have a platform for all initiatives for all the departments," and he said it was a "good start for greening of the whole agency."

When it was initially proposed, he said department leaders said "it was the right thing" for Metro to have.

"Everyone embraced this. I'm very, very glad that we have forward thinking chiefs around here," he said.

Metro will host the second Sustainability Summit at Metro Headquarters on May 6. The summit brings government in Los Angeles County together to take action for development of a more sustainable transportation and land use system for the region.

A nationwide event

Los Angeles County Supervisor and Metro Board Member Don Knabe also welcomed visitors on Earth Day saying, "This is a great day. You know it's sort of

County Internal services, Metro's Helen Ortiz-Gilstrap and Mi Kim, LA County Regional Planning.



Metro's newest green shoot – a \$660,000 hybrid bus complete with a couple more feet of room and the new TAP card stand-alone validator.



Build your own sustainable city at the interactive display model of Transportation Planning Manager James Rojas.



Transportation Planning Manager Lynne Goldsmith discusses 'Bike to Work Day' May 14 with Sumi Gant, who manages Long Beach Transit bike program.

interesting to sort of look out and then realize all across the nation that at this very moment in time, others are engaged in the same conversation."

As the overseer of the largest county in the U.S. with 10 million-plus residents, Knabe said, "We're very strong supporter of not only the environment, but obviously of the economic development side."

He referred to a Kenyan proverb that tells adults the earth was not given to them by their parents, it was loaned to them by their children.

"I think that sentiment should resonate throughout the day as each of us are gathered here in nationwide conversations.

"Obviously what we do today sets the tone for the future generations and the history of America, and I think that's important. We're expanding our conversation."

Knabe joked about the looks he received from his wife as he prepared for the day.

"My wife looked at me this morning and she said, 'What are you doing?'

And I said, 'Well babe, it's Earth Day, it's Denim Day, too.'"

Denim Day, also held on Wednesday, was created as a campaign to raise awareness and educate the public about violent crimes like rape and sexual assault.



Los Angeles County Public Works employee William Moreno distributes container for diabetics to safely discard used needles and gave away more than 100 reusable "brag" bags by mid-morning to anyone who could prove they took public transit Wednesday.



Jim Gilmartin, Los Angeles County Internal Services Division, Fleet Services, shows the converted Toyota Prius used by the county. The base-priced \$25,000 vehicle cost an additional \$15,000 to convert into a plug-in giving the user a 30-mile range or just enough for a daily commute.





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Division 3 Bus Operator

[Emanuel Staples](#)

Division 2 Bus Operator

Sclister "Lou" Perkins, Division 3 Bus Operator

(April 23, 2009) Sclister "Lou" Perkins, 55, a Division 3 bus operator passed away after a long illness, it was announced Wednesday.

Division 3 Transportation Manager Dan Frawley said Mr. Perkins was a friendly person who was enjoyable to work with.

Mr. Perkins had been on leave due to illness for nearly a year.

He was hired as a contracted Business Development Operating Facility bus operator at Division 18 on Aug. 11, 2003.

He became a part-time Metro bus operator at Division 3 on Sept. 19, 2004, and then moved to full-time on March 19, 2006.

A native of Riverside, Calif., Mr. Perkins was born on March 14, 1954 and was most recently residing in Carson.

Viewing is scheduled for Wednesday and Thursday April 22 and 23 at the Simpson Mortuary, Manchester & Prairie near the Inglewood Cemetery.

Funeral services will be held at 11 a.m. Friday, April 24 at the Victory Baptist Church, 4712 W. El Segundo Blvd. at Inglewood Avenue.



Lou Perkins

Emanuel Staples, Division 2 Bus Operator

(April 23, 2009) Division 2 Bus Operator Emanuel Staples has died at the age of 63 after having been on disability leave since 2008.

Mr. Staples was born on Nov. 18, 1945 in Memphis, Tenn.

He had been working as a bus operator since March 29, 1999 and worked briefly at Division 1 before moving to Division 2, according Gwendolyn Keene, Human Resources Administration.



Emanuel Staples

Mr. Staples was promoted to full time operator on Oct. 10, 1999 and began a disability leave on Feb. 12, 2008.

He had been living in Compton with his wife, Lucille Staples. Mr. Staples is survived by his wife, children and grandchildren.

Services will be held at 11 a.m. on Friday, May 1 at the City of Refuge, 14527 S. San Pedro St. in Gardena.

Viewing will take place before the service from 10 a.m. to 11 a.m.

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When the Metropolitan Coach Lines' 'Snow White' coach pulled onto Main Street in front of Disney's City Hall, it was greeted by Walt Disney himself, the Mouseketeers and a 16-piece band.

Archive photos courtesy of Metro Research Center, Dorothy Peyton Gray Transportation Library.

Ride to the 'Land of Enchantment'

- Line 460 Has Been Providing Service to Disneyland for Over 50 Years

Contributed by Dave Hershenson
Community Relations Manager, Metro Gateway Cities

(April 23, 2009) Employees planning on visiting Disneyland on Saturday for Metro Family Day, or any other time, can leave the driving to Metro Bus Line 460.

Metro has served Disneyland since the year the park opened in 1955.

The 50th anniversary of Disneyland in 2005 was also the 50th anniversary of Metro bus service to Disneyland. Metropolitan Coach Lines' "Snow White" bus, known in the scheduling room as Line 58, went into service on Nov. 22, 1955. When the inaugural ride pulled onto Main Street in front of Disney's City Hall, it was greeted by Walt Disney himself, the Mouseketeers and a 16-piece band.



MCL Magazine, circa 1955, ran the inaugural bus story in all its glory. ([pdf](#))

The ride to the “Land of Enchantment” on Line 58 set the mood for the theme park experience – one of the buses was painted with a special “Snow White” Disney theme by Disney Studio artists, and the interior featured Disneyland photos, pictures and paintings in place of regular car cards.

Line 58 operated on both local and express headways along the Santa Ana Freeway. Eight round trips were offered daily between 6th and Los Angeles Streets and Disneyland. An express service offered a 47-minute trip for the 22-mile route.



Above, the 'Snow
White' coach arrives at
Disneyland City Hall in



1955. Today, Line 460 continues the famous route between downtown Los Angeles and Disneyland.

Line 460 continues the famous route between downtown Los Angeles and Disneyland. Departing from 6th and Los Angeles Street to its way to the Disneyland parking lot, the bus makes stops along the I-110 Freeway, the Norwalk Metro Green Line Station and various stops in between.

On Saturdays, Line 460 operates approximately every 25 minutes beginning shortly after 4:30 am. The last 460 trip from Disneyland departs around midnight.

Check it out: [Line 460 timetable](#)

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- [Corporate Safety](#) gets annual SHARP safety and health assessment audit underway at Metro Bus divisions
- [April tour of bus and rail](#) gives Metro policy makers closer look at Operations



So noted: Donell Harris, Crossroads Division 2 maintenance manager, recruited service attendants Valerie Carter, Antionette Martinez and D'Lisa Palmer to help improve the safety consciousness at the division and heighten the awareness of Injury Illness Prevention Program (IIPP). The success of the program impressed the Corporate Safety team conducting a SHARP audit at Division 2 maintenance on April 20: "This is an excellent example of a 'Best Practice' that will be shared with the Executive Management team and included in the final report."

Corporate Safety gets annual SHARP safety and health assessment audit underway at Metro Bus divisions

Contributed by Robert Torres
Systems Safety Manager, Corporate Safety

(April 28, 2009) The annual Safety and Health Assessment Review Program, otherwise referred to as the SHARP audit, officially got underway April 17.

Conducted by Corporate Safety, the SHARP audit is annual internal assessment of Metro's regulatory safety programs required under the California Code of Regulations Title 8, Cal/OSHA, which measures adherence to Corporate Safety's Injury and Illness Prevention Program (IIPP).

This initial assessment is conducted at all bus divisions. A separate SHARP assessment is scheduled later this year for the Rail Operations and Maintenance departments. Henry Ho, Corporate Safety Sr. Safety Specialist, will coordinate the effort, supported by other members of Corporate Safety.

The primary elements of the program that are evaluated during this assessment are communication posting, IIPP documentation, OSHA record keeping compliance, OSHA injury and illness incident rate performance; bus traffic accident performance for bus transportation, and site inspection of Bus Maintenance and Support Services facilities.

The purpose of the SHARP is three-fold: (1) to determine the level of compliance with local, state and federal regulations at each site, (2) to provide Executive Management with a listing of safety issues that are considered systemic in nature, and (3) share accident/incident reduction best practices among the Divisions and be proactive and prepared for an actual OSHA assessment if one were to occur.

The goal of Metro's internal assessment is to assist all sites to be successful in safety performance and to achieve a level of consistency in implementing safety programs.

Check lists and scorecards are developed for each of the major elements in the assessment process and sites are graded with a maximum of 100 points. Each site that receives a score between 81 and 100 points are classified in according to the following 2 tiers:

- Tier 1 – departments scoring 91-100 points out of the total 100 points
- Tier 2 – departments scoring 81-90 points out of the total 100 points.

To recognize the sectors' safety performance and the employees' efforts, sites achieving a Tier 1 and Tier 2 rating will receive a reward of \$1,500 and \$750 respectively.



The tour included (from left) Mike Sieckert, Planning Manager, GWC Sector; Alex Clifford, General Manager, GWC Sector; Metro Board and Lakewood City Council member Diane DuBois; Julie Moore, Deputy for Los Angeles County Supervisor Don Knabe, who also sits on the Metro Board; Karen Heit, Board Deputy for DuBois; Dave Hershenson, Community Relations Manager; Hassan Fahkro, Service Development Manager, GWC Sector; and Regina Chan, Finance & Administration Manager, GWC Sector.

April Tour gives Metro Policy Makers Closer Look at Operations

Contributed by Dave Hershenson
Community Relations Manager, Metro Gateway Cities

Metro Board and City of Lakewood Council member Diane DuBois and Julie Moore, Deputy to Los Angeles County Supervisor Don Knabe were given a firsthand look at Metro rail and bus operations by touring a couple of divisions this month.

Rail Operations General Manager Mike Cannell said he was “encouraged” that board members have taken time out of their busy schedules to tour Metro’s Red Line Division 20 because “it makes it easier to communicate to the board on critical issues” when they see projects and rail rehabilitation needs up close.

GWC Service Sector General Manager Alex Clifford was equally pleased about accommodating the visitors by providing them with a tour of the Crossroads Depot Division 2 where he provided an in-depth presentation on the personnel and budget.

“They were very pleased with the information we provided,” Clifford said calling the visitors real “troopers” for staying focused and interested in all aspects of the tour. The visit concluded at the Metro Gateway Cities' Service Sector office in Downey where a briefing on bus service in the Gateway Cities was provided.





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Commuter stands transfixed as poet Brendan Constantine delivers poetic moments during rush-hour readings at Union Station.

Metro Art Presents Live Poetry Readings to Rush-hour Commuters at Union Station April 30

- Union Station is stage for annual National Poetry Month readings as poets invite rush-hour commuters to cherish the moment during National Poetry Month of April
- *Stop and smell the roses on the way home:*
Thursday, April 30, 2009 -- 4 p.m. to 6 p.m.
Location: Union Station East Portal

(April 29, 2009) In a tribute to National Poetry Month and the 11th anniversary of Poetry in Motion® readings in Los Angeles, Metro and the Poetry Society of America present acclaimed California poets Elena Karina Byrne, Brendan Constantine and Mindy Nettifee in a live poetry reading during the afternoon rush hour, April 30, at Union Station in downtown Los Angeles.

Commemorative bookmarks, inscribed with the poetry of Emily Dickinson and Octavio Paz, will be distributed to commuters, passers-by and poetry lovers.

The rush-hour readings personify and extend the experience of Poetry in Motion ® L.A., where the work of poets inscribed on placards placed aboard nearly 2,400 Metro buses brings poetry to more than one million bus riders a day.

Metro, in partnership with Poetry in Motion® L.A., has staged annual rush-hour readings during National Poetry Month since 1998. The alternative space in the context of a transit system has become a welcome platform for the spoken and written word, delivered to delighted audiences by published poets in great performances. -- from Gayle Anderson

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Metro team assembles in the Southern California Regional Bus Roadeo winner's circle: from left, Operator coach Frank Cecere, Metro South Bay GM Dana Coffey, Mechanics Andrew Warren, Rommel Vargas, Frank Forde, Operator Juan Navarro, Metro San Gabriel Valley GM Jack Gabig, Mechanics coach Alex DiNuzzo, Sr. Instructor Steve Mullaly. Rommel Vargas' daughter Hedi, center, holds on to the Maintenance champion trophy.

Arthur Winston Division 5 Mechanics Claim Championship Trophy at Southern California Regional Bus Roadeo

- North Los Angeles Division 3 Operator Juan Navarro Scores a Healthy Third.
- Metro's team will compete at the 2009 APTA Internationals on May 3.

(April 28, 2009) On their way to the 2009 APTA Internationals in Seattle, Metro's championship maintenance team scored another sweet victory recently at the Southern California Regional Bus Roadeo.

Metro's maintenance team, Arthur Winston Division 5 champion mechanics Andrew Warren, Jr., Rommel Vargas and Frank Forde, took first place honors out of five maintenance teams competing in a grueling competition held April 18 at the Metro Systems Service Center.

Scoring high in the pre-trip inspection as well as the obstacle course at the operator's competition, held April 20 at OMNI Trans in San Bernardino, North Los Angeles Division 3 Operator Juan Navarro took a respectable third place in a field of seven competitors. The top spot in the operator competition was taken by Alonso Valenzuela of OCTA.

The 2009 Maintenance event, coordinated by Steve Mullaly, Sr. Maintenance Instructor at Central Instruction, was held at the Metro Systems Support Center. The competition tests the diagnostic and troubleshooting skills of mechanics in six events, including the air break system challenge, where teams race against the clock to diagnose and repair performance-related bus problems.

Additional information about the 2009 Regional Bus Roadeo, including final

score tallies, can be found on the SCRBR website at www.scrbr.com.

The Arthur Winston Division 5 mechanics and Operator Navarro emerged as champions in the Operators and Mechanics categories at the 2008 Metro Bus Rodeo, Sept. 20. They'll carry the agency's flag at the 2009 APTA Internationals May 3 in Seattle, Wash. -- *from Gayle Anderson*



The home team advantage - from left, Arthur Winston Division 5 champion mechanics Andrew Warren, Jr., Rommel Vargas and Frank Forde and North Los Angeles Division 3 Operator Juan Navarro claim victory at the 2008 Metro Bus Rodeo.

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Energy-saving partners cut the ribbon for L.A.'s largest solar panel system. From left, Chevron Energy Solutions CEO John Mahoney, LADWP CEO David Nahai, Metro CEO Art Leahy, Los Angeles Mayor Antonio Villaraigosa, Los Angeles City Councilwoman Jan Perry and SoCal Gas Vice President Hal Synder. *Photos by Juan Ocampo*

Metro, Chevron, Utility Officials Unveil Largest Solar Power Project in Los Angeles

- Metro's newest solar project will save \$550K annually; it's considered to be the largest solar power project at a transit facility in the U.S.

BY LAURA KLOTH
Staff Writer

(April 28, 2007) Though the sun never quite peeked through the clouds, Metro Board Chair Mayor Antonio Villaraigosa Monday unveiled Metro's latest and largest energy savings effort -- a \$16.5 million solar panel project on top of Metro's Support Services Center on Lyon Street.

"Even on a day like this, the solar panels will work," the mayor said standing at a podium steps away from the rooftop where the "massive sea" or 6,720 solar panels were installed.

The new solar panel array is the largest ever installed at a transit facility - and largest within the City of Los Angeles - the energy and is expected to save Metro \$550,000 annually in energy bills, the mayor said. That's a 50 percent reduction in the facility's annual energy costs.



Department of Water and Power CEO H. David Nahai, second from left, presents check representing LADWP's contribution of \$4.9 million in cash and energy rebates.

"I want you all to celebrate today because this is a milestone. But tomorrow I want you to look at this facility and see something else," the mayor said.

Villaraigosa issued a challenge for others to break Metro's record by building a larger array of panels to create even greater savings and he applauded the efforts of all those involved in the project – Chevron Energy Solutions, the Los Angeles Department of Water and Power, the Southern Calif. Gas Co. and the South Coast Air Quality Management District.

"With our economy in recession and President Obama calling on all of us to reinvent commerce in America, and create green-colored jobs, let's embrace this challenge, expand opportunity and set the bar high for an energy revolution that's taking place here in the city," the mayor said.

CEO Art Leahy told the media the five-building facility, which serves as a maintenance center for buses, is the fourth location to get solar panels saving the agency a cumulative \$1 million in energy costs.

Leahy lauded Metro's hardworking managers and employees for "doing a great job" in helping to make the project happen.



Metro's Solar Legacy

In 2006, 1,648 solar panels were installed at Bus Divisions 8 and 15 in the San Fernando Valley. And in 2008, 1,632 solar panels were installed at the Carson Bus Division.

CEO Art Leahy lauded Metro's hardworking managers and employees for "doing a great job" in helping to make the project happen.

City Councilman and newly-appointed Metro Board member Jose Huizar said with the installation, Los Angeles is becoming one of the “greenest cities” in the country as it rises to the challenge of the century – tackling climate change.

“I sincerely believe that in the same way that the civil rights struggle defined an earlier generation, our response to climate change will certainly define our generation,” Huizar said.

John Mahoney, Chief Operating Officer for Chevron Energy Solutions, pointed out that the “landmark clean energy project” covers the equivalent of five football fields and generates up to 1.2 megawatt, or 1,200 kilowatts of renewable, emission-free power.



Solar Power: Some 6,720 solar panels are installed on the rooftops of MSSC.

Significant Energy Savings

The new solar energy system will reduce the facility’s compressed air system from 600 horsepower to only 75, and in simpler terms, create an energy savings equivalent to removing up to 600 vehicles from the city’s roads.

Department of Water and Power CEO H. David Nahai said it was an “incredibly productive partnership and a model” with his utility contributing \$4.9 million in cash and energy rebates.

Gas Company Vice President Hal Snyder said the Gas Company would be contributing \$633,000 toward the project. Snyder spoke about having worked with Metro about 15 years ago as a young engineer, and today the agency has the largest clean burning natural gas bus fleet in the world.

“It’s no surprise that we’re here again today to be working with Metro,” Snyder said.

Los Angeles Councilwoman Jan Perry, who also sits on the South Coast Air Quality Management District board, commended Metro for its energy efforts in clean-air buses, and energy management, saying that she hoped Metro’s efforts would inspire other municipalities and businesses to take the same steps. South Coast AQMD has committed \$807,000 toward the project.

As part of the press event, the mayor, media and others took turns making their way up to the rooftop to check out the panels.

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Metro taking precautions to protect passengers, employees from swine flu



Top: Director of Customer Relations Gail Harvey distributes public alert notices to customers lining up for fare purchases. Below, left, Customer Information Agents Leslie Smith and Debra Coddington head to the Metro Gold Line platform after working the Metro Red/Purple Line area, at right.

Metro employees asked to take precautions for swine flu

- Agency issues alerts on website, rail platforms and at Customer Service Centers to keep passengers safe

By LAURA KLOTH
Staff Writer

(April 29, 2009) With concerns growing over the spread of the Swine Flu, Metro employees today are being asked to take extra precautions to stay healthy and safe.

"We're taking a very cautious stand here at Metro," said Stefan Chasnov, DEO of Metro Human Resources.

"The authorities don't know if it's going to turn into a pandemic. Right now it's a flu that's rapidly making its way around the country. It doesn't appear to be that much worse than any other flu," Chasnov said.

He indicated that administrators have been in touch with the state and county health officials, as well as health experts at the Centers for Disease Control to stay on top of the latest information.

At the same time, Metro has launched a weighty campaign covering all fronts to alert rail and bus passengers on steps to guard their health.

Some of the precautions include posting a [Public Health Alert Notice](#) on Metro's home page with important health tips like covering your mouth when you cough, and keeping your hands clean.



Director Gail Harvey and Customer Information Agent Claire Fitzgerald prepares to distribute public service alerts to Customer Service Center windows.

An emergency meeting has been scheduled today with all municipal operators "to discuss precautions that are being taken on the regional system" reads an email sent out by CEO Art Leahy.

Flyer lists health precautions

To promote passenger safety, Director of Customer Relations Gail Harvey said her department has been busy distributing flyers listing health precautions in English and in Spanish during peaking riding periods, and those efforts will continue through the end of the week, and may continue through next week. DOWNLOAD: [Protect Your Health](#)

Further, Harvey said, her employees have been reassuring passengers who call or email with concerns that that Metro "is still a safe way to travel."

Division Managers and Service Attendants are being instructed to wipe down the stanchions and handles of vehicles with an alcohol-based cleaner.

Chasnov said while some bus operators have requested masks to wear on buses, Metro is discouraging this.

"Masks are not helpful. If you're sick it might help contain the illness," he said.

VMS flashes series of health messages

Director of Bus & Rail Operations Control Roman Alarcon said riders are also getting alerts on the variable message signs (VMS) or monitors situated over the rail platforms giving specific steps to take to stay healthy.

Despite the fact that no cases of the Swine Flu have been confirmed in Los Angeles County, the most obvious advice for employees and others to prevent its spread is to practice good hygiene, Chasnov said.

“Wash your hands often with soap and keep the common areas clean,” advises Chasnov. “Don’t leave food or any other stuff lying around. If you’re sick with flu-like symptoms, stay home and take care of yourself.”

Cleaning crews double efforts

General Services officials have instructed cleaning crews to double efforts in keeping public restrooms at Metro’s Gateway headquarters clean, and additional hand sanitizers will be set up at the entrance of the Metro Café and other public locations, Chasnov said.

Don Ott, Executive Officer Administration, said not only are crews doubling the schedule restrooms cleanings, they are also disinfecting common areas including the employment, records management and customer service offices on the plaza level. The are also disinfecting the child care center and vehicle pool offices.

The escalator railings are wiped down daily, and every floor will be getting a hand sanitizer near the elevators.

“Those are the major things that we’re doing right now. We’re trying to hit the high traffic areas, and areas where people meet,” he said.

Metro’s corporate safety and human resources departments will continue to monitor situation, Chasnov said. “This is a fluid situation that we’re going to continue to monitor,” he added.



Anna Mercaldi disinfects hands at newly installed sanitizer on the 19th floor. Below, the devices are being installed near the elevator doors on every floor.



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Metro Café's Food Service Manager Debbie Castro and Executive Chef Nam Pham are preparing for Cinco de Mayo by creating a menu filled with Mexican specialties.

Photo by Laura Kloth

Metro Café's New Crew Preps for Cinco de Mayo

By LAURA KLOTH
Staff Writer

(April 30, 2009) With barely a month on the job under her belt, Debbie Castro, Metro Café's new Food Service Manager is maintaining a busy schedule.

With 17 employees to manage, 12-hour days to complete, and a dozen or more catering requests daily, Castro is rolling with the challenges.

And, so far, Metro Café's new manager says she's really enjoying it.

Castro and Executive Chef Nam Pham this week are busy preparing for their latest venture – planning the menu for Cinco de Mayo to be celebrated at the café on Tuesday, May 5.

The café will mark the event with a variety of Mexican entrees -- enchiladas, tacos, burritos, tortas, quesadillas and Mexican pan dulce or sweet bread for breakfast.

Metro's own Blue Liners will perform native Mexican melodies from noon to 1 p.m.

"People are going to be wearing sombreros and we're going to have balloons everywhere. We're going to have the homemade tortillas made here. We're going to do tamales that day and it's going to be a big celebration," Castro said.

Castro and Pham both started working at Metro Café on April 1. Castro, who grew up in the San Fernando Valley and Ventura County, says she has worked in food service for more than eight years, and has worked for Aramark for about six months.

Her daily challenges, she said, are to make sure the guests and staff are happy and receiving the service they would like. "Overall it seems like people are happy with the healthy choices available," Castro said.

Pham, a native of San Diego, attended culinary school in New York and says his specialty is American French, but he's learned to experiment with a variety of healthy recipes at the request of café patrons.

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Check it out: Metro [Destinations Discounts](#) website at metro.net shows Metro customers where they can save money to popular destinations, sporting events, concerts, museums, theme parks, shops and more around Los Angeles County by taking public transit.

Destination Discounts: Metro makes the scene at L.A. hotspots

- Metro partners with L.A. venues to offer transportation and discounts to world-famous events and places

By MICHAEL D. WHITE
Staff Writer

Just in case you've never been there, here's one good reason to check out the Hollywood Bowl this summer.

In July, Metro plans to unveil a seasonal promotional campaign offering the agency's ridership a 20 percent discount on tickets for Tuesday and Thursday concerts at the Hollywood Bowl.

The two-month offer is the first-ever between Metro and the Los Angeles Philharmonic Association, and is just part of a multi-dimensional promotional program involving a blizzard of planning and promotional activity.

Promotions will include direct mail, media coordination, web content, print advertising, and distribution of more than 70,000 brochures on Metro's 2,500 buses and 231 rail cars as well as Customer Service Centers.

Promotional partnership proposals abound

The Hollywood Bowl promotion is one of the eight special projects, events, sponsorships and promotional partnership proposals that slide in every month across the busy desk of Fran Curbello, Metro promotions and Special Events Manager.

Some of the most recent seasonal Metro promotions, Curbello said, partnered the agency with the 2009 ISU World Figure Skating Championships at the STAPLES Center, the Home Remodeling & Decoration Show and the Cherry Blossom Festival in Little Tokyo.



Check for flyers at
distribution points for a
variety of promotions special

Ongoing promotions include reduced admission to the GRAMMY Museum, the LA Clippers, LA Kings, Ahmanson Theatre, Skirball Museum and Universal Studios Hollywood, among others.

“Single event” promotions have partnered Metro with Art Night in Pasadena, Earth Hour, the Britto Tours America and the AT&T Fiesta Broadway.

Metro stars at L.A. Live

One of the biggest coups for promoting Metro’s transit network came with an agreement inked with L.A. Live, the massive \$2.5 billion entertainment complex in downtown Los Angeles. The in-kind trade agreement with L.A. Live calls for a series of 30-second Metro service promotions to air for one year, valued at \$168,000 to run on the massive LED screen set in the 40,000 square foot, open-air Nokia Plaza that serves as L.A. Live’s central meeting place.

“Every partnership program has its own distinct nuances,” said Curbello.

Another proposed campaign – “in the hopper” – coincides with the opening this summer of the Madame Tussaud’s Wax Museum in Hollywood. “We’re talking about possibly putting some of the museum’s wax figures on Metro trains as part of the promotion,” said Curbello. “Who knows? A Metro rider could find himself sharing a train with Jack Nicholson or Julia Roberts.”

“The goal of any cooperative promotional campaign is to create added value for our ridership, and to develop community stakeholders and supporters for Metro by putting a friendly face on Metro’s community identity,” Curbello said.

Every partnership, she said, is an opportunity to “reach out to the community and make Metro riders stakeholders in their transit agency.”

to Metro employees, such as a free drawing at the [Metro Store](#) to win a pair of tickets to the Tony Award-winning musical 'Ain't Misbehavin' at The Ahmanson Theatre. Other promotional perks for employees include special discounts for designated events, such as "Metro Night" at the LA Clippers or special discounts to most Chivas USA Soccer games. Just mention 'Metro' and you're in!

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May 1 Marches to Detour Most Downtown Metro Buses



May Day One: When thousands thronged downtown Los Angeles in 2006 for the first May Day Immigration march, Metro provided 32 extra buses to carry the crowds back from the end point of the solo march at Wilshire and La Brea. The extra service was in effect between 6 p.m. and 9 p.m. and moved an estimated 6,000 passengers. By 9:30 p.m., regular Metro Bus service had been restored on Wilshire.

During the peak hours of the march, the Metro Red Line was transporting more than 20,000 passengers per hour. About half that number rode the trains eastbound after the demonstrations. By 10 p.m., Monday, Metro Rail service had returned to normal and was operating routinely Tuesday morning.

- **Traffic delays expected in the Downtown area from 8 a.m. to 8 p.m.**

(April 30, 2009) Due to a series of six planned marches in and around downtown Los Angeles on Friday, May 1, Metro will detour nearly all buses in and out of downtown and is anticipating traffic delays from approximately 8 a.m. to 8 p.m.

To avoid traffic, patrons traveling downtown are advised to take the Metro Red/Purple Line to Union Station or Civic Center, Pershing Square or 7th Street/Metro Center stations, to allow extra time for trips and to be prepared to walk, should buses be delayed or re-routed by police.

If travel through downtown is necessary, take the Metro Red/Purple Line to Union Station or to 7th Street/Metro Center station, or take the Blue Line to Pico, Grand or Washington stations and transfer to buses heading out of downtown.

Broadway will be closed beginning at about 11 a.m., from Olympic

Boulevard to Temple Street, due to three consecutive marches. Spring, Main and Los Angeles streets will also be closed between Temple and 1st streets.

All bus lines that normally operate on Broadway, Spring, Main or Los Angeles streets will be detoured. All bus lines that normally cross Broadway between 1st Street and Olympic Boulevard will also experience detours and significant service delays.

A fourth group will assemble at Echo Park and Park avenues in Echo Park and begin marching east on Sunset at 2 p.m., continuing to Spring Street. Affected Metro bus lines include: 2, 4, 200, 603 and 704.

At 3 p.m., another group will assemble at 7th Street, west of Alameda, and march west along 5th Street, then north on Broadway. All bus lines that operate between Alameda Street and Broadway will experience significant delays, including those lines already detoured.

A sixth group will assemble at 4:30 p.m. at First and Spring streets, continuing south on Broadway, then west on 7th Street to MacArthur Park. All bus lines that operate between Broadway and Alvarado will experience significant delays, including those already detoured.