



Metro

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CEO Roger Snoble



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South Korean Delegation Gets Firsthand Look at Metro

Earlier today, a seven member delegation from South Korea's Ministry of Construction and Transportation and the Korea Transport Institute visited Metro headquarters. The delegation specifically chose to visit Los Angeles after having learned of the highly-acclaimed Metro Rapid system as well as Metro's efforts aimed at promoting transit oriented development. Following briefings on both subjects, the delegation embarked on a series of site visits throughout Los Angeles County, including a firsthand look at the joint development project currently under construction at the Wilshire/Vermont Metro Red Line Station.

Los Angeles Times Looks at Future LAX Transit Service

This weekend, the *Los Angeles Times* may run a short article about potential new bus and rail plans for serving Los Angeles International Airport (LAX). Specifically, a reporter interviewed Metro planners about the Crenshaw Corridor Project and the possibility of running bus and rail service on the Harbor Subdivision railroad right-of-way (owned by Metro) to LAX. Staff stressed that the Board would have to decide whether this is a viable option following the completion of environmental studies. The reporter also plans to interview staff officials from the Expo Construction Authority and LAX about other transit options.

November 4th Bus Operator Job Fair

Earlier today, Media Relations distributed an advisory to publicize a job fair being held on November 4th to recruit Metro bus operators. The agency is searching for both full and part-time operators to meet the region's growing demand for public transportation. The advisory notes that the positions offer a salary of \$10.30/hour during completion of a six-week long training course, and \$13.36/hour once work officially commences complete with medical, dental, vision, and life insurance benefits. In prior years, this same career fair has generated 200-300 applications.

Metro's Transit Safety Videos and Public Service Announcements in Demand

A number of Metro's Transit Safety videos and Public Service Announcements (PSAs) were presented at this week's Safety 'N Kinds Summit. These showings have led to requests from the Cities of Norwalk and Calabasas for copies to play on their individual cable television channels. The Compton Unified School District also plans to air the material on their television channel which airs from Compton to Carson. The City of Los Angeles' Operation Traffic "Watch the Road" campaign also requested copies of the PSAs for use in their program.

Consent Decree Media Coverage

Media relations staff were interviewed today by a Metro Networks radio news reporter regarding yesterday's Consent Decree hearing. The reporter was told that federal Judge Terry Hatter announced that he would issue a written decision by October 26th. Staff also noted that we believe we have made more than a good faith effort in complying with the Consent Decree -- efforts which have resulted, in part, in the agency being honored as the 2006 Outstanding Public Transportation Agency of the year by the American Public Transportation Association.

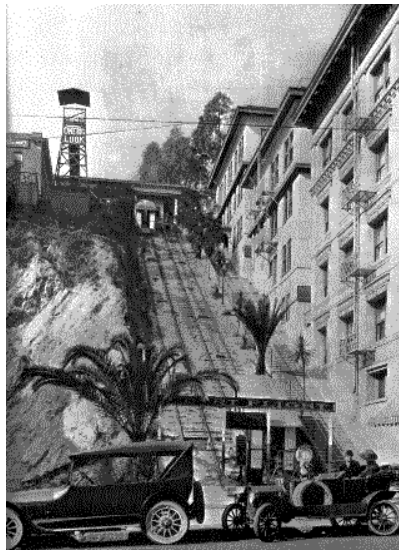
Upcoming CEO Meetings and Events

Next week I will be meeting individually with Supervisors Michael Antonovich, Yvonne Burke, Don Knabe, and Zev Yaroslavsky, and Directors John Fasana, David Fleming, and Pam O' Connor. I will also meet with Culver City Councilmember Carol Gross. In addition, I will participate in the Executive Session for the Eastside Project Partnering Meeting and the Metro Orange Line First Anniversary Media Event. Finally, I will attend a Town Hall Los Angeles

luncheon with Senator Diane Feinstein.

Of Note

On this day in 1943, a fire destroyed Bunker Hill's other incline railway, the Court Flight which had connected Broadway to the top of Bunker Hill at Court Street since 1904. Court Flight was never rebuilt. Located mid-block between Temple and First Streets, the line was steeper than Angels Flight, rising 83 feet in just over 170 track feet, making it the shortest and steepest railway in the U.S. The Court Flight also differed from the Angel's Flight in its use of four tracks over its entire length with cars operating separately -- not cabled together to counterbalance each other. As with Angels Flight, the City of Los Angeles required a parallel stairway be provided to prevent a monopoly and taxed the railway as an elevator instead of as an electric railway. The Court Flight charged only a five-cent fare for rides going up, no fare was charged for the down trip. The parallel stairway was 141 steps on a 53% grade to the top of Bunker Hill.



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