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## Ivan McCargo, Metro's oldest employee, dies at 93

- Services are Friday, Dec. 4, 10 a.m., at the [Tabernacle Faith Baptist Church](#), 11328 S. Central Avenue, Los Angeles, 90059. [Directions](#)

By Rich Morallo

(Dec. 1, 2009) Ivan McCargo chose to stay at work with Metro 28 years ago when he turned 65 years old, typical retirement age.

"I love my job," explained the transportation operations supervisor in a 2005 interview. So McCargo remained with the career he cherished - serving the public and mass transit, until he passed away after an illness this past Sunday. McCargo had completed 38 years with the agency and at 93 years was Metro's oldest employee.

"All of us will dearly miss Ivan," said Dana M. Coffey, South Bay and Gateway Cities General Manager. "Ivan was a true professional, dedicated and selfless; he knew no boundaries when it came to working for public transportation."

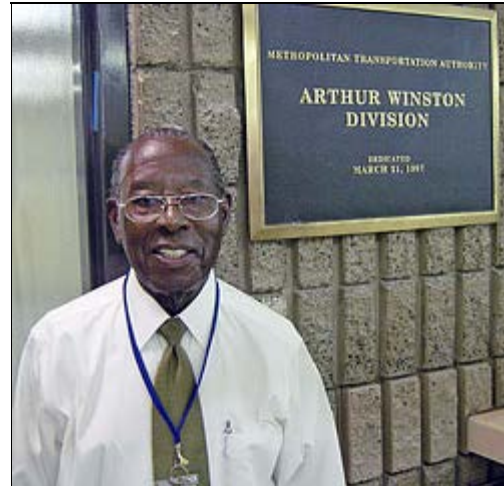
The weather drew McCargo to Los Angeles from Chicago in 1954. He was 38 years old and initially worked for the Los Angeles Transportation Line before transferring to the Blue and White Bus Company as an operator. He motored the No. 2 trolley coach from Slauson and Central Avenues to East Los Angeles, and also operated the No. 3 Line to Farmer's Market.

McCargo started at Metro as a bus operator in 1971 and was promoted to supervisor two years later. During his career McCargo worked at Carson Division 18 for 15 years.

"He was an impeccable dresser in his supervisor uniform," recalled Jackie Anderson, transitional duty return to work program coordinator at Division 18. "His shirts were always crisp laundered snow white and shiny cuff links to top off his attire. I would often say to him as he would be getting into his van preparing to leave out the yard you make us all look good."

"My father was always daddy to me," remarked daughter Ida McCargo-Williams, "and my kids called him G-Pop." Mrs. McCargo-Williams remembers her father always smiling. "His happy attitude was contagious and you always felt better after talking with him," she said.

An involved community resident, McCargo helped the Tabernacle of Faith Baptist Church in Los Angeles as the president of the laymen's league, and



Ivan McCargo, pictured here in 2007, was a 38-year veteran who joined Metro as a bus operator in 1971.

as a Sunday School teacher and choir member. The Metro supervisor also mentored teenagers in mathematics and reading during the weekends and was a Boy Scout leader.

McCargo is survived by his wife Annell, daughters Ida McCargo-Williams and Penny McGee, 10 grandchildren, 38 great grandchildren, and four great great grandchildren.

Services are set for Friday, December 4, 10 a.m., at the Tabernacle Faith Baptist Church, 11328 S. Central Avenue, Los Angeles, 90059. Pastor is Reverend Doctor Leffall.



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Video by Rich Morallo. Not hooked up to You Tube at work? Watch at home at <http://www.youtube.com/watch?v=nQSiNx8eCQU> NOTE: This youtube link is being sent to you for the purpose of viewing the Metro video only. Metro employees are subject to the Employee Code of Conduct that generally restricts the use of company time/equipment to conducting Metro business. Please click on icon above to view the video.

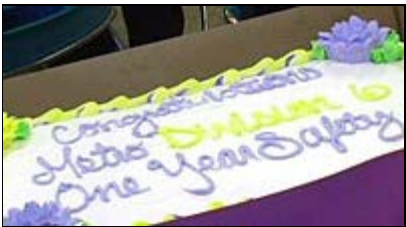
**Laker Girls Pay a Surprise Visit to Venice Division to Celebrate Safety Record**

By Rich Morallo

(Dec. 1, 2009) "OK...be safe!"

It's a simple farewell, a calculated reminder to keep everyone focused on safety.

"That's one of my favorite practices, for operators and managers to say to each other upon arriving and leaving the bus yard," said Division 6 Transportation Manager Cheryl Brown. That safety slogan, along with other safety procedures, helped Brown and her staff reach 365 days without lost time due to on-the-job injuries.



On Nov. 20, the division celebrated this safety achievement with ice cream, cake, drawings for prizes including Laker game tickets, and a visit by the Laker Girls at the Metro bus facility in Venice.

"We had a concerted effort to achieve this milestone with everyone



Laker Girls Erin, above, and Erica help celebrate Venice Division's safety record.



contributing," explained Brown. Staff placed photos of safety hazards throughout the division to alert the operators, passed out pre-printed safety messages, posted monthly safety quotes and held safety rap sessions.

After the team reached the 200 day safety marker, Brown treated her team to a safety recognition luncheon. "We also wanted to create a greater incentive to continue staying safe and told the operators they had a chance to get Laker tickets if they extended the safety record to one year," said Brown.

While autographing pictures for the Division 6 staff Laker Girl Erin remarked, "It's important to be cautious and it all helps to prevent bus accidents." Her teammate Erica W. added, "It's great that you're celebrating this practice of keeping safe."


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## Gateway Child Care Center Director Marla Minden Brings Nearly 20 Years of Experience to Job

By Laura Kloth  
*Staff Writer*

(Dec. 1, 2009) Newly hired director of the Metro Gateway Child Care Learning Center Marla Minden says she's still settling into her position while making "gradual" changes as she enjoys completing her daily tasks.



Metro Gateway Child Care Learning Center  
Director Marla Minden Photo: Michael D. White

Minden was hired in August to oversee 17 employees who care for 84 children ranging in age from infant to 5. And she says one of her objectives has been to continue monthly meetings with parents, and maintain open access and steady communication with emails.

"The fact that these parents could walk in here throughout the day is the best of everything," she said noting that parent involvement has been critical. "They've [parents] really been extremely supportive. That's what makes the school very special," she said.

Minden says another objective has been to study her staff and work to provide necessary resources to support and "empower" them so they could do the best job possible.

Minden said her assistant Stacy Rendondo has turned out to be a great fit. "We really think the same way with the same values and ethics," she said.

A Los Angeles native, Minden holds a B.A in Early Childhood Education from Cal-State, Northridge and completed coursework in administration at UCLA. She says she strives for a steady and stable environment both at home and at work.

She remembers that, as a child, her family moved five times because of her father's national sales job, and that sort of made her gravitate toward more stability as an adult.

Minden is the proud mother of a 24-year-old son who works as a professional choreographer and has worked with the Pussycat Dolls. Her 22-year-old son also works and attends a junior college.

Minden says she decided to become a stay-at-home mom when her children were young, and really never intended to work full time. Then one day, her children began attending classes at the Valley Cities Jewish Community Center in Sherman Oaks, and she became very involved there, and ended up teaching one class, and later becoming its executive

director.

Minden assumed her new position at Gateway after losing her job at the community center after having worked there since 1990.

"It was a very heartfelt kind of sad experience," Minden said indicating that the 50-year-old Valley based center offered a variety of programs for children, adults and seniors, and served the community well. "You name it, we had it," she added.

The challenge now at Gateway, she said, is working to create a positive environment so that parents can tell other parents about the center, and more children will register.

"We have a waiting list, but we're pretty much through it. The best gift a parent can give us is a referral," she said.

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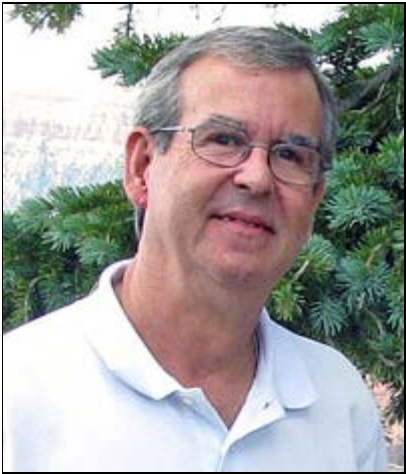
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OBITUARIES



Steve Parry, 20-year veteran of RTD and former director of operations and scheduling, was the lead planner for RTD bus service during the 1984 Olympics in Los Angeles. Photo courtesy of Jean Keefe Parry.

**Former Metro Employee Stephen T. Parry, 59, Loved Buses, Working in Transportation**

(Dec. 3, 2009) A memorial service will be held in January for Stephen T. Parry, 59, a retired 21-year Metro employee, who died Nov. 29 following complications from a hemorrhagic stroke.

Born on June 28, 1950, Mr. Parry left Metro in 1994 after serving as Director of Scheduling and Operations and, previously, as planning manager. He was hired on Aug. 2, 1973.

Below are excerpts from an obituary submitted by his widow, Jean Keefe Parry, which details Mr. Parry's extensive transportation career that included his planning, management and coordination

of bus service during the 1984 Olympics.

\*\*\*\*\*

Husband, brother, transportation planner, and provider of wit, kindness, laughter, martinis and music to many friends and family members, died November 29 at Cottage Hospital in Santa Barbara.

For reasons which still befuddle closest family members and friends, Steve became utterly fascinated, indeed obsessed with buses, their routes and schedules. As a kid, he began collecting Dinky Toy transit buses and set up stations on the floors all over his house. According to brother and best pal, John (Parry), he made up schedules and taped destination signs over the front windows of those buses. This fascination did not end with childhood.

When he went to Occidental College, he designed their two-line Bengal Bus system, still operating today and his legacy, that included a small fleet of VW buses which, according to the November 18, 1970 article in the *Pasadena Star-News*, "...made weekly runs to UCLA and USC libraries, and regular Friday runs to Pasadena for shopping and Hollywood and the Sunset Strip for entertainment. The service is free to all students."

In 1973 he was awarded a Thomas Watson Fellowship to study transportation systems around the world. It was one of the best years of his life. Not only could he travel and indulge in his other passion for architecture, he also was able to collect transit information which he kept both physically - and mentally. His travels in later years to places such as

Istanbul, Basel, Lisbon, Milan and Madrid always included a careful review of how their transit systems were designed. In Santa Barbara, the mere sound of a train whistle prompted Steve to gaze at his watch and comment "The Starliner is five minutes late."

After graduation from "Oxy" in 1972 with a BA in English, the former student body president took a job as a transportation planner with what was then the RTD now Metro in L.A. While working there, he received a Masters in Public Administration from Pepperdine University. Throughout his career he served on numerous American Public Transit Committees.

One of his proudest accomplishments was his plan for the bus service for the 1984 Olympics. A proclamation from the City of Los Angeles signed by all the supervisors congratulated him for his two year planning effort in "...making transportation during the XXIII Olympiad in Los Angeles one of the most successful *non*-Olympic events."

In 1995, Steve and his wife, Jean, moved to the San Francisco Bay Area where Steve worked at AC Transit in Oakland for five years. In 2001, they re-located to Santa Barbara where he was employed with CHK America, a British owned provider of nationwide transit information. This job put him back in touch with a number of his former RTD colleagues which was a source of delight and pride to him. He volunteered for the Pearl Chase Society, another architectural preservation organization adding shuttle bus routes and "tinkling the ivories" for their home tours.

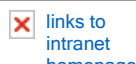
Steve is survived by his wife, Jean Keefe Parry, his brother, John Parry of Olympia, Washington and his sister-in-law, Sandy. A celebration of Steve's life will be planned for early 2010.

In lieu of flowers, which cats Jake and Ellwood would relish then summarily "reject," the family suggests that donations be made in his name to: Occidental College, 1600 Campus Road, L.A. CA. 90041, Office of Annual Giving, *In Memory of Stephen Parry*; or, The Music Academy of the West, 1070 Fairway Drive, Santa Barbara, CA 93108 Attn. Full Scholarship Program; or, to a charity of your choice.

In Steve's memory, keep a song in your heart!

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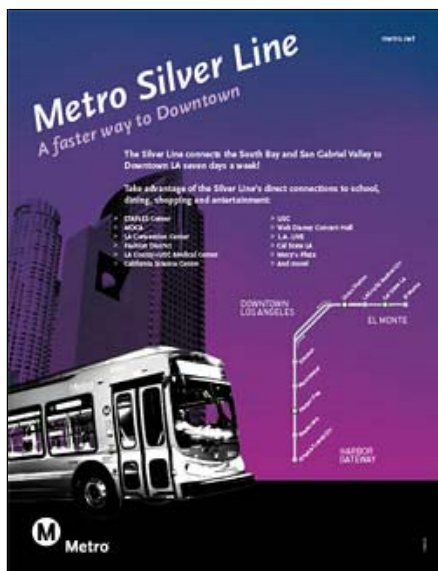
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## Metro to Debut Silver Line Bus Service

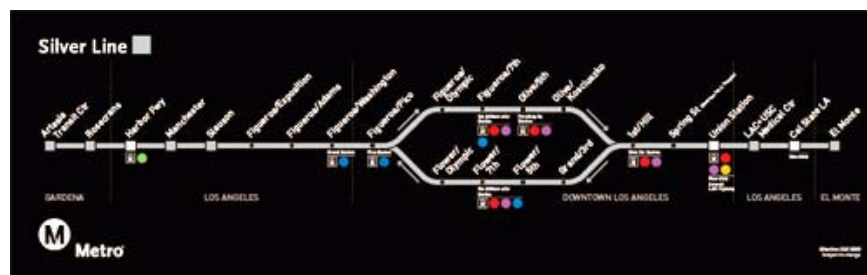
By Rick Jager  
*Metro Media Relations*

(Dec. 3, 2009) Metro will begin operating a new bus service connecting the San Gabriel Valley and South Bay via downtown Los Angeles on Sunday, Dec. 13. The new Silver Line will operate every 5 to 15 minutes during weekday rush hours.

The Silver Line will operate between the El Monte Station and the Artesia Transit Center via the Harbor Transitway on the Harbor Freeway and the El Monte Busway on the San Bernardino Freeway.

The Silver Line is designed to save commuters time by allowing patrons to take advantage of the Silver Line's frequent, direct connections to downtown landmarks such as STAPLES Center, Walt Disney Concert Hall, the LA Convention Center, the Fashion District, Cal State Los Angeles, L.A. Live, California Science Center, USC, the LA Coliseum as well as various work, school, shopping and dining facilities.

Base cash fare for the new service is \$2.45 one way, \$1.15 for senior/disabled cash fare during peak times, 85 cents in off-peak times. Metro Day Passes will be honored as base fare and Metro weekly, monthly and EZ transit passes will be accepted with an additional \$1.20 charge when boarding.



New Silver Line Bus Service Connecting the San Gabriel Valley with the South Bay begins Sunday, Dec. 13.

The Silver Line will operate seven days a week with the first bus leaving the Artesia Transit Center at 5 a.m. and the last bus from the Artesia Transit Center leaving at 12:55 a.m. From the El Monte Station, the first bus leaves at 4:15 a.m. with the last bus leaving at 12:55 a.m. Some trips on the new service will terminate at Flower and 7th Street in downtown Los Angeles.

Bus service to and from each Metro Rail station is available from Metro and community bus lines. Connections to Metro Red, Purple, Gold, Blue and Green Lines provide service to Hollywood, Koreatown, Pasadena, East Los Angeles, Long Beach, Redondo Beach, Norwalk, and LAX (via a connecting free shuttle). In addition, connections can also be made to Metrolink commuter rail service and Amtrak at Union Station. Additional parking is available at both the El Monte Station and the Artesia Transit Center.

The Silver Line replaces Metro Express Bus lines 444, 446/447, 484, and 490, which currently operate on the Harbor Transitway and the El Monte Busway. These lines will be rerouted to provide connecting service to the Silver Line and be given new route numbers effective Sunday, Dec. 13.

The Silver Line will undergo several service enhancements along with amenity and station improvements as part of Metro's Congestion Reduction Demonstration Project that will eventually convert existing carpool lanes on both the San Bernardino Freeway and the Harbor Freeway into ExpressLanes (Tolls).

Scheduled for implementation in December 2010, the new ExpressLanes will reduce congestion, and greenhouse gas emissions, increase travel time savings and produce better trip reliability.

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At the east end of the Gold Line, a parking structure will soon provide some 280 parking spaces for Metro riders willing to park their car and take the train the rest of the way.

## Milestone: Metro Atlantic Parking Structure nears Completion

- The last pour: Work crews laid the last concrete deck on a 3 ½ level parking structure last week, paving the way for potential transit users to leave their cars behind and take the Metro Gold Line to downtown destinations and beyond.

(Dec. 8, 2009) After the hugely successful public opening of the Metro Gold Line Eastside Extension, there's more to come: A handsome, 3 ½-story parking structure for some 280 cars – and 24 bicycles -- is nearing completion at the east end of the Metro Gold Line.

Situated in proximity to the Atlantic Station, the garage rises some 40 feet into the skyline in the direct line of sight of commuters exiting the I-60 Freeway at Atlantic and Pomona.

"This is to provide some means of parking at the terminus point for our riders," said Fred Smith, construction project management director. "It's the ideal location for the parking facility. The Gold Line stops right here."

Only one other new station on the Gold Line Eastside Extension has parking — the Indiana stop, which has 43 free spaces. There has been very limited parking in a store lot for Gold Line customers at the Atlantic station during construction of the new garage.





Contractor Bill Klorman of Klorman Construction (second from right) adheres to the master builder tradition: Bring everybody who's worked on the project together on the last deck pour for a 'top out' celebration. From left, Klorman Supervisor Alex Rodriguez, Klorman Project Manager Mark Fechtelkotter, Metro construction project management director Fred Smith, Bill Klorman, and Metro Resident engineer Matt Gallagher. Below, 'last pour' crew is treated to lunch catered on site.



Now nearly 70 percent complete, builder Bill Klorman threw a “top-out” party to celebrate the ‘last pour’ milestone and thank the construction crew. “I’m proud of our safety record, speed, and the quality of work,” he said.

Klorman thanked the Metro team among those included in a long list of movers and shakers and plain hard workers, namely Dennis Mori, Matt Gallagher, Fred Smith, Jim Cohen, Megan Cramer-Miranda, Tim Clark, Alberto Alva., Javier Lora, Alix Mismas, Kathy Sweet, Dan Estrada, Dave Duthie, Ted Lepe and Cristina Coronado.

Smith praised contractor Klorman

at his turn at the podium. "This is a great project that's run efficiently and managed well, and the zero lost-time accidents on this job is a continuation of Metro's striving for a safe working environment," he said. "It adds into the more than 4 million man-hours put into the Eastside Extension project without one day away from work."



Resident Engineer Matt Gallagher watches as crew lays down last 320 yards of concrete deck to complete top level.

Parking will be free for transit patrons, with no need to stop and purchase tickets or bother with electronic gates, explained Matt Gallagher, Metro's resident engineer on the project. "The entrance at Atlantic Boulevard will be open to people to park at no cost, he said, noting Los Angeles County Sheriff's deputies will patrol the property for security purposes but there won't be any parking permits to check.

Giving rise to thoughts of grabbing a latte and even dropping off cleaning on the way to work, the parking structure has a built-in provision for some six retail operations on the ground floor. And bicycle riders can stake out 16 lockers and 8 bike racks, enough park and lock spaces for 24 bikes, said Gallagher.



The soft, earth-toned exterior will be landscaped with palm trees and native grasses.

Flanked by Kaiser Permanente East Los Angeles Medical Offices on the west and Pep Boys directly across the street, the strategic location is a boon to the community.

Architect William Villalobos, who designed the Mariachi Plaza Station and served as the onsite construction architect for the entire Eastside Extension project, describes the parking structure project in terms of form and function.

"The low-profile design fits in nicely with the contextual corner location and

doesn't take away from the more prominent Kaiser facility. And, the development is an enhancement to the community. This corner was occupied, for the last 30 years, by a couple of buildings that needed improvement, with some car repair stalls behind," he said.



Crew wraps 'last pour' at Metro Atlantic Parking Structure construction site.

"The last pour is really the last major structural component, signifying a successful completion," said Klorman Project Manager Mark Fechtelkotter. "We're 70 percent complete. With walls up on the back side, and stub columns on top, we're ready for the finishing touches."

By that, he means the decorative screens, sheet metal roofs, elevators, electrical equipment, sidewalks, bike lockers and landscaping will be all in place come Feb. 18, the contractor's completion date.

Metro will conduct the close-out inspections and certification according to safety and building code standards. "We're pushing to open by the end of March," said Smith.

*-- from Gayle Anderson*





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Family Throws Birthday Party on the Gold Line

By Rich Morallo  
*Communications Manager*

(Dec. 8, 2009) Growing up in Mount Sterling, Kentucky, David Russel first learned how interesting trains can be.

"My grandfather would take me to visit the station there and I learned a lot about trains from him," said Dave, now a professor at California State University, Northridge.



Recently when Dave and his wife Amy were planning the fifth birthday of their son, Charlie, Amy thought of a train theme for the party. "Amy suggested that Charlie and his friends gather at Union Station for a train ride," remarked Russell who said they had noticed all of the publicity on the November opening of the Edward R. Roybal Metro Gold Eastside Extension.

Dad Dave Russell and son Charlie get on board for Charlie's birthday bash.

So last Saturday, Charlie and 25 of his pre-kinder classmates had lunch at the patio in front of

Union Station before proceeding to the Metro Gold Line platform.

"Remember to keep away from the edge of the platform," the parents told the excited boys and girls as they waited for the next train.

With parents in tow the young railroad buffs boarded and immediately filled the cars with sighs and cries of delight as the train rolled smoothly past buildings and freeways. The group traveled to Mission Station where they munched on cupcakes from a nearby store.

"Charlie actually has some experience already with rail," Russell mentioned as he described the weekend trips they would go on riding Amtrak and Metrolink.

"I like trains because of their wheels," added Charlie.



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Pilgrim Community Church, where Metro Transit Security Sgt. John Davis serves as pastor, was destroyed by a 90-foot pine tree that toppled over during a wind storm on Oct. 27.

## Metro Transit Security Sgt. Davis and Lt. Cook Team Up to Restore Their Damaged South L.A. Church

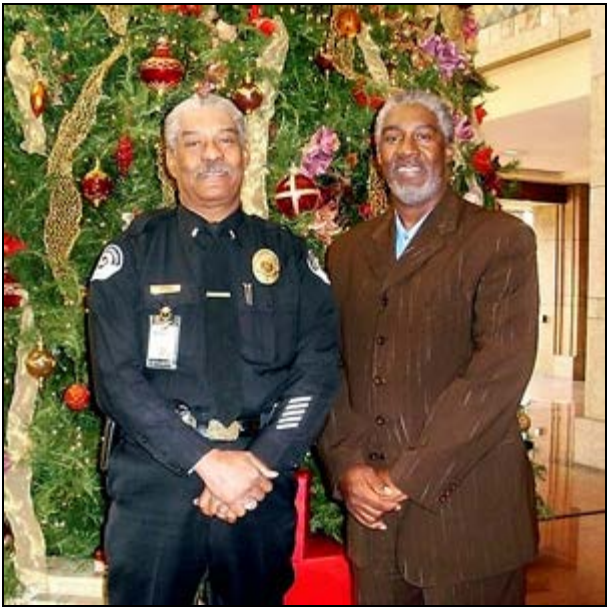
By Laura Kloth  
*Staff Writer*

(Dec. 8, 2009) Metro Transit Security Sgt. John Davis says he had a vision one day.

He pictured the Pilgrim Community Church in South L.A., where he serves as pastor, unveiling a new sanctuary -- a bright new peaceful dwelling for its 97 members to gather, sing and worship.

But Davis is now realizing that visions, at times, can be blurry.

On Oct. 27, the small white church building -- built in 1898 -- was destroyed by a 90-foot pine tree that toppled over during a freakish wind storm.



Transit Security Lt. James Cook and Sgt. John Davis have worked together at Metro for some 28 years, and are now

The fallen tree damaged  
pews, crashed through  
windows, and left only a rear wall of the church intact.

working together to restore their Pilgrim Community  
Church damaged by a wind storm.

The event was heavily covered by the media and local businesses like Home Depot began stepping in to donate equipment to help with the clean up.

"It took a Herculean effort to move that tree. The men of our church did it. We had a least five different trash removals," said Lt. James Cook, a church member, who has worked with Davis at Metro for some 28 years.

Members began holding services in a smaller building situated behind the original structure. Now the congregation, led by Davis, has begun working toward rebuilding.

"It's a small church but it has this long term reputation as a place that developed ministers. And there are many people around the world who can trace their start to it," said Cook, whose father founded the church in 1948.

"We've had seasoned ministers, pastors of other churches that had a long ministry, and when they get tore up, they come (here) for healing." Davis added, saying the church had served as a type of refuge for both he and Cook. Davis and Cook joined the church in 1994, after Cook began attending again, after having been gone for several years, and he invited Davis to attend with him.

Davis was recruited to take over leadership of the church by the then pastor who was well into her 90s and nearing retirement.

Over the years, Cook and Davis, who also served in the same Army National Guard unit, said they have leaned on the church and each other's families during difficult times.

Cook said Davis's family stepped in to help raise his young daughter, now 27, when his wife died. "Literally, my daughter's mom on her death bed asked his [Davis'] wife to look out for Sarah," Cook said.

Cook's family reciprocated more recently when his 26-year-old son, John Jamel Davis was tragically murdered Nov. 7, 2008.

Davis said he has begun sending out letters to private and public organizations including churches soliciting assistance to raise up to \$60,000 to completely rebuild the church within eight months.



The fallen tree damaged pews, crashed through windows, and left only a rear wall of the church intact.



Pilgrim church members were elated recently when a member of the Mariners Church in Newport Beach made an anonymous donation of \$10,000 toward the construction.

Davis said raising the funds shouldn't be too difficult because "a lot of people are really coming around," and Pilgrim has always been there with clothing, food and other assistance for other churches.

"People want to know what they can do to help...now's the time to let them know," Davis said, adding the church hopes to launch a website soon.




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## Board approves Light Rail Transit as Locally Preferred Alternative for Crenshaw/LAX Transit Corridor Project

By José Ubaldo

(Dec. 10, 2009) The Metro Board today approved light rail transit as the Locally Preferred Alternative (LPA) for the Crenshaw/LAX Transit Corridor transportation project.

The light rail alternative will be 8.5 miles in length from the Metro Green Line Aviation Station to the Expo Line, now under construction, at Crenshaw and Exposition boulevards, with a travel time estimated at 20 minutes. There will be seven new stations plus an option for one more. The final Environment Impact Study/Environment Impact Report could be ready by the end of 2010, with the line scheduled to open in 2018.

The project is estimated to cost \$1.3 billion in today's dollars. An estimated 7,800 construction jobs will be created annually by the project.

Funding will come from Measure R, the half-cent sales tax initiative approved by Los Angeles County voters last November to improve the region's mobility and create the transportation infrastructure needed to help resolve local traffic congestion, air pollution and enhance economic development.

The Board also approved a motion by Los Angeles County Supervisor Mark Ridley-Thomas to study the costs and impacts of constructing a one-mile segment on Crenshaw Boulevard between 48th and 59th Streets, currently proposed to run at street level, as an underground alignment. Some sections north of 48th Street and south of 59th Street are already being studied as underground segments. The Ridley-Thomas motion also included the new official name of the project: "Crenshaw/LAX Transit Corridor."

In another adopted motion proposed maintenance and operations facilities in El Segundo and Westchester were removed from the project. The motion was presented by Los Angeles County Supervisor Dan Knabe.



Click on map for Crenshaw Transit Corridor Project page at metro.net.

The Crenshaw Transit Corridor project is a major north-south investment in the Crenshaw District area, potentially providing relief for the I-405 and I-110 freeways. It also will provide a major connection to LAX connecting the Metro Green Line to the south with the proposed LAX Automated Peoples Mover System and the Expo Line to the north. The project would provide connections to the entire Metro Rail system and Metro's more than 2,100 peak-hour buses.

The study area for the Crenshaw Corridor Project includes the cities of Los Angeles, Inglewood, Hawthorne, El Segundo and portions of unincorporated Los Angeles County and covers approximately a 33-square mile area from Wilshire Boulevard to the north, El Segundo Boulevard to the South, Arlington Avenue on the east and Sepulveda Boulevard and La Tijera Boulevard/La Brea Avenue on the west.



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**'Tis the Season: Strike up the Salvation Army Band! The Metro Choir to go a-Caroling at Metro Headquarters beginning Tuesday.**



On Friday, Dec. 18, at noon, the Metro Choir will present the Metro Holiday Concert in the Gateway Plaza. The choir will be accompanied by the Salvation Army Band, pictured at right with choir director Renee Willis. But you don't have to wait that long for the traditional Metro cheer. The Metro Choir begins the annual caroling rounds on Tuesday, Dec. 15, and will make noon appearances on the 3rd lobby on Tuesday and Wednesday during the next two weeks and on Christmas Eve, Dec. 24. The choir is also booked for the annual gift-giving presentation on Dec. 16 in the Gateway Plaza. At right, Below, the choir meets in a rehearsal room on P-2.







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## Metro Interns Pick Up Job Hunting Tips, Get Public Speaking Lesson at Recent In-Service

By Laura Kloth  
*Staff Writer*

(Dec. 10, 2009) Metro's interns not only recently received helpful job hunting tips from graduates of the Metro Internship Program (MIP) who were able to secure full time jobs with the agency, they also got a mini-lesson on public speaking from Metro's own Toastmasters Association.

The interns were treated to a motivational speech titled: "Listen, Be Heard and Network" presented by Toastmaster and Assistant Board Secretary Raynard Price.

"Being an intern is a wonderful thing. . ." Price said during the Dec. 4 in-service training session hosted by the Organizational Development and Training Department (OD&T), reminiscing back to his days as a college student and entrepreneur.

Advising the interns to jot down some quick facts on the back of a person's business card soon after meeting them, Price said that, "Later on when I would call those people... I'd take their card call them up . . . I would say things like 'how's the wife? And the kids?' They thought I had a great memory, but I assure you, I couldn't remember anything."

Price told interns to be cautious when using social networking sites like Facebook and MySpace. "Be careful what you write and what you put out into the world because you can't get it back."

Toastmaster President and Metro



Interns (from left) Courtney Safer, Carina Lieu and Ena Macias learned a lot about one another during an icebreaker exercise.



Toastmasters President and Metro Buyer Frank Clarke helps Systems Maintenance Manager Norman Ward pick his table topic question: "Do you think it's a good idea for a young person to have a job?"

Buyer Frank Clarke entertained the interns by peppering his discussion with gentle humor, inviting them to join the organization at its weekly Tuesday noon meetings in the Board Overflow room directly across from the cafeteria.

Clarke posed a question asking them what they would say, if they were greeted by the CEO in an elevator. "You've got a minute or two to make an impact. So that's one of the things that as you practice, you get better," Clarke said.

Clarke dubbed the interns honorary Toastmasters and managed to recruit some to give impromptu speeches, awarding each a ribbon afterward.

The interns were ready with questions when they sat through a panel discussion made up of former MIP interns who've been hired as Metro employees.

"It's important to ask questions...to build a relationship with a supervisor... This is a learning experience so you'll make mistakes. If you know you've made a mistake, acknowledge it and move on," said Dianne Sirisut, who was hired on as a planner to work on the Westside Area Team. A USC graduate, Sirisut said researching companies thoroughly, and checking job postings frequently were good ideas for job hunting.

Transportation Planner Reinland Jones, who was hired to work on the San Gabriel Valley Team, encouraged interns to take risks,



Former Metro interns (from left) Reinland Jones, Dianne Sirisut and Dana Jones offered interns some helpful job hunting tips during the Dec. 4 in-service.



Ward was graded on timing by Timer and Senior Accountant Cynthia Jimerson and passed with flying colors.



Interns (from left) Shane Dini, Andrew Gutierrez, and Jiawei (Gary) Xiao were given only a few minutes to learn all they could about each other's backgrounds.

advising them to take a business class.

"Your employers don't really expect you to know that much. You're an intern. You're there to learn from them," said Jones. "They don't expect you to know how to write a scope of work, or write a whole project out. They know you don't know anything, so ask a lot of questions. They expect you to."



Toastmaster and Asst. Board Secretary Raynard Price encouraged interns to study their work environment and learn how to network.

Southbay Area Team Transportation Planner Dana Jones said a job hunt should include both private and public sectors.

Jones, a former bus operator, noted that when she switched careers, she ended up taking a class on the California Environmental Quality Act (CEQA) to benefit her new role.

Among the interns participating were Administrative Intern William Bolanos, who joined Metro in 2004, after graduating from Franklin HS.

Bolanos said his Metro 15-hour-a-week work schedule played a big role in helping him complete his bachelor's at CSU-Los Angeles. "It's been really helpful for school since they work around your hours. They just made it way easy. I didn't want to get something so demanding when I was going to school," he said.

With a goal to land a job in Environmental Sciences, Bolanos says he has begun his job search by taking the necessary city and county exams, but the tough economy has made the effort somewhat daunting.

"Whenever I show up its like 150 people showing up for the same exam," he said, "I'm a little worried after I leave, hopefully I can find something quickly."

Intern Shane Dini, a soon-to-be March graduate of CalPoly Pomona said he landed a job at Northrop Grumman.

Noting that he interned in the Metro Executive Office for Construction, Dini said, "My schooling gave me the knowledge to come here, and then through here, I networked pretty hard, and I met the right people and then I got a job out of it."





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'Tis (always) the Season for Exercise at Carson Division

By Rich Morallo  
*Community Relations*

(Dec. 15, 2009) Metro Bus Operator Victor Andrews remembered how he felt when a close, older friend – a fellow bus operator - died of a heart attack several years ago.

"From then on I knew I wanted to help people keep fit and healthy," said Andrews, who works out of Carson Division 18. "I need to show people they are never too heavy or too old to start a fitness program."

So the 20-year Metro operator started an aerobics class in the break room of the transportation building. "It's an hour cardio aerobics program mixed with Pilates training, some defense/martial arts, boxing and dancing thrown in," he said.

For the past six years Andrews has spent his personal time, Monday to Saturday, showing colleagues how to workout. With upbeat music in the background, a dozen operators in gym clothes go through physically rigorous sets and drills in their quest to achieve wellness and health.

On weekends some operators bring their families to the classes.

"We do a few exercise sets and then it's freelance where we can dance and move in any way we want to," said 14-year-old Tia Cooper, who accompanies her grandfather, bus operator Lionel Benjamin, and "likes the dancing."

Terry Simon, another Division 18 operator looking to control her weight, has been attending the classes for two months. "I encourage other staff to join us because the work helps keep us healthy and energized," she said.

Simon's sister, Karen Akinyele, couldn't

Work it out at Aerobics class



agree more. "We also learn how to eat healthy and keep up the program during and beyond the holidays," Akinyele said.

Andrews, who also acts as a Division "Wellness Ambassador," is planning to produce a videotape so staff at the other agency divisions can start their own aerobics classes.

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Chief Ethics Officer Karen Gorman admires a poinsettia plant sent to General Services by a well-intentioned contractor. The wreath, dutifully turned over to Ethics Department by DEO Phyllis Meng, is destined to make the holidays a little brighter for someone in need: Gifts ranging in value from \$10 to about \$150 or more are bundled up and distributed to various charities.

## Reroute Your Holiday Gifts to Ethics

- **Ethics Department Rebundles Gifts from Outside Vendors and Contractors for Charity Organizations**

(Dec. 15, 2009) Chief Ethics Officer Karen Gorman reminds any employee who receives a gift from an outside company to avoid the appearance of conflict of interest by turning it over to the Ethics Office.

"It's very easy to want to be gracious and not see any harm in a gift and just accept it," says Gorman, but in the long run, "It's easier to say thanks, but no thanks."

Under Metro policy a gift from a Metro bidder or contractor must be returned or donated to a charity. In such instances, the Ethics Department can collect the gifts from employees and donate the items to charity, and provide the employees with records of the transaction. Gifts from even non-Metro related persons over \$50 may have to be reported on an annual economic disclosure form (Form

700) for designated employees.

"We do this as a service to our employees to make it easier for them to comply with the law, to do something nice for a person in need, and help maintain Metro's credibility with the public," said Gorman.

The [Employee Code of Conduct](#), which can be accessed on the Ethics & Lobbyist web pages from the "Select a Department" drop-down menu on the myMetro.net homepage, includes a description of the gift rules in Section 5-15-130.

The purpose of the rule on gifts, according to the Code, is "to assure the public that public employees are not influenced to show favoritism to a contractor based on receiving gifts or for being rewarded for doing his or her job in a way that will benefit the giver of the gift."




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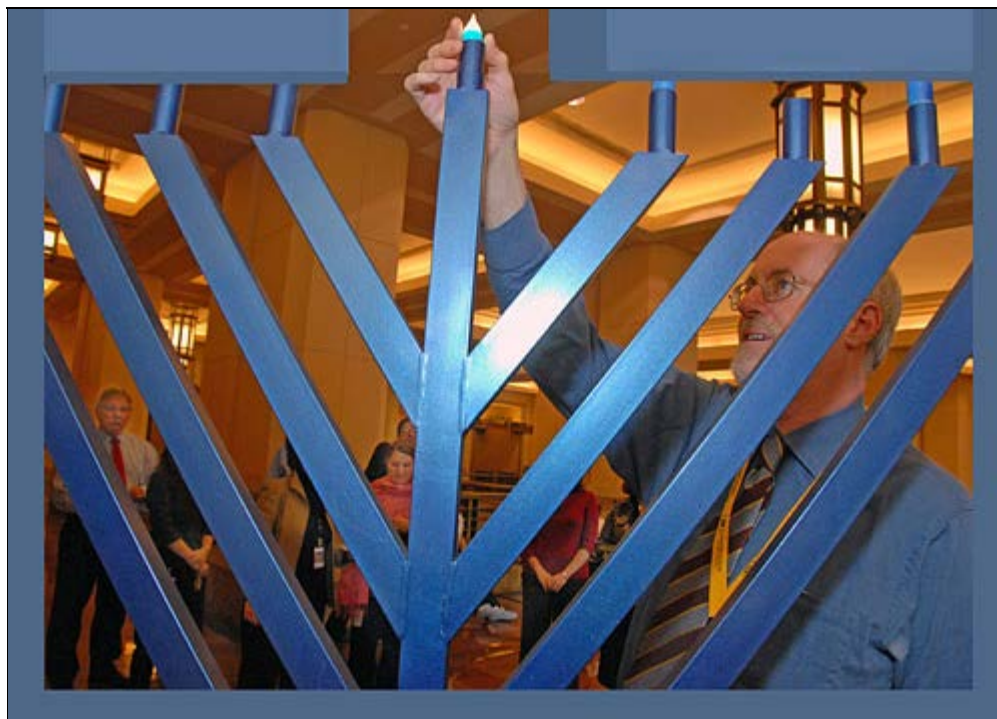
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## An Ancient Tradition Observed



(Dec. 15, 2009) The lighting of the *Menorah* in observance of the eight nights of *Hanukkah* commemorates the re-dedication of the Holy Temple in Jerusalem that was destroyed in the Jewish Maccabean Revolt against the Roman Empire in the second century BCE.

The celebration - also known as Festival of Lights - is observed by the kindling of the lights of the *Menorah*, one additional light on each night of the holiday, progressing to eight on the final night. An extra light called a *shamash*, which in Hebrew means "servant" or "guard," is also lit each night for the purpose of supplying light to the others.

A tradition at Metro since 2007, observers gather at the stone blue *Menorah* in the 3<sup>rd</sup> floor lobby of the Metro Gateway building late in the afternoon for the traditional lighting and fellowship.

The *Menorah* was donated to Metro by Chabad, a Jewish service organization that supplies *Menorahs* to organizations or people wishing to observe the holiday, said DEO Stefan Chasnov, Human Resources, who leads the annual observance.

"Our late afternoon ceremonies demonstrate Metro's workforce diversity and provides special meaning to those observing the holiday," he said.

This year, the observance, made festive by a traditional *Dreidel* song and cookies, was joined by CEO Art Leahy and Deputy CEO Paul Taylor.



On the fourth day of Hanukkah, Jody Feerst Litvak shared a festive plate of traditional Hanukkah cookies, much to the delight of the dozen or so observers gathered for the lighting. The observance at Metro continues through Dec. 19, the 8th day of Hanukkah. The lighting takes place at 4 p.m. every afternoon. All are invited.



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CEO Art Leahy talks shop at all-staff meeting Dec. 9.

## CEO Art Leahy Names Lonnie Mitchell Interim Chief of Operations at All Hands Meeting

- Employees Bid Farewell to Carolyn Flowers

By Laura Kloth  
*Staff Writer*

(Dec. 15, 2009) Amid hugs and tears, Metro employees said good-bye to outgoing Chief Operations Officer Carolyn Flowers at an afternoon farewell party Dec. 11 in the Gateway Building cafeteria.

Flowers is leaving Metro to assume the post of Executive Director of the Charlotte Area Transit System (CATS) in North Carolina.

After thanking Flowers for her years with the agency, Metro CEO Art Leahy said, "I am sorry she's leaving. It's been a pleasure working with her. She's a dedicated employee. She works very hard. She's very diligent."

In response, Flowers said she was sad to be leaving, but excited about her new job. "I'm going there to try to expand the system, and take the legacy of Los Angeles with me."





Employees fill Metro Café dining room for farewell to departing Chief Operations Officer Carolyn Flowers. Procurement chief Lonnie Mitchell, at left with Flowers, steps in as interim Chief Operations Officer.

Chief Administrative Services Officer Lonnie Mitchell has been named interim Chief Operations Officer effective Dec. 14, replacing Flowers.

During the All Hands Meeting two days earlier, the CEO pointed out Mitchell's extensive naval career, saying he had great deal of experience managing large operations.

Leahy also thanked outgoing Planning Chief Carol Inge saying Inge played a critical role in getting Metro Board to approve the Long Range Transportation Plan. Inge's farewell party is planned for Dec. 17 in the cafeteria.

"I'm leaving with a really good feeling that the rest of the planning department will be here, they're so qualified and so professional. I have full confidence they'll be able to carry forward the work that we've been doing," Inge said.

Leahy said some "gradual" changes would be occurring at Metro over the

next few months which include more updates on service schedules to provide better service to customers.

"The real problem is that we are running more service than we can really afford to run," Leahy said referring to bus operations. He noted that bus ridership was about 2 million a day in 1980, but now has slipped to 1.3 million. The reduction in numbers can be directly attributed to additional rail lines available, along with individual municipal bus services.

"The good news is that the base service is very high which is about eight percent higher than in 1990, but the ridership is about a third less," he said.



CEO Leahy fields questions from a packed board room at all-staff meeting.

Comparing Los Angeles to cities like Chicago and Philadelphia, Leahy said Metro currently has the "lowest fares, lowest load ratios, the lowest boardings per hour."

Referring to the ongoing consolidation of Metro's five service sectors Leahy said, "We're going to return to the more conventional organization structure which involves creating a transportation and maintenance department."

He defined transportation to include radio dispatch, street supervision, division dispatch, while maintenance would take in bus cleaning, fueling and servicing. He said the consolidation would create two new positions and he encouraged employees who qualified to apply.

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Communications Chief Matt Raymond joins the holiday cheer around the Christmas tree at the Customer Call Center, where Customer Relations and Customer Program & Services staff exceeded goal to provide 250 gifts for the Metro Gift-Giving Drive.

## Customer Relations Teams With Customer Program & Services to Jumpstart Metro's 14<sup>th</sup> Annual Holiday Gift Giving Drive

By Gail Harvey  
*Director, Customer Relations*

Despite the economic downturn, the joint efforts of staff in Customer Relations and Customer Program & Services did not hold back in their support for Metro's goal of providing some good cheer for kids and families of the Fred Jordan Missions.

Customer Relations spear-headed the annual toy donation project and took on the challenge of donating 250 toys and other gifts; but, to everyone's delight, they exceeded their expectations and provided almost 300.

Gifts included coats, sweatshirts, jeans, t-shirts, underclothes, socks, backpacks, cosmetics, cologne and purses, and, of course, many toys and clothes for the kids,





said Gail Harvey, Director, Customer Relations.

"There was a focus on gifts for teenagers, moms and dads and we received items such as coats, sweatshirts, jeans, t-shirts, under clothes, socks, back-packs, cosmetics, cologne and purses, and, of course, there were still many toys and clothes for the kids," said Gail Harvey, Director of Metro Customer Relations.

This year, the Customer Programs & Services staff, including agents at the off-site Customer Centers, were all excited and energized with the desire to give.

"I really appreciate everyone's dedication to help those in need", said April McKay, Director Customer Programs & Services.



Prior to the gifts being picked up, Metro CEO Art Leahy, dropped in to see the pile of gifts that had been collected and wish everyone a safe and enjoyable holiday. Pictured here, from left, Gail Harvey, Director, Customer Relations, CEO Leahy and Alonzo Williams, Communications Manager. *Photo by Alicia Rodriguez.*

Matt Raymond, Chief Communications Officer, also stopped by to see the gift display and thank everyone for their efforts in putting smiles on the faces of many kids and their families.

Credited as official Toy Drive Helpers were Della Montes, Narciso Alonzo, Elvira Atkinson, Maria Hernandez, Jorja Jones, Arnoldo Rodriguez and Marie Tervalon, who coordinated with both the Customer Relations and the Customer Program and Services staff.

"This was a phenomenal effort by all who participated, and the types and quality of gifts were exciting,"

said Gail Harvey, Director, Metro Customer Relations, "We look forward to doing this every year, because it feels so good to give."

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CEO Art Leahy presides over annual donation of gifts for needy families served by Fred Jordan Mission. *Photo by Luis Inzunza*

## Employees Fill Metro Bus with Gifts for Needy Families

- [MORE](#) > Customer Services donations exceed their own expectations

(Dec. 17, 2009) Standing close to more than 2,000 gifts donated by Metro employees, Willie Jordan, president of the Fred Jordan Missions, was thankful as she received the donations during a presentation on Dec. 16 in the plaza in front of the Gateway Headquarters Building.

"These are more than toys. They're gifts of hope to the family and inner city," Jordan said as she thanked Metro employees for the 14<sup>th</sup> annual gift giving effort coordinated by the Metro Diversity and Economic Opportunity Department.





Santa and Metro Employees help Willie Jordan, president of the Fred Jordan Missions, load more than 2,000 gifts onto an articulated Metro Bus for delivery to the Fred Jordan Mission.

"There's scarcely a child anywhere... who doesn't look forward to the man in the red suit," Jordan said. "Many of the children live in a garage with dirt floors, live 12, 14 or more people in a one bedroom apartment... Some live under freeway overpasses or bridges. So when Santa comes to town in beautiful new Metro buses loaded with these toys, we know that Christmas has arrived."

Linda Wright, DEO of Diversity and Economic Opportunity, thanked Metro employees and recognized Metro CEO Art Leahy, Deputy CEO Paul Taylor and Interim Chief of Operations Lonnie Mitchell for the support of the effort.

"I want to thank everyone for helping us to bring a smile to children this year. As you can see from bikes to backpacks, and everything in between. It's really, really wonderful," said Wright.



To set the holiday spirit free, Metro Choir is joined by children from the Gateway Child Care Center for a rousing chorus of 'Jingle Bells'.



After the presentation, CEO Leahy and others jumped in to help load the bags of toys onto the waiting buses, which carried the gifts to the mission where they'll be distributed next week to the children of Skid Row.

"We have more than 2,000 gifts donated by Metro. And I'm really proud of my co-workers for doing this. I'm really pleased about the contributions we can make to a happy Christmas," said Leahy.

Tashai Smith, serving her sixth year as lead coordinator of the Gift Giving Drive, took on the project after the retirement of Bessie Rush-Johnson, the founder and original coordinator of Metro's gift-giving partnership with the Fred Jordan Missions.

"We started planning in early October," said Smith. The coordinated effort included three open houses held simultaneously at the Gateway building, the Metro Support Services Center and the Rail Operations Center.

"Watching to see all of the great toys and other items the employees bring in from bikes,



Organizer Tashai Smith, right, confers with Willie Jordan, president of the Fred Jordan Missions, at the culmination of the 2009 Gift-Giving Drive.

skateboards, games, toy trucks, canned goods, backpacks, is the best part. And, every year, the quality gets better. The number of toys is great, but when you look at the quality of the gifts that come in – you truly see the generosity of the employees,” said Smith.

Two mid-sized bicycles were among the piles of gifts that nearly filled the plaza.

*--from staff reports*



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## Leon Aaron, Bus Operator at Division 2, Dies at 58

- Services are scheduled for 6 p.m. on Friday, Dec. 18, at the All Souls Chapel of the Good Samaritan Hospital, 1225 Wilshire Blvd in Los Angeles. Information: Tonia Zanders, 213.533.1502.

(Dec. 17, 2009) Services will be held on Friday for Div. 2 Bus Operator Leon Aaron, 58, who died Dec. 11.

Mr. Aaron was hired in December 2006 as a part-time bus operator and promoted to full time in June 2008. He worked out of Crossroads Division 2 for most of his time at Metro.

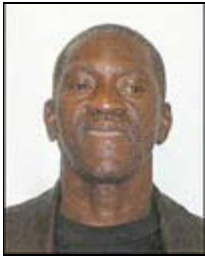
"He will be remembered and missed at Division 2," said Tonia Zanders, assistant transportation manager who visited the ailing operator nearly every week "to check up on him" during his illness.

"Mr. Aaron was very reserved, kept to himself and always addressed management as 'Mr.' or 'Ms.' and, often, 'Yes, sir!'. He was very stubborn and was not satisfied until his point was understood," she recalled.

Although recent surgery to remove a tumor took its toll, said Zanders, the staff of the hospital's ICU all paid tribute to "his strength and will to live," she said.

Born in Natchitoches, Louisiana on June 30, 1952, he resided in Los Angeles at the time of his death.

Mr. Aaron is survived by his son, Leon Jr., friends and family.



Leon Aaron





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Metro anglers haul in a wide variety of fish in the deep water off Catalina Island. From left, Montel Loving, Metro AWD Division 5 Transportation Manager Curley Little, Anthony Lee and Gene Freeman.

## Metro Anglers Try Deep Sea Fishing

By Rich Morallo  
*Contributor*  
*Transit Operations Community Relations*

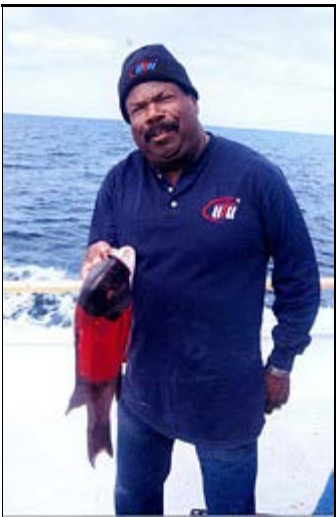
(Dec. 17, 2009) For someone who'd never gone fishing before in his life, Andy Carter proved to be quite a natural.

"I was into tennis, cooking 'soul food' and taking my boys to basketball games," said Carter, who, in his 54 years, had never even picked up a fishing pole, let alone baited a hook.

So when the Metro Carson Division 18 bus operator hauled in 11 fish from the waters off Catalina Island during a one-day excursion with a group of Metro staff and friends, he was both proud and pleased.

"I caught snapper, sheephead, sea bass and others," he said. "We boarded a 75-foot yacht at Dock 28 in San Pedro and then motored through choppy waters [Friday night] for about eight hours to reach our first fishing site."

The smell of bacon woke him early the next morning and after breakfast, Carter



Andy Carter, a Metro Carson Division 18 Bus Operator, hauled in almost a dozen fish, including a sheephead fish shown here, during his first-



and his fellow anglers broke out their rods and started casting.

"Everyone caught the limit on a variety of fish...rockfish, ling cod, whitefish, sculpin, sheephead, chucklehead, blue rock and sand dabs," said AWD 5 Transportation Manager, Curley Little.

Throughout the day the fishing boat, staffed by a captain, a cook and three deckhands, steered to different fishing sites as Andy and his friends continued to tempt the local deep-sea populace with squid and sardine bait.

"I didn't know what to do with all of my catch," said Carter. But when the boat returned to San Pedro on Saturday night, the deckhands resolved the dilemma by cleaning and filleting some of his catch before he took them home to "reside" in his freezer.

Back at home, Carter's 5-year old son Micah quizzed his father about one of his catch. Why, the boy asked, does one of the fish appear to wear a "red jacket?"

Dipping into the deep pool of his experience as a deep-sea fisherman, Carter told the boy, smiling, "that red is the natural color of the red snapper."

ever angling experience. Metro Division 18 Bus Operator Glenda Harris (left) and Cynthia Black.



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SGV Administration and Financial Services Manager Paula Faust says she enjoys making people laugh.

### SGV Manager Paula Faust Enjoys Comic Gig, But Still Loves Day Job

By Laura Kloth  
*Staff Writer*

(Dec. 22, 2009) It takes a minute for Paula Faust to recount how she morphed from Metro Administration and Financial Services Manager for the San Gabriel Valley into a part-time stand-up comic.

Growing up poking fun at her four siblings and 12 years of Catholic school balanced a normal, functional childhood with "no divorce, no beatings. Nobody left anybody. There were no drugs. Nobody even broke an arm," she remembers.

But, as a grown-up, Faust says she would watch comedians on TV, occasionally blurt out to husband Steve, "I swear I'm funnier than that person and they're up there making money doing that."

Then one day it happened. Her husband of 25 years surprised her by enrolling Faust in a comedy class.

Instructor Steve (another Steve) Klasky taught Faust that comedy is serious business – a skill that has to be rehearsed and fine-tuned. After nailing down the technique, Faust began writing and performing at places like the Improv. Last year, she was asked to perform at the California Transit Association in Monterey.



Nudged by her husband into a comedy class, Paula Faust launched her stand-up comic gig around 1994. Faust uses family humor and situational observations in her comedy.

**The Real Reward**

"There's nothing more gratifying to me than making people laugh," she says, noting that she's been working at it since 1994 and that most comedians have to love their craft because it's so hard to make a good living at it.

The inspiration for her material usually springs from her children or life's strange quirks.

"Most of the time as someone is talking or presenting, often in my head, during the pauses, I'll find the funny," she says jumping into a quick bit about the long-anticipated return of that fast-food legend: McDonald's iconic McRib sandwich.

"I so wish I was doing a gig tonight because I'd be like – 'the McRib is back. I don't know where it was, but it's back. It's doing a world tour, I think.' "

But, at times, she does mix-and-match her sources of material. At the CTA conference, she spoofed the fact that her kids have never really understood what she does for a living.

"In transit, unless you drive the bus, fix a bus, or drive a train, my kids are like: 'Mom, what exactly do you do?' "

"I do what I know. When I go out, I perform with a lot of single women that do a lot of material about being single and dating. That is not my life at all," Faust says, adding that she never targets her husband in jokes, and never talks about the people she works with.

Faust also makes it a point to keep her



Talent runs in the family. Faust's son, Alex has a band that has performed at Union Station. Below, daughter Casey, also enjoys the stage life performing in high school musicals, and at a recent Metro Veteran's Day celebration.



comedy clean. Her elderly dad might be listening and "I would never do a joke that I wouldn't want my father to hear," she said.

One myth about comedy, she said, is that many believe comedians make up material on the fly, but most good routines go through several rewrites before making it to the stage.

"I perform with a lot of the same comedians in the Southern, California area. They work on a lot of the same material, just as I do, night after night, to get the joke just right," she said.

Faust not only sometimes zeros-in on her three children - Alex, a musician; Casey, an artistic performer just starting college; and Michelle, a high school gymnast - as potential material, she also uses them as critics. The same holds true for her Metro co-workers who get jokes tried out on them, even when they might not know it.

Faust says she also enjoys collaborating with her sister and son, and works to poke fun at the media stereotypes of perfect soccer moms and always-in-control career women.

"I find it hilarious when I try to picture myself in those roles...I don't quite fit any of that," she says, noting that she's very happy with her Metro career, and still has time to raise her children.

Always ready with notebook and pen to pick up ideas for jokes at the dinner table or a meeting, Faust says comedy has become embedded in her brain. "It was either crafting or comedy and I just kept gluing my kids together, so..."

Faust takes comedy gigs that are local, because she prefers to stay close to her children and husband, and also because she says she really enjoys her job at Metro.

"The season of my life right now is transit, it's Metro, and my family," she said.

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The last Rail Operations graduation class of 2009 gets on board Dec. 17, Front row, from left, operators Carlos Carias, Richard Cordero, Ticely McCarther, Michael Morris, Sergio Montalvo, Jesus Serrano, Ernestina Verdo and Sergio Zaragoa. Back row, instructors Freddie Marlow, Will Johnson, Arnold 'A.J.' Johnson, Josie Robles, and Hector Gutierrez.

## Rail Operations Graduates Eight of Metro's Finest

(Dec. 22, 2009) The December 2009 graduating class of Rail Operations added eight train operators to the ranks of some 230 train operators who pilot the Metro Rail system through a countywide maze of tracks and tunnels to transport an average of 300,000 customers a day.



Class adds two female operators to the ranks. Above Ticely McCarther and, below, Ernestina Verdo, are congratulated by Director of Rail Transportation Tom Jasmin.

"The expertise acquired and achieved by operators means the quality of service will continue," Director of Rail Transportation Manager Tom Jasmin told the group of graduates.

One by one, Jasmin presented each graduate with a framed official certificate, a distinctive new Metro Rail employee badge and a hearty handshake.

The training consists of an overview of the rail system and concentrated instruction on rules and procedures followed by hands-on yard operation, mainline operation and procedures specific to operation of each rail line, said Linda Leone, rail instruction manager. In this class, the graduates trained specifically for



Below, Graduate Sergio Zaragoa and wife Corina, residents of Ontario, will celebrate rail certification for the holidays.



the Metro Blue Line trains.

In making the transition from bus to train, the new train operators will be responsible for handling vehicles with more weight, with much faster speeds and many times more passengers.

The instructors encouraged the students to work as a team, helping each other learn standard operating procedures, rail safety, mainline and yard operation and vehicle troubleshooting.

Directed by Rail Instruction Manager Linda Leone, the class was conducted by rail training instructors Freddie Marlow, Will Johnson, Arnold 'A.J.' Johnson, Josie Robles, and Hector Gutierrez.

The new train operators from the class will rotate into Rail Operations from Bus Divisions when positions become available.



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Video by Rich Morallo. Not hooked up to YouTube at work? Watch at home at <http://www.youtube.com/watch?v=9pGbtpeRsU4> NOTE: This YouTube link is being sent to you for the purpose of viewing the Metro video only. Metro employees are subject to the Employee Code of Conduct that generally restricts the use of company time/equipment to conducting Metro business. Please click on icon above to view the video.

Metro Santa at Carson Division Loads Bus with Toys, Gifts for Homeless Shelter in Compton

By Rich Morallo  
*Volunteer Coordinator and Community Relations Manager*

(Dec.24, 2009) "Ho ho ho," bellowed Carson Division 18 mechanic Alfred Diotte, as his 45-foot orange Metro bus stopped in front of the Welfare Right homeless shelter in Compton on Wednesday morning.

Slowly, the facility's children approached the bus. "Some of the children have never seen Santa before," explained shelter program director Bernice LaCour.

But Santa urged them to board the bus where they could choose their own holiday gift among the dozens of toys, dolls and balls in the bus.

"This is our eighth year bringing gifts, toys and some Christmas spirit to the neighborhoods," said mechanic Luis Salas.

Santa's other helpers Ken Matsuno, Johnnie Rodriguez, Traci Hillard and Susan Leos brought down the barrels and bags of gifts and food and delivered them to the shelter.

"Look at the families, they're so happy," exclaimed case manager Sheila Youngblood.

Clutching her toy and peppermint candy stick a small girl whispered, "And thank you Santa for coming here."

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**On the Move:** Communications Consultant Laura Almeda's Essay "The Sky's the Limit for Women in Transportation" helped her win the Arthur T. Leahy Scholarship.

Two Metro Women Receive Cash for College from Women's Transportation Seminar

By Laura Kloth  
Staff Writer

(Dec. 24, 2009) A pair of Metro women were recently awarded scholarships to help keep their transportation careers on track.

Motorist Services Program Administrator Cathy Rosas and Communications Consultant Laura Almeda were happy to receive their award at the 2009 Women's Transportation Seminar (WTS) Orange County Chapter in December.



**Upwardly Mobile:** Motorist Services Program Administrator Cathy Rosas worked for the California Highway Patrol in various capacities before joining Metro in 2001.

Rosas received \$4,000 toward her undergraduate degree in business management at the University of Phoenix, and Almeda received \$5,000 to help pay for a geography degree at Cal State – Los Angeles.

Receiving her award, Almeda becomes the first recipient of a scholarship named after CEO Arthur T. Leahy.

In an essay she completed as part of her scholarship application, Almeda pointed to the vast opportunities available to women in transportation.

"My work experience has taught me that a woman can be as capable as a man in any job," she said. "That is a proven fact. Women are just as likely to become exceptional bus operators, dispatchers, managers, and directors, as men are," she said adding that only a few decades ago, very few women worked



as bus operators until one African-American woman broke the barrier.

Almeda, a transfer student from Pasadena City College, transferred to CSULA to complete her undergraduate work. Looking to graduate by 2011, Almeda says she plans to pursue a master's degree in urban planning and became interested in transportation after participating in Metro's Transportation Career Academy Program (TCAP) while a student at Franklin High School.

Rosas said she was inspired to seek an undergraduate degree by a co-worker and friend, Senior Administrative Analyst Renee Willis, who she considers a "mentor and compass."

And while she already had her hands full with a full time job and caring for a son with cerebral palsy, Rosas said she believed education would help enhance her skills to create a brighter future.

"I love working here at Metro," she said, adding that she's worked at Metro for eight years following a stint with the California Highway Patrol.

Rosas also plans to seek a master's degree and is actively involved in supporting a group for people stricken with neuromuscular diseases.

WTS was founded in 1977 to help women find opportunity and recognition in transportation through professional activities and networking. It currently has some 4,100 members.

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Volunteers help stuff 200 bags with holiday gifts for homebound seniors served by the St. Vincent Meals on Wheels program. Making it work are, from left, Diana Estrada, Internal Audit; Lorna Vargas, ITS; Tess Fitzpatrick, Metro San Fernando Valley; Beverly Davenport-Waldon, Help Desk ITS; Lynn Ong, ITS; and Susan Cariasa-Ginsberg, Treasury, who also volunteers to deliver meals throughout the year.

## Metro Employees Assemble 200 Gift Bags of Holiday Cheer for Homebound Seniors

- [Volunteers](#): Who are they?
- [Gift Bags](#): What's in them?

(Dec. 24, 2009) A number of Metro staff were sequestered in the Union Station Conference Room on Monday, busily stuffing 200 gift bags for seniors and homebound people served by the St. Vincent "Meals on Wheels" program.

"The holiday season is the loneliest time of the year for the city's poorest seniors, many of whom are homebound without the means or capability to get around," says Tess Fitzpatrick, senior administrative analyst at the Metro San Fernando Valley.

Fitzpatrick knows first-hand the joys a hot meal and warm greetings can bring to the forgotten elders. She's a volunteer runner for the St. Vincent "Meals on Wheels" program.

She and other Metro volunteers have been collecting useful items for the goodie bags that will be delivered to seniors along with their holiday meal on Christmas Day.

Ultimately, Meals on Wheels will deliver 1,500 gift bags this season to homebound seniors and 300 gift bags will be distributed to the homeless.



Volunteers delivered the gift bags to Sister Alice Marie Quinn, second from right, at the St. Vincent's Senior Citizen Nutrition Center on Dec. 19. Volunteers pictured are Lynn Ong, husband Ben, son Jonathan, and daughter Jennifer, and friend Megan; Tess Fitzpatrick and husband Robert and son Robby and his friends Mark and Ace; and former Metro employee Liz Campos and husband Salim.

St. Vincent Meals on Wheels is privately funded, serving an average of 2,500 meals a day, including some 1,500 meals delivered directly to each home.

**Volunteers** Anne Adelman \* Avis Brame-Mitchell \* Beverly Davenport-Waldon \* Bob Peters \* Carol Holben \* Carol Silver \* Dana Williams \* Darlene Blake \* Debbie Bishop \* Diana Estrada \* Edina Pagadora \* Evelina del Castillo \* Fe Alcid-Little \* Gayle Anderson \* Gloria Shen \* Helen Cosner \* Julianne Fowler \* Julie Ellis \* Juliet Glindro \* Liz Campos \* Lorna Vargas \* Lynn Goldsmith \* Lynn Ong \* Maria Mariano \* Mary Nugent \* Mila Asuncion \* Monique Pe \* Myrna Aranda \* Nancy Untalan \* Nancy Wong \* Naomi Pronuevo \* Nela De Castro \* Ralph Carapia \* Regina Lim \* Renita Anderson \* Richard Christie \* Robert Vasquez \* Susan Carlisa-Ginsberg \* Tommye Williams \* Van Duong \* Virginia Ward \* Laura Kloth \* Richard and Mary Ann Hunt \*

**Gift Bags** include \* Band-aids \* Body Soap \* Calendar \* Coffee Mugs \* Conditioner \* Crossword puzzle books \* Envelopes \* Fruit (i.e. pears/tangerines/raisins/prunes) \* Hair brushes \* Hair combs \* Hand and/or body lotion \* Hand soap \* Hard candy (it would be nice to have some sugarless candy for those who are diabetic) \* Holiday gift bags or stockings (to be used to hold all the goodies) \* Mouthwash \* Mugs \* Pens \* Pencils \* Picture frames \* Pocket calendar \* Razors \* Shampoo \* Shaving cream \* Socks \* Stationery \* writing tablets \* Stamps \* Tissues \* Toothbrush \* Toothpaste \*



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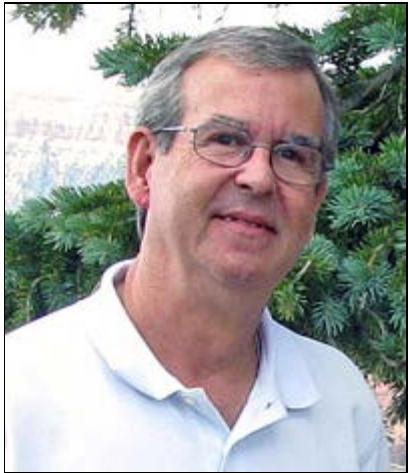
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Steve Parry, 20-year veteran of RTD and former director of operations and scheduling, was the lead planner for RTD bus service during the 1984 Olympics in Los Angeles.

[Obituary](#)

According to his widow, one of his proudest accomplishments was his plan for the bus service for the 1984 Olympics. In recognition, he received a proclamation from the city signed by the entire Board of Supervisors that congratulated him for his two-year effort in "...making transportation during the XXIII Olympiad in Los Angeles one of the most successful non-Olympic events."

The memorial will be held Jan. 16 from 3 p.m. to 7 p.m. at the Johnson Student Center at Occidental College, 1600 Campus Rd., Los Angeles, CA 90041.

Mr. Parry is survived by his wife, Jean Keefe Parry, his brother, John Parry of Olympia, Washington and his sister-in-law, Sandy.

In lieu of flowers, the family suggests donations be made in his name to: Occidental College, 1600 Campus Rd., L.A. CA. 90041, Office of Annual Giving, *In Memory of Stephen Parry*; The Music Academy of the West, 1070 Fairway Drive, Santa Barbara, CA 93108 *Attn: Full Scholarship Program*, or a charity of your choice.

## Memorial Scheduled for Retired Metro Employee Stephen T. Parry

The [memorial](#) will be held Jan. 16 from 3 p.m. to 7 p.m. at the Johnson Student Center at Occidental College, 1600 Campus Rd., Los Angeles, CA 90041. ([Directions](#))

(Dec. 29, 2009) A memorial service has been scheduled for Stephen T. Parry, 59, a retired 21-year Metro employee, who died Nov. 29 following complications from a hemorrhagic stroke.

Born on June 28, 1950, Mr. Parry left Metro in 1994 after 21 years having served as Director of Scheduling and Operations and, previously, as planning manager.

Mr. Parry graduated from Occidental College in 1972.



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## Accused Metro Red Line Vandals Caught on Social Networking Sites

By Laura Kloth  
Staff Writer

(Dec. 29, 2009) Nine people have been arrested for allegedly causing approximately \$172,000 worth of damage to the Metro Red Line and at several bus divisions, officials announced.

Four adults and five juveniles were taken into custody on vandalism charges Dec. 17 following an investigation by several agencies including the Transit Services Bureau-Special Problems Unit of the Los Angeles County Sheriff's Department, said LASD spokesman Augie Pando.

Two of the individuals arrested were also taken into custody for violation of immigration laws.



[News Report myFoxLA:](#) Hollywood Tagging Crew Targeted in Bust

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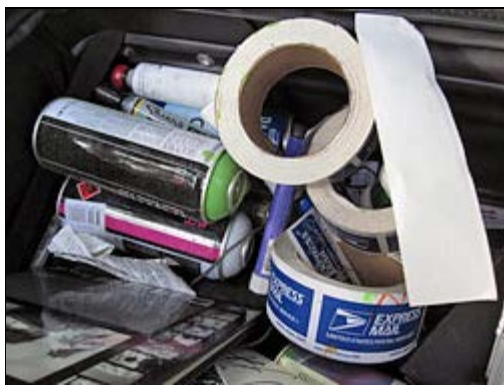


The suspects, whose handiwork is shown here, allegedly targeted Metro's Red Line passenger stations and bus divisions and later bragged about their handiwork on several social networking sites, officials said. Below, Sheriff's Deputies confiscated a collection of spray cans, markers and other tagging paraphernalia during the arrests.

Investigators believe those arrested were members of the HEL (Here Ends Life) Crew, which allegedly targeted Metro property for several months and even bragged about their handiwork on social networking sites like Facebook and MySpace.

The multi-agency operation – dubbed “Lump of Coal for the HEL Crew” – began last January when deputies Kyle Ynclan and Dennis Chuck began investigating several tagging incidents at the Metro Red Line passenger stations and Bus Divisions 2, 7 and 10 in Downtown Los Angeles and West Hollywood.

During the arrest sweep, officials confiscated a variety of spray cans, as well as a large number of markers and slap tags – flyers displaying a gang emblem that are used to quickly tag a site.



The arrests were made with assistance from the Los Angeles Police Dept. Graffiti Investigations Unit, the California Highway Patrol, the Gardena Police Dept., Immigration and Customs Enforcement (ICE), the Redlands Police Department and the Multi-Agency Response Team (MART).

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**November 14, 2009:** Metro Gold Line train breaks through banner, then a shower of confetti, at official dedication of new light rail to East Los Angeles. *Photo by Gary Leonard*

2009 in Review: Growth, Transitions and Farewells

The Year in Review					
<a href="#">January</a>	<a href="#">February</a>	<a href="#">March</a>	<a href="#">April</a>	<a href="#">May</a>	<a href="#">June</a>
<a href="#">July</a>	<a href="#">August</a>	<a href="#">September</a>	<a href="#">October</a>	<a href="#">November</a>	<a href="#">December</a>

Compiled by Michael D. White  
*Staff Writer*

Metro's memories of 2009 were marked by a year of growth, transition and some farewells. The transit agency saw the inauguration of several new bus and rail services, major progress on a number of Measure R-funded projects and employees also greeted a new CEO.

The year's highlights included receiving nearly \$235 million in federal funding for a host of transit projects, the opening of the Gold Line Extension to East L.A., and the installation of a state-of-the-art solar panel array at Metro's Support Services Center in downtown Los Angeles.

A record \$3.9 billion budget for FY09 was approved to fund the agency's operational requirements, and later in the year the Metro Board approved its Long Range Transportation Plan which contains an ambitious list of projects for the next 30 years.

Here's a month-by-month retrospective of some of Metro's 2009 highlights.



**January 27, 2009:** The first light rail car to run the full length of the six-mile Metro Gold Line Eastside Extension alignment left Union Station Tuesday morning, Jan. 27, but not under its own power. Towing was done by a small truck on rails. The trip was part of a clearance test in which the train car was towed, rather than self-powered, at approximately 5 m.p.h. so that it could easily stop on short notice. *Photo: Gary Leonard*

#### January

The first train car was tested on the full six-mile length of Metro's Gold Line Eastside Extension alignment. The event was a major milestone in the eventual completion of the \$898 million project, which broke ground in 2004. The test was done to verify proper clearance between the rail car and surrounding equipment and facilities, including 1.8-mile-long twin tunnels under Boyle Heights.

Metro played host to a regional Technology & Innovation Symposium to discuss transportation demand management issues in an effort to generate interest in how technology and innovation can bring about a greener, more livable and less congested Southern California. The day-long event, attended by transportation executive from around the state, provided a forum for the discussion of a variety of issues including traffic congestion remediation, the future of public transportation, housing and trends in technology and alternative energy options.

Metro partnered with the Los Angeles Community College District to create the new Institution Pass. The unique I-TAP program allows students to purchase Metro's TAP card at a discounted rate of \$15 if they are enrolled in a minimum of 12 units at any one of the District's nine junior colleges.

In an effort to improve safety and accessibility, Metro launched a program requiring that all wheelchairs and scooters be properly secured on Metro buses. The motivation behind the "Wheelchair Marking and Tether Strap Program" is to keep wheelchair users safe as they ride and streamline the time it takes for operators to secure the devices properly.





**February 1, 2009:** U.S. Congresswoman Grace F. Napolitano congratulates Metro's Bicycle Planning Manager Lynne Goldsmith at dedication of the Whittier Greenway Bike Trail.  
*Photo by Jennifer Gill*

**February**

Metro stepped up its "Look, Listen and Stay Alive" safety campaign to educate residents of East Los Angeles on how to live safely around a transit right-of-way. The agency announced plans to begin safety awareness sessions for Eastside residents in five public libraries, three main hospitals and religious and community centers in March and April. Metro Community Relations representatives had already visited 60 schools from Kindergarten to 12 grade around the service area and delivered door to door around 85,000 information flyers on how to take personal responsibility and be aware of their own safety when riding Metro's 2,500 buses and 73 miles of Metro Rail throughout Los Angeles county.

A new emergency service alert was created on *metro.net* to alert passengers when major, unscheduled delays occur on Metro Rail. When activated by Rail Operations, the emergency web service alert appears as a ticker on the homepage. The ticker provides timely information about impacts to service, bus bridge options and when service is restored. The new web service alert is updated directly from Rail Operations when service delays reach 20 minutes or more with ticker alerts displaying multiple alerts on different rail lines simultaneously, if necessary. Once posted, the alerts can be viewed by at least 5,000 different mobile devices in addition to the website.

The Metro Bicycle Club joined Bike Planning Manager Lynne Goldsmith in dedicating the Whittier Greenway Bike Trail, L.A. County's newest bicycle and pedestrian trail. The four-and-a-half mile trail was the result of years of planning and collaboration among local, state and federal agencies, and is considered one of the best bikeway projects in the entire county. Metro earmarked \$9 million in bikeway funding over a three-year period for the project, which included the acquisition of right-of-way and actual construction of the bicycle and pedestrian path.



**March 5, 2009:** At left, newly hired chief executive Art Leahy signs on the dotted line. At right, Mayor Antonio Villaraigosa replaces Leahy's OCTA pin with a Metro one.

**March**

Arthur T. Leahy, one of the nation's leading transportation executives, was hired by the Metro Board of Directors to become the agency's new chief executive officer, effective April 6. Leahy replaced Roger Snoble, who retired his post after seven years at the Metro's helm. Leahy began his career in transportation in 1971 as a bus operator with the Southern California Rapid Transit District and, prior to his joining Metro, served as head of the Orange County Transportation Authority (OCTA), where he oversaw the planning, financing and coordination of Orange County's freeway, street and transit development and overall management of the 12th busiest bus system in the country.

The Metro Board of Directors approved the purchase of 41 compressed natural gas (CNG) buses as part of the federally-funded Congestion Reduction Demonstration "ExpressLanes" Project. The project is aimed at testing pricing strategies to alleviate congestion, maximize freeway capacity usage, and fund additional transit alternatives on High Occupancy Vehicle (HOV) lanes along the I-10 (El Monte Busway) and I-110 (Harbor Freeway Transitway) corridors. Funding for this new project was being provided by a special \$210 million grant from the US Department of Transportation. The new 45-foot buses will be manufactured by North American Bus Industries (NABI) at a cost of \$28.4 million.



**April 27, 2009:** Energy-saving partners cut the ribbon for L.A.'s largest solar panel system installed at the Metro Support Services Center. 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. *Photo by Juan Ocampo*

**April**

A public-private partnership consulting services contract was awarded to InfraConsult LLC. The contract gave the company the go-ahead to identify, from the Metro Long Range Transportation Plan, viable transportation projects that could be the best candidates for public-private partnerships. Under the terms of the contract, InfraConsult LLC would supply strategy development and technical and financial services and identify transit and/or highway projects for Metro Board consideration and potential implementation.

Metro unveiled a groundbreaking energy efficiency and renewable power project with the installation of the nation's largest solar panel array at its Support Services Center (MSSC) in downtown Los Angeles. The array was lauded as the largest solar panel installation in the City of Los Angeles and was comprised of 6,720 individual solar panels generating 1.2 megawatts, or 1,200 kilowatts, of renewable, emission-free power. The new array was expected to cut the facility's annual \$1.1 million energy bill in half to approximately \$550,000 and was a public/private partnership between Metro and Chevron Energy Solutions.

The use of anticipated federal American Recovery and Reinvestment Act (ARRA) funds to acquire up to 150 new state-of-the-art, CNG-fueled buses was approved by the Metro Board of Directors. Some \$23.6 million was slated to purchase 50 32-foot CNG buses for addition to the fleet of buses operated by Metro's Contracted Services. The buses were slated to replace 33 diesel buses

and 17 propane-fueled shuttle buses that joined the contract fleet in 2001. The Board also approved the purchase option under an existing contract of up to 100 additional CNG-fueled buses for Metro's bus operation at a cost not to exceed \$60 million. Both bus procurements were awarded to North American Bus Industries (NABI) headquartered in Anniston, Alabama.

The Metro Board 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 established a "life of project" budget of \$1.034 billion to initiate construction. Completion of the project was forecast in four and a half years and was expected to create as many as 18,000 local construction jobs.



**May 5, 2009:** In the APTA International winner's circle for the second time in three years, the championship Metro Bus team is awarded the coveted Grand Champion Awards in Seattle. Pictured are, from left, North Los Angeles Division Bus Operator Juan Navarro, Metro South Bay GM Dana Coffey, the Arthur Winston Division champion maintenance team of Frank Forde, Rommel Vargas and Andrew Warren Jr. At far right is APTA President Willam A. Millar. The award recognizes the bus operator and maintenance team that has the highest combined score carved from the grueling obstacle course for operators and the mind-boggling tests of mechanical skills that matches mechanics against the clock to find and fix mechanical defects. *Photo by Heather Trimm, courtesy of APTA.*

**May**

Speaking at a Metro Safety Fair at the East Los Angeles Civic Center, County Supervisor Gloria Molina Metro, Los Angeles County Supervisor Gloria Molina asked the Eastside community to take personal responsibility and work with Metro in practicing safe activity around the light rail trains being tested on the new six-mile Metro Gold Line Extension. Slated for completion later in the year, the project, to date, had gone nearly 4 million working hours without a day lost for any accident or injuries.

KOAR Wilshire Western, LLC and Metro announced the completion of a major new joint development project at the Metro Purple Line's Wilshire/Western station. The \$160 million, 2.6-acre "Solair Wilshire" project features a 22-story contemporary glass-walled building that contains 186 for-sale residential units and 40,000 square-foot retail plaza, as well as a large Metro bus layover facility. "Solair Wilshire" is the second mixed-use project and the first high-rise development to be built for the Koreatown / Wilshire Center community along the Metro Purple Line.

The Metro Board approved a \$3.9 billion budget for Fiscal Year 2009-10 that began on July 1, 2009. The spending plan was a half a billion dollars or just under 15 percent more than the preceding FY budget. The increase was largely due to a spate of new highway and transit building projects such as construction of a 10-mile northbound carpool lane on the I-405 freeway, the



start of construction on a four mile extension of the popular Metro Orange Line busway from Canoga Park to Chatsworth and several advance planning studies for new transit projects throughout Los Angeles County. Altogether, the agency had \$636 million in new programs slated for completion or start-up in FY10, funded largely with federal stimulus funds and the new Measure R transit sales tax that kicked-in starting July 1.

**Metro Rail Team's repeat victory at the APTA International Rail Rodeo makes 2009 a solid gold year for Metro, whose championship bus team won top honors in the APTA International Bus Rodeo in May.**



**June 13, 2009:** The 2009 APTA Rail Rodeo champs are flanked by APTA and Metro Rail officials as they take the APTA stage in Chicago for the crowning achievement photo op. Pictured are, second from left, George R. Kennedy, Director, Rail Vehicle Acquisition and Maintenance Operations; Transportation Instructor Gerald Harper; Maintenance Instructor Gary Dewater; TOS Esther Pippins (in checkered dress); Top Operator Robert Rodriguez (center, back row); Maintainer Glen Abraham; Maintainer Ronnie Burt; Rail GM Mike Cannell; Maintainer Eric Czintos, and, far right, Duane Martin, Director, Rail Transportation Operations. *Photo courtesy of APTA.*

**June**

Hours of tedious, complex work by the Metro planning staff paid-off when the announcement was made in Washington, D.C. that nearly \$235 million in federal American Reinvestment and Recovery Act stimulus funds would be tagged to help pay for several major Metro transit projects.

The signing of the ARRA in February set off a chain reaction across the nation as local transportation agencies scrambled to identify shovel-ready projects that would meet ARRA criteria. The process was intensified by a very tight timeline, but an intense effort by Metro staff assured that all of the proposed projects submitted were quickly approved. The projects included the overhaul of 400 Metro buses over five years old; the widening of staircases for emergency egress and improved pedestrian access at the 7<sup>th</sup> Street/Metro Center station; the replacement of fiber optic equipment for the Metro Rail system; and the replacement of 18 aging Metro Blue Line traction power substations and modifications of CNG fueling facilities.

Metro Bus Operator Jose Recinos was honored for his courage and devotion to duty when he led his passengers to safety after his bus was seriously damaged by rioters following the Los Angeles Lakers' NBA playoff victory. After attacking the Line 33 bus and breaking out all its windows, the mob stormed the rear of the vehicle giving Recinos and his passengers a chance to escape.





**June 25, 2009:** CEO Art Leahy leads photo op of Metro employees at ground-breaking of Metro Orange Line extension to Chatsworth. *Photo by Scott Harms, Los Angeles County*

Construction began on the first official Measure R-funded construction project when ground was broken on a four-mile extension of the Metro Orange Line in the San Fernando Valley. The extension of L.A. County's premier dedicated busway began at the line's current terminus in Canoga Park and, when completed, will extend four miles north to the Metrolink/Amtrak Station in Chatsworth and is designed to create a vital connection between Metro Orange Line service and the broader inter-urban rail system spanning all of Southern California.

The Los Angeles Metro Rail Train Team won solid gold for the second time in three years at the American Public Transportation Association's 17<sup>th</sup> Annual International Rail Rodeo in Chicago. The team – Metro Rail Operator Robert Rodriguez and Rail Equipment Specialists Eric Czintos, Ronnie Burt and Glen Abraham – chalked up the highest rail operator and maintainer team combined score with 1,410 hard-earned points to beat contestants from rail systems across the country. Competition judges the teams' ability to successfully troubleshoot a number of diverse maintenance problems with the top-scoring team scoring the highest points in the safety, HVAC (air conditioning repair) and written test events.

**July 3, 2009:** U.S. Transportation Secretary Ray LaHood: New light rail extension is a 'model for America'

*Use controls to play and adjust sound. TRT: 2:02*

**July**

U.S. Transportation Secretary Ray LaHood toured the new Metro Gold Line Eastside Extension calling the project "a model for the nation." LaHood was accompanied on his tour by Reps. Lucille Roybal-Allard and Grace Napolitano, Los Angeles County Supervisor and Metro Board member Gloria Molina, Los Angeles City Councilman and Metro Board member José Huizar, Metro Board member Richard Katz and Metro CEO Art Leahy among other officials.

Metro bus operators Donald Dube and Jack Bailey were recognized at the monthly Metro Board of

Directors meeting for 50 years of service. Dube, hired Nov. 1, 1958, intended to stay at the wheel for six months or until he could afford to return to college to become an aeronautical engineer, while Jack Bailey came on board the Los Angeles MTA on July 6, 1959 at the West Hollywood Division and "never looked back."

The Metro Board voted to support the development of a high-speed rail line linking Los Angeles and Orange County. Construction on the rail project could begin as early as 2012 with operations starting in 2018. The decision officially brought Metro on board as a strategic partner in a broad-based coalition of transportation and other agencies statewide committed to building a state-wide 800-mile network of trains whose maximum speeds can reach up to 220 mph.

**August 20, 2009:** Test results from exploratory drilling in West Los Angeles will determine below-ground soil conditions for subway planning

**August**

Joined by a number of local elected officials from Los Angeles County and nearby cities, Metro Board Chair Ara Najarian announced the completion of exploratory drilling in West Los Angeles as a key part of the planning and environmental process for the proposed Measure R-funded Westside Subway Extension. The subway project is expected to have major benefits throughout the community. The Westside has been identified as the county's second highest job density center after downtown Los Angeles.

Metro began the installation of traffic enforcement cameras at 14 intersections along the light rail alignment of the new extension of the Metro Gold Line to East Los Angeles to help promote safe driving habits and reduce accidents caused by motorists illegally crossing the tracks against signals.

Four Metro Red/Purple Line subway stations were fitted with turnstile fare gates to monitor passenger traffic moves smoothly while still achieving the goals of preventing fare evasion and improving transit station security. The barrier system was designed to meet the requirements of the Americans with Disabilities Act (ADA). Following the initial installation, Metro said it would review the process, correct flaws and then begin the installation of 379 fare gates in all stations on the subway, the Metro Green Line and key light rail stations on the Metro Blue and Metro Gold lines. Completion of the project is expected in six to eight months in early 2010.

**September**

In a move that places Los Angeles County in contention to receive its fair share of future federal rail funding, the Metro Board voted to pursue long-term funding agreements with the U.S. Department of Transportation to complete the Westside Subway Extension and Regional Connector projects. Both projects are aimed at providing critically needed transit linkages for existing transit riders traveling to, from and through some of the most densely populated and commercially significant areas of Los Angeles County.

Metro unveiled a campaign to help its transit patrons avoid getting the flu and other illnesses by providing simple, common-sense precautions they can take in their daily lives. Throughout the month of September, Metro rolled out several efforts under its Flu Prevention Action Plan that communicates flu avoidance information to riders in as many agency channels as possible including the placement of rail posters at station ticket vending machines, the addition of flu precaution tips to car cards posted inside buses and trains and the distribution of informative "Take-One" brochures at bus stops, train stations and Metro Service Centers.

More than 600 people attended a ceremony at the new Metrolink Memorial Plaza in Simi Valley marking the unveiling of a monument honoring those who died in the Sept. 12, 2008 Metrolink crash. Among those commemorated was Metro Storekeeper Donna L. Remata, who was among the 25 people killed when their Metrolink commuter train collided head-on with a Union Pacific freight train.



**October 2, 2009:** Governor Arnold Schwarzenegger joined federal, state and local officials at a news conference held in Union Station to announce California's request for more than \$4.7 billion in federal stimulus funding for engineering, design and construction of the state's high-speed train system – nearly a \$10 billion investment when state, local and private matching funds are added. The Governor submitted the state's application Oct. 2 for a share of \$8 billion set aside for high-speed train development under the American Recovery and Reinvestment Act. *Photo by Juan Ocampo*

**October**

The Metro Board approved the 2009 Long Range Transportation Plan (LRTP) that will guide transportation development in the county through the year 2040. The plan examines the impact that forecasted population growth will have on the region's transportation infrastructure and recommendations what can be done to address that impact within anticipated revenues. The LRTP anticipates the collection and distribution of \$298 billion countywide through FY2040 from all local, state, and federal transportation funding sources. The funds will be used for transit services, highway maintenance, and for the development of numerous transit and highway transportation improvement projects all over Los Angeles County.

Italian rail car manufacturer AnsaldoBreda S.p.A. declined to sign a contract with Metro to exercise an option to provide 100 additional light rail cars to meet the agency's operating needs for new rail lines in Los Angeles County. As a consequence, Metro went ahead with seeking industry-wide bids on new rail car procurement. Negotiations between Metro and the company had gone on for over a year and, if all goes according to schedule, next spring the Metro Board will award a contract for new rail cars. AnsaldoBreda S.p.A. would be eligible to bid on the new contract along with manufacturers from around the world.

Metro was honored with the award of the Public Education on Air Quality Issues Award from the Air Quality Management District (AQMD) for its "Rideshare PlanMaker" compact disk, which profiles 15 recommended strategies on how to help Employee Transportation Coordinators (ETCs) implement a rideshare program at their worksite. The agency also received the 2009 Model Program Award from the National Transit Institute (NTI) for its comprehensive Environmental Policy centered on sustainability and the key strategic goal of "sustaining the environment with efficiency and reduce greenhouse gas emissions."

An independent panel of three renowned rail safety and operations experts from across the country released a report concluding that the new Metro Gold Line Eastside Extension "has been designed and built to operate safely." In late June and early July, the panel spent a week studying every aspect of the new transit route including rides on test trains. "The operational characteristics of the Eastside Extension are not unlike many other light rail operating environments in the United States," the report said. "It has been designed to be a safe, efficient and effective extension of the Pasadena Gold Line," the panel said, praising Metro's safety outreach program as "outstanding and a model for the rail transit industry."

In response to a dramatic shift in how the public gets information, Metro introduced a new real-time online transportation news and feature service on *metro.net* called *The Source*. With contributors like Pulitzer Prize-winning journalist Steve Hymon and *Carless in L.A.* blogger Frederick Dennstedt a.k.a. Fred Camino, *The Source* aims at supplying the public with a steady stream of real time news about Metro and critical transportation issues as well as feature stories packaged with video, photos and other compelling visuals.

Metro received \$4.5 million in federal stimulus funds to install a Wayside Energy Storage Substation (WESS) at the Westlake/MacArthur Park Metro Red Line station. The agency was one of 43 transit agencies across the country picked to benefit from the \$100 million U.S. Department of Transportation (USDOT) grant awarded to pursue cutting-edge environmental technologies. The funding will pay for Metro's WESS flywheel technology which is expected to capture regenerative braking energy when trains slow or stop and then transfer the energy back to the same train, or another train, when it starts or accelerates.



**November 14, 2009:** Federal, state and local elected officials, along with Metro executives and community leaders, gathered at the new Metro East LA Civic Center Station for the official dedication ceremony of the Edward R. Roybal Metro Gold Line to East Los Angeles.

**November**

Metro Chief Operating Officer Carolyn Flowers announced her decision to leave Metro saying that she had accepted an offer to assume the post of Transit Executive Director and CEO for the Charlotte Area Transit System (CATS) in North Carolina.

After 22 years at Metro and its predecessors, Chief Planning Officer Carol Inge announced her



retirement.

Years of planning and construction work came to a dramatic climax as a score of federal, state and local elected officials, along with Metro executives and community leaders, gathered at the new Metro East LA Civic Center Station for the official dedication ceremony of the Edward R. Roybal Metro Gold Line to East Los Angeles. Under construction for five years and coming in on budget with a flawless 4-million plus hour construction safety record, the new six-mile extension links East L.A. with downtown Los Angeles and Pasadena, as well as with the Metro Blue and Green light-rail lines, Metro Red and Purple subway lines and the Metro Orange Line dedicated busway. The Metro employees who helped launch the new line received a huge pat on the back from CEO Art Leahy and other Metro officials. "It really is another example of the MTA revolutionizing Los Angeles," said Leahy, praising the workers who helped guide and direct the 75,000 people who turned out for the gala opening event.

December

The Metro Board gave a thumbs-up to light rail transit as the Locally Preferred Alternative (LPA) for the Crenshaw/LAX Transit Corridor transportation project. The light rail alternative will be 8.5 miles in length from the Metro Green Line Aviation Station to the Expo Line, now under construction, at Crenshaw and Exposition boulevards. Seven new stations will be built along the new line with an option for one more. The final Environment Impact Study/Environment Impact Report could be ready by the end of 2010, with the line scheduled to open in 2018. The project is estimated to cost \$1.3 billion in today's dollars and an estimated 7,800 construction jobs will be created annually by the project. Funding will come from Measure R, the half-cent sales tax initiative approved by Los Angeles County voters last November.



**December 13, 2009:** Metro launched a pair of new bus services on Dec. 13 – Line 902 and the Silver Line. Line 902 serves the San Fernando Valley, providing direct service between North Hollywood, Van Nuys and Pacoima with limited stops connecting the North Hollywood Metro Red Line Station to Valley College and Van Nuys Orange Line Stations. The Metro Silver Line offers an express service connecting the San Gabriel Valley and the South Bay using both the El Monte Busway and the Harbor Freeway Transitway with numerous stops in downtown Los Angeles.



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## A Royal Decree: Go Metro to 2010 Tournament of Roses®



- **The Gold Line extension comes just in time to invite Eastside communities to 'Go Metro' to the world-renowned Tournament of Roses events in Pasadena**

(Dec. 31, 2009) Metro Board Member and Los Angeles City Councilman Jose Huizar joined forces Monday, Dec. 28, with 2010 Rose Queen® Natalie Anne Innocenzi, center right, and the Royal Court, Metro officials and community members at Metro Gold Line Mariachi Plaza Station in Boyle Heights to promote taking the Metro Gold Line to New Years festivities in Pasadena. For the first time ever, the communities of East Los Angeles, Boyle Heights and the Little Tokyo/Arts District will be able to ride a rail line directly to Pasadena for the Tournament of Roses parade and Rose Bowl game and post-parade viewing of the floats just north of the Sierra Madre Villa Station.

Metro is making it easy for parade-goers from every corner of L.A. County to reach New Year's Eve events. All Metro Rail Lines will run every 20 minutes overnight from Dec. 31 into Jan. 1. The Metro Orange Line also will operate all night. The agency will be providing free rides Dec. 31 on all Metro bus and rail lines from 9 p.m. until 2 a.m. on the morning of Jan. 1.

After 2 a.m., regular fares go into effect. Those attending parade festivities after 2 a.m. New Year's Day can purchase the \$5 Metro Day Pass for unlimited train rides that day. In addition to the overnight service, Metro will run additional trains and more frequent service on the Metro Gold Line to accommodate the large numbers of anticipated riders beginning at 5 a.m. and continuing through 9 p.m., with trains running as frequently as every seven to eight minutes to and from Pasadena.