



[Home](#)

[CEO Hotline](#)

[Viewpoint](#)

[News Releases](#)

Archives

[Metro.net](#) (web)

Resources

► [Safety](#)

► [Pressroom](#) (web)

► [CEO Hotline](#)

► [Metro Projects](#)

► [Facts at a Glance](#)

► [Archives](#)

► [Events Calendar](#)

► [Research Center/ Library](#)

► [Metro Cafe](#) (pdf)

► [Metro Classifieds](#)

► [Retirement Round-up](#)

Metro Info

► [Strategic Plan](#) (pdf)

► [Org Chart](#) (pdf)

► [Policies](#)

► [Training](#)

► [Help Desk](#)

► [Intranet Policy](#)

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Call the Help Desk
at 2-4357

[E-Mail Webmaster](#)

myMetro.net archives | Articles from July 2010

Friday, July 30

[CEO All-Hands Meeting](#): Metro Facing World-Class Challenges with a World-Class Workforce

Monday, July 26

[Obituary](#): Memorial service pending for retired computer operations specialist Ann Garcia

Thursday, July 22

[Metro's new Bike Map](#) goes topo

[Ask the CEO](#): Employees Encouraged to Submit Questions, Comments in Advance of All-hands Meeting July 29

Thursday, July 8

[Intriguing](#): Does public transportation begin at home?

[Div. 1 Mechanic Mack Evans](#) Retires With 43 Years on the Job

Thursday, July 1

[Effective today](#). Los Angeles County Supervisor Don Knabe becomes Chairman of the Board of Directors

[Obituary](#): 35-year Bus Operator David Lane Died Monday



[Metro.net](#) (web)

Resources

- ▶ [Safety](#)
- ▶ [Pressroom](#) (web)
- ▶ [Ask the CEO](#)
- ▶ [CEO Forum](#)
- ▶ [Employee Recognition](#)
- ▶ [Employee Activities](#)
- ▶ [Metro Projects](#)
- ▶ [Facts at a Glance](#) (web)
- ▶ [Archives](#)
- ▶ [Events Calendar](#)
- ▶ [Research Center/Library](#)
- ▶ [Metro Classifieds](#)
- ▶ [Bazaar](#)

Metro Info

- ▶ [30/10 Initiative](#)
- ▶ [Policies](#)
- ▶ [Training](#)
- ▶ [Help Desk](#)
- ▶ [Intranet Policy](#)

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Los Angeles County Supervisor Don Knabe Becomes Chairman of the Board of Directors effective July 1

(July 1, 2010) Los Angeles County Supervisor Don Knabe takes over as Chairman of the Board of Directors effective today, July 1. He replaces outgoing Board Chairman, Glendale Mayor Ara Najarian.

“As Metro’s new Chair, I will promote a balanced transportation plan that equitably benefits residents in all parts of Los Angeles County,” said Knabe. “Our efforts must also include accelerating upgrades to our highways and improving our existing mass transit system.”



Los Angeles County Supervisor Don Knabe

Knabe was first elected to the Board of Supervisors in 1996 and represents the Fourth District that spans from Marina del Rey to the Palos Verdes Peninsula to Long Beach all the way east to Diamond Bar and dozens of cities in between. The Fourth District also includes Catalina Island and San Clemente Island.

He is a former mayor and councilman of the City of Cerritos and former chief of staff to County Supervisor Deane Dana. Knabe holds a bachelor’s degree in business administration from Graceland University in Lamoni, Iowa.

Los Angeles Mayor Antonio Villaraigosa will serve as the Board’s First Vice Chair and Los Angeles County Supervisor Michael Antonovich will serve as Second Vice Chair.

— Rick Jager

[Metro.net](#) (web)

Resources

► [Safety](#)

► [Pressroom](#) (web)

► [Ask the CEO](#)

► [CEO Forum](#)

► [Employee Recognition](#)

► [Employee Activities](#)

► [Metro Projects](#)

► [Facts at a Glance](#) (web)

► [Archives](#)

► [Events Calendar](#)

► [Research Center/Library](#)

► [Metro Classifieds](#)

► [Bazaar](#)

Metro Info

► [30/10 Initiative](#)

► [Policies](#)

► [Training](#)

► [Help Desk](#)

► [Intranet Policy](#)

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OBITUARIES

35-year Bus Operator David Lane Died Monday

- Visitation will be held from 5 p.m. to 9 p.m. on Monday, July 5 at the Forest Lawn Cypress Mortuary, 4471 Lincoln Ave., Cypress, Ca. 90630. [Directions](#)
- A graveside service is planned for 10:30 a.m., Tuesday, July 6, at Forest Lawn - Cypress. Information: (714) 484-2020.

(July 1, 2010) Services are planned Monday, July 5, for Metro Div. 18 Bus Operator David Lane, 67, who passed away June 28 following a heart attack.

Mr. Lane started his career as a bus operator with the RTD in 1975 and ten years later began working at Div. 18.

Described as "upbeat and pleasant" by Div.18 Transportation Manager Cindy Karpman, Mr. Lane "won over not just his passengers, but his fellow co-workers with his professionalism courtesy and compassion. The bottom line is that he was well liked and will sincerely be missed."

TOS Bridget Andrews said coworkers "were shocked when they learned of his death" because Mr. Lane had been at work on Monday and celebrated a fellow worker's birthday.

A few hours later, his wife called the division to report the sad news.

He was living in Long Beach and, in addition to his work at Metro, had served for about 15 years as a reserve officer for the Long Beach Police Department.

Mr. Lane is survived by his wife, Evelina, two sons, one daughter and nine grandchildren, as well as his mother, three brothers, one sister and several other family members.

Visitation will be held from 5 p.m. to 9 p.m. on Monday, July 5, at the



Division 18 Bus Operator David Lane, pictured here in 2002, also served as a Long Beach Police Reserve Officer. He was given a Meritorious Award from the Long Beach Police Department, a Special Recognition Award from the Peace Officers Association of Los Angeles County, and an award from the Long Beach Fire Department for saving a child's life in 2002. (See [myMetro report May 14, 2002: 'Angel in Uniform' – Operator David Lane Is a Real Lifesaver](#))

Forest Lawn Cypress Mortuary, 4471 Lincoln Ave., Cypress, CA 90630.

A graveside service is planned for 10:30 a.m., Tuesday, July 6, at Forest Lawn. For more information call (714) 484-2020.

— *Laura Kloth*

| [Home](#) | [Phone Directory](#) | [Forms Online](#) | [FIS Online](#)

[Home](#)[CEO Hotline](#)[Viewpoint](#)[Classified Ads](#)[Archives](#)[Metro.net](#) (web)

Resources

- ▶ [Safety](#)
- ▶ [Pressroom](#) (web)
- ▶ [Ask the CEO](#)
- ▶ [CEO Forum](#)
- ▶ [Employee Recognition](#)
- ▶ [Employee Activities](#)
- ▶ [Metro Projects](#)
- ▶ [Facts at a Glance](#) (web)
- ▶ [Archives](#)
- ▶ [Events Calendar](#)
- ▶ [Research Center/Library](#)
- ▶ [Metro Classifieds](#)
- ▶ [Bazaar](#)

Metro Info

- ▶ [30/10 Initiative](#)
- ▶ [Policies](#)
- ▶ [Training](#)
- ▶ [Help Desk](#)
- ▶ [Intranet Policy](#)

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Reunion: Metro's iconic mechanic Mack Evans, center, is joined at retirement party by friends and co-workers who worked together during the 70s and 80s.

Photos: Gayle Anderson

Div. 1 Mechanic Mack Evans Retires With 43 Years on the Job

- Dozens of current and former employees attend farewell party

By Laura Kloth

Staff Writer

(July 8, 2010) Leaving with 43 "very productive" years under his tool belt, Div. 1 Mechanic "A" Mack Evans was visibly elated at his July 7 retirement bash as scores of friends – including dozens of retired and current Metro employees – gathered to wish him all the best.

At 73, Evans becomes Metro's eldest ATU employee with the most seniority. His seniority is exceeded only by the late Arthur Winston, a former Metro Senior Service Attendant who retired from the agency at age 100.



At 73, with 43 years on the time sheet, mechanic Mack Evans is retiring as Metro's most senior ATU employee.

"This is amazing. I didn't know I had so many friends. Thank you very much," Evans said, noting that he was nearly moved to tears from the attention and gifts, which included a Metro fare box, an official proclamation and a commemorative union pin.

Div. 1 Maintenance Manager John McBryan listed the names of many retired employees who had gathered to congratulate Evans on his

successful career and enjoy a buffet of barbecue chicken, ribs and salad and an enormous cake.



CEO Art Leahy celebrates Evans' career: "... 43 years is really something!"



With 37 years on the job, Mechanic "A" LDR Yezid "Chico" Rubio, left, takes over the lead in seniority. Maintenance Manager John McBryan, right, takes note.



Mack Pack: South Bay commuters shared the ride on Line 442 to Downtown for 25 years. They are, clockwise,

Interim Metro Executive Director - Maintenance Alex DiNuzzo and Director of Central Maintenance Mike Singer were among those who touted Evans' "excellent accomplishments."

Singer called the honoree a "productive employee who you could really rely on," adding that he would remember Evans always working on transmissions.

In 2004, Rail EO Alex Clifford, who was then a general manager, named Evans as the "Spotlight" award winner for having replaced more than 1,200 bus transmissions and diagnosed and repaired many more during his years with Metro.

"On behalf of the MTA, the board, the taxpayers of L.A. County, and your co-workers, I'd like to thank you for 43 years," Metro CEO Art Leahy told Evans.

"Anyone who works in transit knows it's a great way to make a living, and have a career, but it affects the family and working hours," said Leahy. "Anyone who can do that after 30 years deserves a lot of credit, but 43 is really something."

ITS help desk processor Pat Clark presented Evans with a certificate from a closely knit band of commuters who shared the ride from South Bay to Downtown on Line 442 for 25 years.

Evans laughed when he recalled about how he made up his mind to take

from left, Judy Johnson, Evelyn Bausley, Arlene Bringier, Pat Clark, Di-Anne Cobb. Not pictured, Carol Jones.



ATU Local 1277 Vice-president Art Aguilar presents Evans with service pin designating lifetime achievement.

the bus after deciding to give his car to his college-aged God-daughter who was going to school in Irvine. "The bus stop was only two blocks away from my house, so I said, why shouldn't I take the bus?"

He also talked about landing his Metro job right out of the Army, and deciding to remain at Div. 1 throughout his career. "I always like the people I was working with, so what was the point in leaving," he said.

Evans has plans to move to Mississippi where he will live close to his three brothers in a newly

purchased 3-bedroom house. "I'm going to really get into gardening," he said, adding that he will miss his work at Metro.

The event was organized by a Div. 1 crew that included Linda Jackson, Sergio Perez, Monica Hayes, Louis Hayes and Ve Tran.



The long goodbye: Mechanics José "Cheto" Barbosa and Gus Sanchez inscribe personal best wishes on a farewell banner that stretched the length of the courtyard.

[Home](#)[CEO Hotline](#)[Viewpoint](#)[Classified Ads](#)[Archives](#)[Metro.net](#) (web)

Resources

[Safety](#)[Pressroom](#) (web)[Ask the CEO](#)[CEO Forum](#)[Employee Recognition](#)[Employee Activities](#)[Metro Projects](#)[Facts at a Glance](#) (web)[Archives](#)[Events Calendar](#)[Research Center/Library](#)[Metro Classifieds](#)[Bazaar](#)

Metro Info

[30/10 Initiative](#)[Policies](#)[Training](#)[Help Desk](#)[Intranet Policy](#)

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THE source

Transportation News & Views



Blogger Fred Camino challenged *The Source* readers to go car-free and how to do it in his post on Wednesday: [Ten ways to Dump the Pump for good](#).

Intriguing: Does public transportation begin at home?

The Source editor Fred Camino invites Metro employee transit users to *tell all* about car-free or *near* car-free, or even, *would-be* car-free lifestyles.

(July 9, 2010) Fred Camino, the car-free blogger and transit-advocate-by-example who posts about the L.A. transit experience on *The Source at metro.net*, has challenged readers to take his car-free lifestyle for a test drive in his [Ten ways to Dump the Pump for good](#) post on Wednesday.

Now Fred wants to know how the experts do it. If you have a car-free experience you'd like to share, Fred may make you famous, or, at least, awe-inspiring.

"I'd love to compile some stories on the car-free lifestyles of Metro employees," he said. "In

fact, it doesn't even have to be car-free. It would be interesting to hear from employees who may have cars but still use transit on a regular basis."

Here's a set of questions to get you going:

- How often do you take transit? If so, what lines/routes?
- Are you car-free? If so, why? If not, why not?
- Do you use any other alternative transportation (bicycle, rideshare, etc)?
- What is your job at Metro? Do you think being a regular Metro rider is important to your job?
- Why do you love transit?
- Is there anything else you'd like to add (anecdote, advice, etc)?

Rush your stories and comments to thesource@gmail.com. Tell him myMetro.net sent you.

-- from Gayle Anderson

[Home](#)[CEO Hotline](#)[Viewpoint](#)[Classified Ads](#)[Archives](#)[Metro.net](#) (web)

Resources

[Safety](#)[Pressroom](#) (web)[Ask the CEO](#)[CEO Forum](#)[Employee Recognition](#)[Employee Activities](#)[Metro Projects](#)[Facts at a Glance](#) (web)[Archives](#)[Events Calendar](#)[Research Center/Library](#)[Metro Classifieds](#)[Bazaar](#)

Metro Info

[30/10 Initiative](#)[Policies](#)[Training](#)[Help Desk](#)[Intranet Policy](#)

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Metro team puts bicycling on the map in Los Angeles County. The new map has a topographical face and a database ready for a surge of developer applications. Pictured from left, Sr. Programmer Analyst Patrick Soto, Bike Program Manager Lynne Goldsmith and Planning intern Nate Baird.

Metro's new Bike Map goes topo with an app-hungry database and detailed insets of L.A. County bikeways

(July 21, 2010) Thanks to a timely update of the Metro Bike Map, the millions of bicyclists in Southern California can more easily navigate the far-flung regions of Los Angeles County. And, yes, Los Angeles has hills. They're all here, furrowing the detailed insets of L.A. County's most-biked neighborhoods.



Nate Baird examines the 35-inch by 24 1/2-inch fold-out map printed in time for major distribution during BikeWeek L.A. in May.

The map details the bikeways in bold colors and

With its topographical facelift and a thoroughly comprehensive database, the new map makes great strides in satisfying the expanding needs list of the growing community of cyclists who are populating near to 1,500 miles of bike paths, on-street lanes and designated bike routes, said Transportation Planning Manager Lynne Goldsmith, who coordinates Metro's Bike Program and Policy.

What's more, the streamlined database can be continuously updated, eliminating the need to start anew when it comes time to

includes key symbols showing bike path access points and the location of bicycle lockers and racks.

Metro Rail and Metrolink lines are laid out on the Bike Map, along with the Metro Orange Line and Metro Rapid routes. There are insets showing the length of the San Gabriel River Bike Path, bikeways in western LA County, Pasadena, Downtown and Hollywood, San Pedro, Santa Clarita, Santa Monica, Long Beach and Santa Catalina Island. Several of the insets include details of the local streets.

Side panels also provide information about rules for bicycles on Metro buses and trains, tips for successful bicycle commuting and URLs for Metro, [LADOT Bicycle Program](#), the [LA County Bicycle Coalition](#) and [Bikestation](#).

The Metro Bike Map is a collaboration of several Metro departments, including Creative Services, Customer Communications, ITS, Transportation Program Development and Transportation Planning.



Check it out: online at [Bike Metro](#)

print a refreshed version.

The new map is based on a database of bike routes and paths collected from 88 cities and Los Angeles County over a period of four months, said planning intern Nate Baird, a car-free bicyclist and a recent graduate of Cal Poly Pomona, who's applied his education in urban and regional planning, as well as skills learned on the job, to the task at hand.

"A lot has happened since the first Bike Map was prepared for printing in 2005," he said. "A number of cities have implemented new projects and facilities, and the importance of being able to release the data digitally has increased dramatically."

Baird credits Sr. Programmer Analyst Patrick Soto in Information Management for guiding the formatting of the database. "He pointed me to best practices for collecting the data

into a format that will be simpler to update and maintain over time," said Baird.

The multifaceted map was a collaboration among Metro departments: Customer Communications contracted with CHK for the cartography and coordinated the printing and distribution. Research & Development funded the cartography contract and printing from a Rideshare grant. Creative Services designed the easy-to-read 35x24 1/2-inch fold-out map. ITS provided GIS and database guidance. Planning intern Nate Baird collected and formatted all the new data, and ensured that content important to bicyclists was included, such as topography and as much local street information as possible.

With current printed versions already online, Baird's next step is to ready the bikeways data for [Metro's developers site](#). "Developers will then be able to get their hands on it and create all kinds of applications that cyclists can use, such as finding bike routes on their cell phones, or even rating them according to their usefulness," he said.

"There's a high demand right now," said Baird. A total of 45,000 maps were printed one week before BikeWeek L.A., with the first hot-off-the-press quantity distributed to bicycle organizations and pitstops in time for Bike to Work Day. The rest have gone to Metro customer centers and regional distribution points throughout the county, such as visitor centers, bike shops, rideshare partners and schools and universities.

Baird and Bike Program Manager Lynne Goldsmith continue to get weekly e-mails and calls asking for Bike Maps. Sharelle Jones writes in from the City of Hope in Duarte: "Five of us biked in today, so we will be making

use of the maps & kits you sent."

What pleases Goldsmith the most is requests for bike maps from out-of-towners, such as the note from Quebec: "We are 2 guys in the fifties who do that type of travel on bikes every year. We plan to bike around Las Vegas a few days, take the bus to Los Angeles, bike a few days in L.A. and after ride the distance between L.A. and San Francisco."

"Yes, people come to L.A. to bike! Now I have proof!" she said.

The high demand for Bike Maps is the tip of the iceberg in the growing interest for infrastructure that supports bicycling as an official mode of transportation.

Speaking at the Bicycle Roundtable series initiated to work with public stakeholders on bicycle issues, Baird invited an invigorated group of cyclists to review and evaluate the map. "The new database will make immediate updates possible," he said, "and we welcome your input."

Proofreaders like that, he said, will help eliminate any errors that dare to linger.

--Gayle Anderson

[Home](#)[CEO Hotline](#)[Viewpoint](#)[Classified Ads](#)[Archives](#)[Metro.net](#) (web)

Resources

- ▶ [Safety](#)
- ▶ [Pressroom](#) (web)
- ▶ [Ask the CEO](#)
- ▶ [CEO Forum](#)
- ▶ [Employee Recognition](#)
- ▶ [Employee Activities](#)
- ▶ [Metro Projects](#)
- ▶ [Facts at a Glance](#) (web)
- ▶ [Archives](#)
- ▶ [Events Calendar](#)
- ▶ [Research Center/Library](#)
- ▶ [Metro Classifieds](#)

[Bazaar](#)

Metro Info

- ▶ [30/10 Initiative](#)
- ▶ [Policies](#)
- ▶ [Training](#)
- ▶ [Help Desk](#)
- ▶ [Intranet Policy](#)

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CEO Art Leahy fields questions at all-hands meeting held April 5.

Employees Encouraged to Submit Questions, Comments in Advance of All-hands Meeting July 29

- The CEO's all-hands meeting will be held in the Board Room of Metro Headquarters on Thursday, July 29, from 10:30 a.m. to 11:30 a.m.

(July 21, 2010) CEO Art Leahy is encouraging employees to submit questions and comments in advance of the all-hands meeting on July 29.

To submit a comment or question, click on the "[Ask the CEO](#)" link on the myMetro.net homepage. The link will connect users to a form on the CEO's Forum webpage. Employees can also e-mail questions or comments to ASKTHECEO@metro.net.

On the day of the meeting, employees may place written questions in a lockbox located at the entrance of the Board Room.

CEO Leahy will address as many questions during the meeting as time permits.


[Home](#)
[CEO Hotline](#)
[Viewpoint](#)
[Classified Ads](#)
[Archives](#)
[Metro.net \(web\)](#)

Resources

[Safety](#)
[Pressroom \(web\)](#)
[Ask the CEO](#)
[CEO Forum](#)
[Employee Recognition](#)
[Employee Activities](#)
[Metro Projects](#)
[Facts at a Glance \(web\)](#)
[Archives](#)
[Events Calendar](#)
[Research Center/Library](#)
[Metro Classifieds](#)
[Bazaar](#)

Metro Info

[30/10 Initiative](#)
[Policies](#)
[Training](#)
[Help Desk](#)
[Intranet Policy](#)

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OBITUARIES

Retired Computer Operations Specialist Ann Garcia Dies at 54

- Memorial service is pending.

(July 26, 2010) Retired Computer Operations Specialist Ann Elizabeth Garcia died July 13 following a brief illness at the age of 54.

Ann was born in Pico Rivera on Oct. 20, 1955. She lived in Colton with her children and grandchildren at the time of her death.

Friend and co-worker Sara de Anda remembers the first time she met Ann some 30 years ago. "Ann was someone special, kind and giving and we immediately became friends. I was her maid-of-honor and over the years she was always there whenever I needed a shoulder to lean on. I will miss my friend but I will keep our lifetime of memories close to my heart."



Ann Garcia

Friend and co-worker Mattie Jones remembers: "The last time I saw Ann was at her husband's memorial. I saw her eyes light up when her grandson climbed onto her lap. I told Ann that he, Jesse, was the reason she needed to commit to taking better care of herself. I was deeply saddened to learn of Ann's death."

Ann joined RTD as a Keypunch Operator on Sept. 5, 1978. She was promoted to Data Control Specialist 1984, Computer Operator II in 1996 and Computer Operator Specialist in 2000. Ann retired from Metro on March 30, 2007, to care for her terminally ill husband.

Ann is survived by one daughter, Jennifer; three sons, Robert Jr., Phillip and Stephan; and three grandchildren, Barbara, Cory Jr. and Jesse.

A memorial service is pending.

-- Submitted by Mattie Jones



[Home](#)[CEO Hotline](#)[Viewpoint](#)[Classified Ads](#)[Archives](#)[Metro.net](#) (web)

Resources

[Safety](#)[Pressroom](#) (web)[Ask the CEO](#)[CEO Forum](#)[Employee Recognition](#)[Employee Activities](#)[Metro Projects](#)[Facts at a Glance](#)
(web)[Archives](#)[Events Calendar](#)[Research Center/
Library](#)[Metro Cafe](#)[Metro Classifieds](#)[Bazaar](#)

Metro Info

[Strategic Plan](#) (pdf)[Org Chart](#) (pdf)[Policies](#)[Training](#)[Help Desk](#)[Intranet Policy](#)

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Speaking at the July 29 "All Hands" meeting at the Gateway headquarters, Metro CEO Art Leahy laid out the agency's future growth plans, as well as the challenges of meeting the goals of Measure R and the 30/10 Initiative.

Metro: Facing World-Class Challenges with a World-Class Workforce

(July 29, 2010) Metro CEO Art Leahy sums up his first year with Metro in two simple words: "fun and challenging."

Fun because of the people he works with and challenging because of the scope of the work that the agency will continue to shoulder over the coming years.

Speaking at the July 29 "All Hands" meeting at the Gateway headquarters, Leahy told those attending that the agency was "making significant progress" in becoming a more efficient and economically operated entity.

Metro, he said, "is accomplishing great things in developing ways to better serve the people of L.A. County," he said, voicing his appreciation for the "hard work that everyone is doing to deliver valuable and readily accessible transit service to the taxpayers."

Commenting on those goals and addressing the persistent rumors of future lay-offs, Leahy said the agency is putting a concerted effort into integrating its bus and rail operations so they can better integrate with the region's highway network and that "no further lay-offs are being planned or contemplated."

Metro, he said, "is going through a process. We're creating the Los Angeles County of the later half of this century and a lot of people are watching what we do."

We're the critical player in a national effort to create a truly integrated, user friendly transit network that can be affordably maintained and serve the needs of a constantly developing region."

Much of this work, "will be accomplished within a tight time frame," he said, alluding to Los Angeles Mayor Antonio Villaraigosa's successful effort to generate support in seeking federal funding for the so-called 30/10 Initiative, which cuts the time to complete 12 major regional transportation projects from 30 to 10 years.

The goal of the Initiative is to ramp-up the effort to improve the Southland's air quality, lessen the dependency on foreign fuel, and significantly enhance the region's public transportation network, while generating jobs.



Metro's workforce was praised for working together as a team of "genuine professionals" by Martha Welborne, Metro's new Executive Director of Countywide Planning.

Leahy's comments were echoed by Martha Welborne, Metro's new Executive Director of Countywide Planning, who joined the agency in May.

"I'm delighted to be working at Metro," she said. "The learning curve has been a steep one, but we have a team of genuine professionals who are working very hard to meet the challenges of meeting our Measure R and 30/10 goals."

One of the major components of reaching the agency's Measure R and 30/10 goals is "creating a regional consensus" to support the tremendous volume of work that's required to make them a reality.

Also critical is cultivating an environment of safety "not only to the people that ride our buses and trains, but to our employees that operate and maintain our system," Leahy said.

Overall, he said, the major challenge is to compete effectively for funds in an increasingly competitive environment. "The economy is under a severe strain and dollars are scarce. We need to be frugal and mindful of budget issues early in the development plans of any project."

Planning ahead "makes all the difference; it just isn't smart to be jumping unprepared from one financial crisis to another," Leahy added.

But at the heart of it, Leahy said, is the quality of the people who operate Metro's buses and trains, the people who maintain them and the people who perform the countless administrative tasks from payroll and operations to planning and community relations.

"We have a workforce that's world-class and more than up to the tasks at hand," said Leahy. "The future is bright. There's a lot to do, but I'm more than confident we have what it takes to get the job done."

-- Michael D. White, Staff Writer

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