

## Metro Report Archives

### July 2001 Articles

[MTA Report](#)

[Bulletin Board](#)

**[In Session](#)** Los Angeles Mayor James K. Hahn and his appointees take their posts at the MTA Board of Directors meeting on July 26.

**[MTA Board Approves Busway For San Fernando Valley East-West Corridor](#)** (July 26, 2001) The MTA Board of Directors today adopted a 14-mile Bus Rapid Transit (BRT) system, also called a "busway," as the locally preferred alternative for the San Fernando Valley East-West Transit Corridor.

**[MTA Board Funds 218 Transportation Improvement Projects in 2001 'Call for Projects' Program](#)** (July 26, 2001) The MTA Board of Directors today approved the largest amount of money ever made available in one cycle of the MTA-administered Call for Projects program that funds transit projects that range from bikeways to freeway HOV (carpool) lanes.

**[New Stairs Installed at Rosa Parks Station; Platform Project Nearing Completion](#)** (July 18, 2001) A graceful new stairway with wrought-iron balustrades is now in use at the Rosa Parks Metro Rail station. The stair was built as part of the Metro Blue Line platform extension project.

**[Public Safety Task Force Targets Pedestrian Safety in Chinatown](#)** (July 18, 2001) When it comes to safety in the heavily congested streets of Chinatown, 10,000 posters can't be wrong. Spelling out traffic signals in bold wording and bright graphics, the posters showing up all over Chinatown are there to teach pedestrians, many of them elderly, how to cross the street safely.

**[Senate, House Funding for MTA Differs by \\$34.25 Million](#)** (July 17, 2001) The U.S. Senate is expected to consider later this week a transportation bill that would include \$26.2 million for MTA projects – an amount that is \$34.25 million short of the amount voted by the House.

**[Board Workshop Scheduled on Valley's East-West Busway](#)** (July 17, 2001) The MTA Board will conduct a workshop at 2 p.m., Thursday, to discuss a proposal to build a busway for Rapid Bus operation on the Burbank/Chandler corridor.

**[Subway Ridership Hits New High as All Rail Boardings Approach 250,000](#)** (July 13, 2001) – Ridership on the Metro Red Line continued its record-setting trend in June with average weekday boardings of 150,025.

**[Transportation Program to Help 'Welfare to Work' Families](#)** (July 13, 2001) The county Board of Supervisors has approved a \$12.2 million program aimed at helping transit-dependent "Welfare to Work" families. The MTA will provide about a third of the funding and will play an important role in coordinating the necessary transit services.

**[CTC Tours Transit Projects, Votes Alameda Corridor Funding](#)** (July 12, 2001) The California Transportation Commission members toured Los Angeles-area transit projects, Wednesday, then – in a meeting conducted in the MTA Board room – voted to spend \$153 million to extend the Alameda Corridor

from East LA to Pomona.

**UPDATE - [MTA Board Rejects Settlement Offer in Tutor-Saliba Lawsuit](#)**

**Burke to Brief Board on [Court Victory](#) in Tutor-Saliba Lawsuit**  
(July 11, 2001) CEO Julian Burke will brief the MTA Board, today, on a Superior court ruling against the Tutor-Saliba Corp. that the County Counsel's office has hailed as "a great victory."

**[Richard Hunt](#) to Succeed Tom Conner in Transit Operations**

(July 11, 2001) CEO Julian Burke has named Richard Hunt as Acting Executive Officer, Transit Operations, to succeed Tom Conner, who is retiring Friday after serving in the post since April 1999.

**[Track Reconstruction](#) at 7th/Metro Will Permit 3-Car Metro Blue**

**Line Trains** (July 10, 2001) – The MTA is set to begin reconstruction of tracks on the Metro Blue Line level of the 7th/Metro station to accommodate three-car trains.

**[Development 'Fever'](#) Spreading to Metro Rail Stations** (July 3, 2001) The MTA Board of Directors has agreed to enter into six months of exclusive negotiations with a developer who wants to build a \$36 million mixed-use complex at the Wilshire/Western Metro Red Line station.

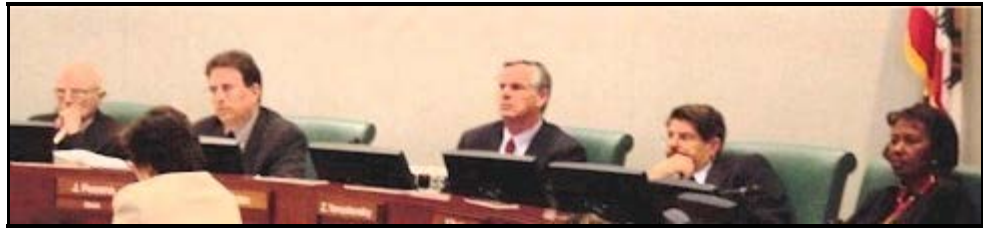
**Bulletin Board**

- [A message of thanks](#) from former Board Member José Legaspi.
- [MTA Mosaic](#) Public Affairs events spell safety.
- [Stairwell access cards](#). You can't leave the stairway without one.
- Mark Lu is Purchasing's '[Buyer of the Quarter](#)'
- Revised [Retiree Medical/Dental Policy](#) Now on Intranet
- Carolyn Flowers to Head [Administration](#), with HR as Unit Under Naomi Nightingale. Information Technology to Report Directly to CFO. (July 19, 2001) Chief Financial Officer Dick Brumbaugh has announced the selection of Carolyn Flowers as Executive Officer, Administration and Naomi Nightingale as Deputy Executive Officer, Human Resources.
- [Deputy Executive Officers](#) Named in Countywide Planning (July 18, 2001) Countywide Planning and Development Executive Officer Jim de la Loza has announced the appointment of three deputy executive officers.
- [Farewell from Tom and Carol Conner](#) CEO Julian Burke joined Tom Conner and his wife, Carol, at a retirement party in Transit Operations July 13.
- [Dispatch Supervisor](#) in Bus Operations Control Pete Mellon Found New Challenges: Law School and the Bar Exam
- [Message from Payroll](#): Federal Withholding Rates, TOWP Calculations
- **SAVE THE DATE** [Advance Tickets](#) are on Sale in Metro Café

## for Farmer's Market and Outdoor Barbecue set for Wednesday

- [HR's Employment Office Hosts Open House, July 12](#)
- **More! Thank You Notes:** Three of the kids who participated in "Take Our Sons to Work Day" took time out to drop the MTA thoughtful notes of appreciation.
- **[From Theater to Public Affairs, Bybee Traded Tinseltown for MTA](#)** At first glance, Lynda Bybee's career might seem to have taken some odd twists and turns, but the MTA's Public Affairs manager says it's all been a good fit.
- **HR Schedules [Brown Baggers](#) on 'Pay- for- Performance'** (July 5, 2001) Human Resources has scheduled a series of Brown Bag lunches to provide information and discussion on the Performance-Based Compensation Program (PBC).
- **'Prize Wheel' Featured at MTA's YouthFest Booth** (July 5, 2001) It's not exactly the "Wheel of Fortune," but the new prize wheel featured at the MTA's safety booth made it the most popular attraction at the recent YouthFest event.
- **[What's on the Public's Mind?](#)** (July 5, 2001) Want to know what the public's really thinking about the MTA? Check out the "Stakeholders" pages on the MTA's Internet web site at [www.mta.net](http://www.mta.net).
- **[Dennis Mullen](#),** Most Senior Mechanic, Retires with 34 Years

[Back to Archives](#)



From left, CEO Julian Burke, Board Chairman John Fasana, Los Angeles Mayor and First Vice Chair James K. Hahn, County Supervisor and Second Vice Chair Zev Yaroslavsky, and County Supervisor and former Board Chair Yvonne Brathwaite Burke get down to business as Board meeting gets underway July 26. PHOTOS BY GAYLE ANDERSON



New on Board:  
**Paul Hudson**



New on Board:  
**Allison Yoh**

### In Session

Mayor James K. Hahn took his post as first vice chair following elections of officers as the regular meeting of the MTA Board of Directors got underway on July 26. Board members elected County Supervisor Zev Yaroslavsky to the post of second vice chair.

In the first order of business, Mayor Hahn introduced his appointees to the 13-member panel: Los Angeles City Councilman Hal Bernson, a current board member, was reappointed to a four-year term. New members appointed by the Mayor to four-year terms are Paul Hudson, President and CEO of Broadway Federal Bank, and Allison Yoh, an urban planner and UCLA graduate student.

[Back to MTA Report](#)

## MTA Mosaic

### Public Affairs Events, Tours Combine Fun and Safety

A group of Netherlands students and professors from Delft University of Technology toured the 101 freeway overpass construction project at Universal City with Senior Public Affairs Officer John Mazzarella July 16.

PHOTO BY JOANNE LONGSDEN



- Joanne Longsden, left, manned an information booth during Government Day at the Panorama Mall July 21. Third District Supervisor Zev Yaroslavsky, below, was one of several hundred visitors.

- SUBMITTED BY  
RICH MORALLO



- **Operation Lifesaver** - Train safety volunteer Cynthia Shavers provided a presentation to bus operators at **Connex** in Vernon July 19.



[Back to Bulletin Board](#)

---

**GO TO>** [HR 3-09, Medical/Dental Benefits](#)

---

### **Revised Retiree Medical/Dental Policy Now on Intranet**

Human Resources Policy HR 3-09, which states the revised non-contract and Teamsters retiree medical/dental plan, is now available for viewing on the MTA Intranet under "Policies and Procedures" on the Human Resources Department Home Page.

The policy was approved by the MTA Board at its regular meeting June 28. The Board's action made substantial improvements in the retiree medical plan by increasing the agency's share of the cost and reducing the age and years of service required for eligibility.

The policy, which became effective July 1, liberalizes the eligibility requirements and improves the retirement benefits for non-contract and Teamster retirees under age 65.

[Back to Bulletin Board](#)



**A message of thanks  
from former MTA Board Member  
José deJesus Legaspi**



Former Board Member José Legaspi, second from left, in session with Board members, from left, County Supervisor Mike Antonovich, County Supervisor Don Knabe and MTA CEO Julian Burke.

**To LACMTA co-directors, Board Staff,  
Management, and all Staff:**

It was a tremendous pleasure working with all of you. The experience that I gained is invaluable. Getting to know you was one of the highlights of my life. Anyone should be lucky enough to have had such wonderful people with whom one can work. Thank you all.

**EDITOR'S NOTE:** *José deJesus Legaspi was appointed to the MTA Board by Mayor Richard Riordan in October 1997. His Board term ended June 30, 2001. Born in Nochistlan, in the state of Zacatecas, Mexico, Legaspi is a graduate of Roosevelt High School in Los Angeles and of Loyola Marymount University. Mr. Legaspi owns The Legaspi Company of Montebello, a full-service commercial real estate agency.*

[Back to Bulletin Board](#)



**Dennis Mullen** (yellow shirt) may have a bum knee, but even in retirement he doesn't need a walker, a retirement gift from his retired Division 9 pals. From left are retirees **John Deck**, **Carl Esley**, **Howard Shelter**, **Larry Kahn**, **Pat Graves**, Division Maintenance Manager **John McBryan**, **Mullen**, **Johnny Melendez** and **Don Durfee**.

### **Dennis Mullen, Most Senior Mechanic, Retires with 34 Years**



Happily heading for retirement after 34 years, Dennis Mullen is seen here with daughter, Kellie, 16, and wife, Marion.

(July 3, 2001) Dennis Mullen, the MTA's most senior bus mechanic has retired after 34 years of service.

Mullen, 59, joined the SCRTD on June 2, 1967, and was assigned to Division 2. In 1969, however, he was transferred to Division 9 where he served until retirement last month.

"I'm starting to sort of settle in to my retirement," Mullen said Monday. "The first couple of weeks seemed like a vacation. My wife said I don't have to get all my chores done at once."

Mullen's retirement makes Mack Evans of Division 1, also with 34 years, the most senior mechanic in Bus Maintenance. Right behind is David Bricker of Division 9, who will have 34 years in September. Number three in seniority is Rudy Gutierrez, also of Division 9, who reached his 33rd year this week.

Mullen recalls the trials of working on some of the coaches the SCRTD was running in the late '60s – the 6600s and the 2800s, a bus that was equipped with springs instead of air cushion shocks.

He already had gained valuable experience as an engineman serving on Navy ships and landing craft from 1964 to 1967 in Vietnam.

With retirement ahead of him, Mullen plans to spend time with his computer club, with his gun club sharpening his target shooting skills and with model railroading. In January, he and his wife, Marion, plan to take a cruise to Belize. The Mullens have a daughter, Kellie, 16.

[Back to Bulletin Board](#)





## Development 'Fever' Spreading to Metro Rail Stations

By GARY WOSK

(July 3, 2001) The MTA Board of Directors has agreed to enter into six months of exclusive negotiations with a developer who wants to build a \$36 million mixed-use complex at the Wilshire/Western Metro Red Line station.

If the MTA Board approves a joint development agreement with Wilshire Entertainment Center LLC, the multi-story complex would feature 50,800 square feet for retail stores, 182 rental units, 564 parking spaces and a bus transit center.

Wilshire Entertainment Center LLC is one of an increasing number of developers who have proposed joint developments at Metro Rail stations, a reflection of a strong economy, a shortage of commercial real estate and realization that Metro Rail locations can be quite profitable.

"Developers realize that they have an immediate customer base when they go into a Metro Rail station," says MTA Planner Phil Ganezer. "Thousands of Metro passengers come and go through the stations each day. It's a bonanza at the cash register waiting to happen."

Developers and tenants aren't the only ones who stand to gain.

### Millions for the MTA

"Ground lease agreements with developers can result in the raising of millions of dollars in funds that can be used by MTA Operations," Ganezer said. "For instance, at our Hollywood/Highland station the MTA receives approximately \$500,000 annually from TrizecHahn for a ground lease."

Exclusive negotiations are also underway with developer MacLeod Partnership to jointly develop the Westlake/MacArthur Park subway station.

If a final deal can be consummated, the station would feature 52,000 square feet devoted to retail and restaurants, a 50,000 square-foot market, 6,500 square feet for retail kiosks, a possible a charter middle school for 350 students, plus park-and-ride spaces and an area where passengers can be picked up or dropped off.

Joint developments have already taken place at other Metro Rail stations. Set to open this fall above the Hollywood/Highland station is TrizecHahn's "Hollywood & Highland", a \$615 million entertainment/retail complex which will encompass 640,000 square feet and will be the future home of the Academy Awards.

At the Hollywood/Western station, McCormack Baron Salazar already has built 60 affordable housing units at a cost of \$11 million. A tentative ground lease agreement has been reached to build 60 more affordable housing units, a daycare center and 10,000 square feet of retail space for \$12.5 million. Construction could begin in several months.

### **Proposals due to MTA**

The MTA currently is reviewing a number of proposals for a joint development at the North Hollywood station. Proposals are due for Wilshire/Vermont on August 15 and for Hollywood/Vine on August 27.

A senior MTA planner agrees that interest on the part of joint development in Metro Rail is on the upswing.

"During the recession the real estate market, of course, was not very strong," said Deputy Executive Office Carol Inge. "As the economy improved we eventually began to get inquiries from developers, so we decided to become more pro-active and do our own market assessment. We are gratified to be receiving a lot of responses. Joint development at rail stations throughout the United States is very popular, so this doesn't come as a big surprise."

[Back to MTA Report](#)

## Prize Wheel' Featured at MTA's YouthFest Booth



MTA elder statesman, Arthur Winston, stopped by the YouthFest booth to see the prize wheel. With him are Helen Ortiz, Denise Charles and Shonda Jenkins.



Hollywood star, Raven, made an appearance at the MTA's YouthFest booth. She's remembered as "Olivia" in the "Bill Cosby Show" and plays opposite Eddie Murphy in the just-released "Dr. Doolittle 2."



A youngster takes his chance with the MTA prize wheel while Helen Ortiz, Pat Clark and Shonda Jenkins staff the booth during YouthFest.

Preparing MTA gift bags during YouthFest are volunteers Dyana Elorriaga and Tiara Clark.



PHOTOS BY SAMUEL SAUCEDA

(July 5, 2001) It's not exactly the "Wheel of Fortune," but the new prize wheel featured at the MTA's safety booth made it the most popular attraction at the recent YouthFest event. Kids who spin the wheel can win a StopTag t-shirt, water bottle or other prizes. The wheel was suggested by a DAC member and crafted at the Regional Rebuild Center.

[Back to Bulletin Board](#)

## HR Schedules Brown Baggers on 'Pay-for-Performance'

(July 5, 2001) Human Resources has scheduled a series of Brown Bag lunches to provide information and discussion on the Performance-Based Compensation Program (PBC).

The Brown Baggers, which will be held in the University Conference Room on the 4th floor of Headquarters, will start promptly at 12 noon on Monday, July 9, July 16, July 23 and July 30.

The Performance-Based Compensation Program went into effect July 1. It will provide additional pay increases for employees who achieved Outstanding or Commendable ratings for their job performance in FY 2001.



**'PAY for PERFORMANCE'**

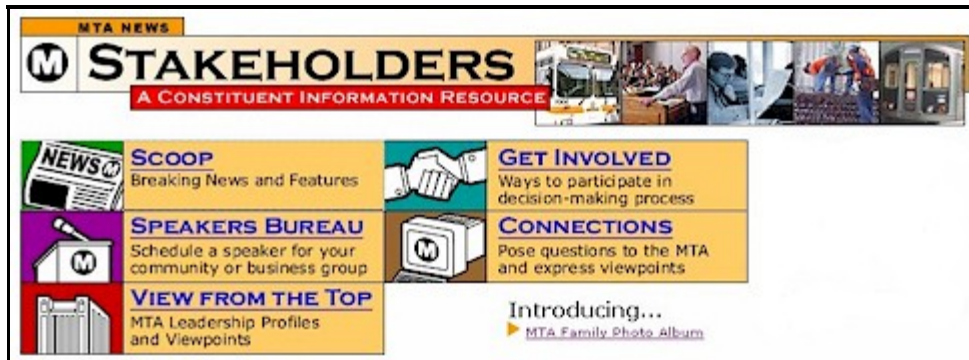
Series starts July 9

Each executive officer will be allocated a PBC pool of funds to divide among employees who are eligible for PBC increases. All performance reviews must be completed no later than July 16, 2001.

Managers and supervisors are currently being trained in new employee evaluation procedures linked to the PBC program. This month, Part II of the training is concentrating on coaching and counseling.

[Back to Bulletin Board](#)





**SURF'S UP!** Click on any link above to start your tour of 'Stakeholders'

### **What's on the Public's Mind? Check Out 'Stakeholders' Web Site**

(July 5, 2001) Want to know what the public's really thinking about the MTA? Check out the "Stakeholders" pages on the MTA's Internet web site at [www.mta.net](http://www.mta.net).

Stakeholders is a group of web pages designed for use by community and civic groups, elected officials and others interested in transportation in Los Angeles. Among the Stakeholder features is "Connections," a page where Internet browsers can express their views in "We Get Mail" or ask questions about the MTA in "Ask the MTA."

A main feature of Stakeholders is the "Scoop" newsletter. Edited by Gary Wosk of Media Relations and updated every two weeks, Scoop carries news about MTA activities.

Inquiries to "Ask the MTA," which is similar to the Intranet's CEO HotLine, have included the deployment of undercover police officers on buses and trains, the possibility power outages affecting rail service, Metro Rapid stations and the prohibition against bicycles on trains during peak periods.

#### **Readers comment on MTA issues**

On the "We get Mail Letters" pages, Internet users have provided several comments on a "View from the Top" article by former MTA Board Chair Yvonne Burke. Other writers have commented on clean air technology, applying Metro Blue Line lessons learned to the Pasadena Blue Line, and Westside traffic.

Other Stakeholders sections that draw public interest are "Get Involved," which lists public meetings, tours and other MTA activities, "Speakers Bureau" and "View from the Top," where MTA officials express their thoughts about transportation issues.

The "Scoop" newsletter has been featuring stories about the MTA's newly hired CEO, Roger Snoble, new Board member Pam O'Connor, and "The 110"—MTA employees who go the extra mile.

The next edition of Scoop will include stories about a public transit plan to help welfare recipients find and keep jobs, huge increases in Metro Rail ridership and commercial development at rail stations.

Members of the public also frequently access the "Pressroom" pages on the MTA's web site to read agency news releases, view the Photo Gallery or find statistical and background information about the agency in either English or Spanish.

[Back to Bulletin Board](#)

## From Theater to Public Affairs, Bybee Traded Tinseltown for MTA



Public Affairs  
Manager Lynda  
Bybee

By ED SCANNELL

(July 6, 2001) At first glance, Lynda Bybee's career might seem to have taken some odd twists and turns, but the MTA's Public Affairs manager says it's all been a good fit.

A Sacramento native, Bybee left California's Central Valley in the 1970s armed with an education in English and Theater Arts from Cal State University Fresno. She headed for New York City's Greenwich Village where she went to work for an advertising agency.

Later, Bybee and six friends formed a documentary film company, but soon the Golden State beckoned her to return.

Bybee's next stop was Hollywood where she managed and produced live theater at the Westwood Playhouse (now the Geffen Playhouse) and other local theaters.

Then came what Bybee calls "a big change in career direction." In 1983 she was hired by HNTB, a major national and international architectural and engineering firm, to work in the company's transit division.

### Community relations for the subway

Then it was on to Dillingham Construction's commercial division where she served as the Regional Director of Business Development and later to Parsons-Dillingham, where she worked in community relations on the team providing construction management for the extension of the Metro Red Line into Hollywood.

"The transition from theater to major construction really was an easy one," says Bybee. "They're both about production, and I'm comfortable with the demands both fields present."

No surprise, her next move to the MTA to take a job as a Public Affairs supervisor during the construction of the Metro Red Line Hollywood extension was a natural.

To be sure, trying to address the concerns of residents and business owners during this major construction project was not an easy task, but Bybee says she always believed in the subway's ultimate value to the community.

"I knew these were difficult times for the community, but I felt that the end product was going to be something that the community would profit from," said Bybee. "I felt they would come to enjoy the rewards of a first class transportation system."

Bybee says that in dealing with people and their frustrations on a day-to-day basis, she learned to engage in the art of listening and respect.

### Treating the community with respect

"There were times when I was able to provide assistance and other times when we weren't in a position to do the things the community would have liked," said Bybee. "But, my experience was that if you treated the community with respect you gained credibility for the project."

Since the completion of the subway project, Bybee has become the MTA's point person in ensuring that the agency serves its disabled patrons, and she also has risen to the position of Public Affairs manager where she heads a staff of 12 full-time employees and interns.

The scope of the department's work is growing, too, as the MTA plans for the construction of projects in three transit corridors: light rail on LA's Eastside, the San Fernando Valley east-west busway, and Bus Rapid Transit and light-rail projects in LA's Mid-City and Westside.

In addition, her department is in the forefront of efforts to promote public safety through education once a project becomes operational. Last year alone, the MTA's safety messages reached 60,000 people along the 22-mile Metro Blue Line.

Bybee says her work is all about challenges and opportunities.

"I look at my department as an issues bureau, and my goal is to find the quickest resolution to the issues that arise on almost a daily basis," she says. "After working many years on the subway project, our Public Affairs team has developed a real connection to the community, and we're working hard to give the people of Los Angeles a voice in their transportation system."

From her early days in theater and film to the present at the MTA, Bybee has seen life from more than just a side or two. And while Bybee and her team can't anticipate every bend in the road, she says they're prepared to go the distance.

[Back to Bulletin Board](#)



## HR's Employment Office Hosts Open House, July 12

(July 10, 2001) You're invited! The Human Resources Employment Office will host an Open House from 2 – 4 p.m., Thursday, July 12.

The office must remain open for public service, so bring your employee badge to get in... and your business card for a prize drawing. Then check out the Employment Office's new accommodations.

Read metro.net June 21:  
[Employment Office  
Now located on the  
Plaza](#)

[Back to Bulletin Board](#)

Visitors should enter by the front door, located on the Plaza between the main entrance and the Child Care Center.



## Track Reconstruction at 7th/Metro Will Permit 3-Car Metro Blue Line Trains

By ED SCANNELL

(July 10, 2001) – The MTA is set to begin reconstruction of tracks on the Metro Blue Line level of the 7th/Metro station to accommodate three-car trains.

Adding extra cars to the Metro Blue Line trains will increase capacity and reduce passenger crowding during times the line typically operates at, or above, capacity.



Boarding the Blue Line at 7th/Metro Station PHOTO: JOSÉ UBALDO

Work on the \$1.237 million project will begin, July 16, to move the crossover track, located just north of the station, closer to the platforms. The relocation of the crossover will, in effect, lengthen the “tail track.”

The tail track isn’t long enough to allow a three-car train arriving on one track to be positioned on the opposite track for the return trip south, as is now the usual procedure for two-car trains during weekday rush hours.

The MTA will make every effort to minimize any inconvenience to passengers during construction, which may include slight delays in the arrival and departure of trains.

### Departure schedules to vary

On weekdays, trains will depart the 7th/Metro station from both platforms on an alternating basis between 5 a.m. and 9:20 a.m. and between 4 p.m. and 6:45 p.m. During the remainder of the service day, and on Saturdays and Sundays, trains will depart from their usual location – Platform 2 – located on the Figueroa Street side of the station.

A total of 21 television monitors – 16 on the Metro Red Line platform and five on the two Metro Blue Line platforms – will help passengers find the appropriate platform for the next departing Metro Blue Line train. Messages will be written in both English and Spanish.

Access to the station will not be affected during construction, which is expected to be completed in October 2001. All stairways and elevators will remain operational, and Metro Rail representatives will be stationed on both levels to assist passengers.

In addition, printed signs will identify the two Metro Blue Line tracks by number. Other signs will direct passengers to the two platforms. New timetables will be issued a week prior to start of construction.

Passengers should add a few minutes to their usual travel time during the construction period in the event of delays or if it becomes necessary for the MTA to position their train on the opposite track prior to departure.

[Back to MTA Report](#)

### **MTA Board Rejects Settlement Offer in Tutor-Saliba Lawsuit**

**UPDATE** (July 12, 2001) The lead attorney in the MTA's court action against Tutor-Saliba announced late Wednesday afternoon that the Board had rejected an offer to settle the lawsuit.

No details of the settlement – described to the Board in a closed session – were released. The Superior Court jury now must decide the amount of damages to be assessed against the Metro Rail contractor.

### **Burke to Brief Board on Court Victory in Tutor-Saliba Lawsuit**

(July 11, 2001) CEO Julian Burke will brief the MTA Board, today, on a Superior court ruling against the Tutor-Saliba Corp. that the County Counsel's office has hailed as "a great victory."

Judge Joseph Kalin ruled, Tuesday, that Tutor-Saliba had intentionally withheld and destroyed documents concerning alleged false payment claims for construction work on the Metro Red Line. A jury now must decide how much the MTA will receive in damages from Tutor-Saliba.

"There has been evidence withheld, evidence destroyed and misrepresentations to the court and counsel," MTA lawyer David B. Casselman said following Tuesday's court session.

According to an analysis by the County Counsel's office, the lawsuit began when Tutor sued in 1995 to gain as much as \$16 million in additional compensation for Metro Rail construction work. The claims later were reduced to less than \$2.5 million.

The MTA then "cross-complained alleging, among other things, breach of contract, false claims and unfair business practices," the Counsel's office said. "Tutor has been found liable to the MTA for all claims set forth in the MTA's cross-complaint."

"This case against Tutor-Saliba-Perini is not just about money," Burke said in a statement released Tuesday. "The MTA wants to send a strong message to these contractors and all the others that do business with the MTA or any other public agency in this county that you have to abide by the law or face stiff consequences."

[Back to MTA Report](#)

## Richard Hunt to Succeed Tom Conner in Transit Operations



Richard Hunt

(July 11, 2001) CEO Julian Burke has appointed Richard Hunt acting executive officer, Transit Operations, to succeed Tom Conner, effective July 14. Conner is retiring, Friday, after serving in the post since April 1999.

"While we are all sorry to see Tom Conner leave," said Burke, "we are fortunate to have someone of Richard's ability and experience to take over this critical responsibility. I know all of you will join me in supporting Richard as we continue to build on the many successes of our bus and rail operations."

Hunt, 51, has served as deputy executive officer, Bus Maintenance, for the past six years. Joining the MTA in March 1979, he has held posts in telecommunications, facilities maintenance, technical support and bus maintenance.

"Transit Operations has a great team of managers who work together very effectively," said Conner. "Richard hunt has the experience and ability to lead this team as we continue our progress in improving the performance of our transit system."

### HR, Administration changes

Meanwhile, two other executive officers also have announced they will be leaving the MTA.

Ray Inge, executive officer, Human Resources, will become vice president of human resources at Cal Poly, Pomona, a post only six miles from his home. Inge joined the MTA as HR director in July 1995. His last day at the MTA also is July 13.

Frank Cardenas, executive officer, Administration, joined the MTA in August 1996. Previously, he was vice president of the city's Board of Public Works. At the MTA, he first served as chief of staff to the CEO. A graduate of Harvard Law School, he will leave the agency, Aug. 13, to found a law and consulting firm, Cardenas & Associates.

No successors have been announced for either Inge or Cardenas.

Conner, who plans to attend the MTA Board's July meeting, came to the MTA from the city's Bureau of Engineering. He earlier had served as general manager of LADOT, replacing former OCTA executive Jim Reichert, who had filled the job temporarily.

"I'd like to take this opportunity to tell everyone how much I've enjoyed working at the MTA," Conner said. "People are really quite good at their jobs and quite professional. I've appreciated how they've been so helpful to me during these past two years."

Conner said his first order of business after retirement will be "to do some deferred maintenance on the house and to learn my golf swing all over again."

[Back to MTA Report](#)



**EDITOR'S NOTE:** Kids who participated in "Take Our Sons to Work Day" took time out to drop the MTA thoughtful notes of appreciation. (7/11/01)

[Jeff Rydell, age 15](#)

**NEW!** [Jonathan Becerra, age 12](#)

[Lawrence Luna, Jr., age 14](#)

[Adrian Luna, age 11](#)

### **'Take Our Sons Day' Was a 'Great Day' for Kids**

By JEFF RYDELL, Age 15

Last Friday, June 29, 2001, I came into work with my Dad. It was "Take Your Sons to Work" day. My Dad works at Division 20, Metro Red Line yard, in the Vehicle Maintenance Department.

I started the day with breakfast and a safety class. We took a tour of the rail shops and I met a lot of people who work with my Dad.

After that, we went to the Gateway Boardroom and learned more about what other types of jobs people do at the MTA and we also met Julian Burke.

The best part of the day is when I went on a tour to division 10 because it was the first time I got to see how maintenance is done on buses. We toured the bus maintenance shops and rode a bus through the bus wash.

Also, at Division 10 there was a LAPD S.W.A.T. display. We were able to check out the weapons they use and try on some of their equipment.

After the tour, my Dad and I rode the Metro Red Line subway to Universal Studios and had lunch. I had a great day visiting with everyone and learning all the things people do at the MTA.

I want to thank everyone who helped to make "Take Your Sons to Work" day possible.

Jeff Rydell is the son of Brian Rydell, a Senior Rail Equipment Maintenance Supervisor.

On Friday, June 29, 2001, my Dad took me to his work and showed me what he does at work. He also took me on the Red Line stations. It was a lot of fun because I love to ride trains.

Also, I enjoy visiting my Dad's workers and the trains stop at Division 20. I also enjoyed the ride on the Metrolink. I also enjoyed the snacks that they gave us. I hope my Dad takes me next year again.

Jonathan Becerra, age 12

Jonathan Becerra is the son of Jesus Becerra, a General Services Supervisor.

---

**To Whom It May Concern:**

We very much enjoyed our Facilities Maintenance tour today. It was really fun and I am looking forward to coming here next year.

Thank you for everything you have done to make this possible.

Lawrence Luna, Jr., age 14

**To Whom It May Concern:**

I really enjoyed my time at Metro and I really learned a lot. Thank you really much.

Adrian Luna, age 11

Lawrence Jr. and Adrian Luna are the children of Lawrence Luna, a Track Inspector in Heavy Rail Maintenance of Way.

---

[Back to Bulletin Board](#)





Above, CEO Julian Burke talks with CTC Chairman Allen M. Lawrence of Canoga Park. At left, CTC members and staff aboard a Metro Rapid bus for a tour of local transit projects.

## CTC Tours Transit Projects, Votes Alameda Corridor Funding



MTA Chairman John Fasana welcomes the California Transportation Commission members to the Headquarters Building for CTC July meeting. PHOTOS by BILL HEARD

(July 12, 2001) The California Transportation Commission members toured Los Angeles-area transit projects, Wednesday, then – in a meeting conducted in the MTA Board room – voted to spend \$153 million to extend the Alameda Corridor from East LA to Pomona.

During an earlier meeting of its Public Transit Committee, the CTC heard a report on the MTA's proposals for the Mid-City/Westside corridor. Members took comment from groups opposed to using the Burbank/Chandler right-of-way for Bus Rapid Transit.

The committee approved a motion recommending that the MTA consider grade separations down the length of the proposed 14-mile busway. The motion included a provision asking the MTA to find ways to offset a projected funding shortfall for the project.

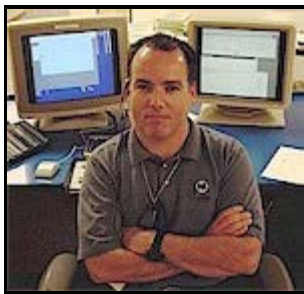
Constructing a 35-mile extension of the Alameda Corridor would mean that freight could be carried from the ports of Los Angeles and Long Beach directly to terminals in Los Angeles and Pomona.

Building the Alameda Corridor extension would add 35 miles to the 20 now under construction. It would allow freight to be carried by rail from the ports of Los Angeles and Long Beach directly to terminals in Los Angeles and Pomona.

[Back to MTA Report](#)

**Pete Mellon Found New Challenges:**

## **Law School and the Bar Exam**



**Pete Mellon**

By GARY WOSK  
(July 12, 2001) After 11 years as an MTA bus operator and dispatch supervisor in Bus Operations Control, Pete Mellon realized he needed a new challenge.

Mt. Everest might have been easier, but he chose law school, even while continuing to work fulltime.

In July, the 40-year-old father of three, who received his law degree in June from California Southern Law School, faces the final hurdle: the California bar exam.

No problem, predicts Mellon, who graduated second in his class and is the first member in his family to earn a law degree. "I will pass, no negative thoughts; it's just going to happen."

Mellon joined the MTA in 1984 as a part-time bus operator and became a transportation operations supervisor in 1990. Fear of stagnation was what motivated him in 1997 to become a night law student.

"I needed to find something that would set me apart, to try something different," he says.

### **A positive influence on his kids**

Watching dad attend school twice a week for four years has proved a positive influence on the lives of Mellon's children, Andrew, 17, Justin, 15, and Rachel 11.

"They think it's great," he says. "It has raised the bar for the family as far as our expectations are concerned. The kids see me study and as a result have become better students."

Married 17 years to wife Judy, Mellon hasn't decided what he'll do when he passes the bar, but hopes his next challenge will combine his transit experience and his favorite legal subjects, commercial and contract law.

"We'll see. Everything is open. I'm not closing any doors behind me," he says.

MTA was only too happy to oblige Mellon's yearnings to improve himself.

"My co-workers and managers helped me out whenever there were scheduling conflicts or final exams," he says. "I couldn't have accomplished this unless my managers had been supportive. No way."

[Back to Bulletin Board](#)

**Purchasing  
Names  
Mark Lu**

**'Buyer  
of the  
Quarter'**



From left: Director of Purchasing Ron Dupuis, 'Buyer of the Quarter' Mark Lu, Purchasing Contract Manager Richard Bachman, and Deputy Executive Officer Ted Montoya.

By RON DUPUIS

(July 12, 2001) Mark Lu has been named Materiel Department's Purchasing "Buyer of the Quarter" for his commitment and dedication to providing outstanding service to his customers.

Mark is responsible for procurement of computer equipment and software. Mark continuously uses his experience in the planning and execution of his day-to-day activities as well as execution of complex procurements. Mark received commendation for his work on the acquisition of equipment for the TOTS project and for a recently completed \$3.8 million procurement of the computer equipment necessary to upgrade the MTA's network.

Mark approaches all of his assignments with a positive, professional attitude. His communication style and friendly personality has worked effectively in dealing with all of his internal, external customers and suppliers. The quality of his work is outstanding and exemplary. Mark is always willing to take on new assignments and help others.

Mark has distinguished himself as being dependable, highly motivated and a true asset to the Purchasing Section, Procurement Department and the MTA.

[Back to Bulletin Board](#)

## Message from Payroll:

- [Federal Withholding Rates](#)
- [TOWP Calculations](#)

**EDITOR'S NOTE:** (July 12, 2001) Here's some information from MTA Payroll about this year's federal tax withholding rates and your TOWP calculation.

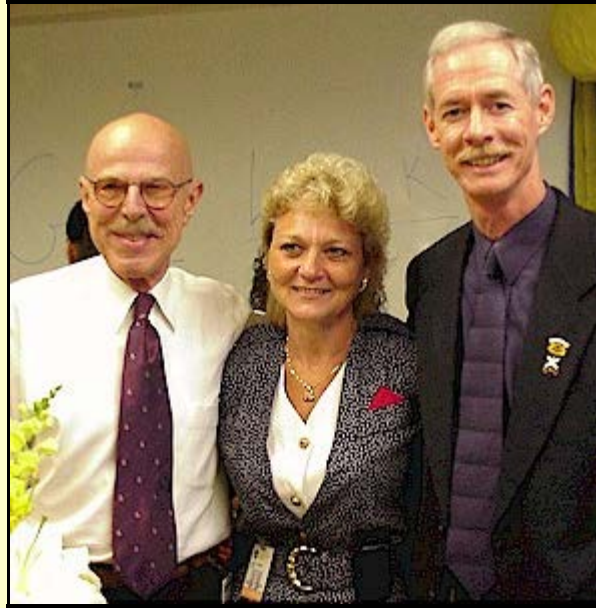
- **New Federal Tax Rates**  
The new Federal Income Tax withholding rates signed by President Bush went into effect July 1, 2001. Some employees may see a modest reduction in the amount of their federal tax withholding while others (usually those in the 15% tax bracket) will not notice any change at all.
- **Leave Taken Fiscal YTD**  
Leave Taken Fiscal YTD is normally shown as a memo item on the pay stub for non-represented and AFSCME employees. It's that time of the year when last fiscal year's totals are emptied and the new fiscal year's totals begin.  
Because the pay period ending July 7, 2001, crosses two fiscal years, the paycheck for the July 13 payday will not show any information under "Leave Taken Fiscal YTD." This information will again appear on the paycheck dated July 27, 2001.

[Back to Bulletin Board](#)

## Farewell from Tom and Carol Conner

Carol and I would like to thank all of you for your kind words and warm send off yesterday. We will fondly remember our time at MTA and cherish the friendships we have made with our "second family." We wish you the best in the coming years as you continue to be involved in public service. We'll be back from time to time to see what's happening at MTA.

Thanks again!  
**Carol & Tom Conner**



CEO Julian Burke joined Tom Conner and his wife, Carol, at a retirement party in Transit Operations. Conner retired, July 13, after serving for just over two years as executive officer, Transit Operations. He was succeeded by Richard Hunt, who was appointed acting executive officer, effective July 14.

As one of Conner's final official acts, he named John Roberts to the permanent position as deputy executive officer, Bus Transportation. Roberts was appointed to the acting position last February after serving as a division maintenance superintendent.

[Back to Bulletin Board](#)

**Subway  
Ridership  
Hits New  
High as  
All Rail  
Boardings  
Approach  
250,000**



**Welcome Aboard:** Train Operator Porfirio Gomez at Hollywood/Highland Metro Rail Station  
PHOTO BY GAYLE ANDERSON

By ED SCANNELL

(July 13, 2001) – Ridership on the Metro Red Line continued its record-setting trend in June with average weekday boardings of 150,025.

That's a rise of 15,350 – the highest month-to-month increase except for growth produced by new segment openings – since the Metro Red Line began service in January, 1993.

Combined Metro Rail ridership closed in on the quarter-million mark in June, with average weekday boardings of 244,325. The Metro Blue Line notched 64,550 average weekday boardings; the Metro Green Line, 29,750.

"The Metro Blue and Green lines have been running at or near capacity for quite some time," said Ashok Kumar, MTA data analyst. "The big story here is the Metro Red Line."

"We believe rising gasoline prices fueled much of the increase in Metro Red Line ridership from April to May," he said. "June brought little relief at the pump, and now we're also seeing the impact of the tourist season, which just got underway."

[Back to MTA Report](#)



## **Transportation Program to Help 'Welfare to Work' Families**

(July 13, 2001) The county Board of Supervisors has approved a \$12.2 million program aimed at helping transit-dependent "Welfare to Work" families. The MTA will provide about a third of the funding and will play an important role in coordinating the necessary transit services.

Of the 107,000 Welfare to Work families in the county, 63 percent depend on public transit as a means of getting to jobs, schools, health care and childcare. The MTA will work with the county Department of Public Social Services (DPSS) to provide services.

"In many cases, a lack of transportation (has) prevented people from moving ahead with their lives, and now this will be remedied," said Supervisor Yvonne Burke. "Both the MTA and DPSS should be applauded for their efforts."

Elements of the Welfare to Work transportation plan include a 24/7 "safety net" for participants with transportation problems, safety improvements for late evening or nighttime transit riders and improvements in existing shuttle, vanpool and other supplemental transit services.

Eligible Welfare to Work participants also may participate in programs that would provide vehicles for personal transportation to job training or job interviews, for commuting or for medical visits and childcare.

Commenting on the MTA's role in the program, Jim de la Loza, executive officer, Countywide Planning said, "From the MTA's perspective, we're trying to expand our role as a coordinator of services that improve mobility for social service clients. This fits in very well with our countywide planning responsibilities."

[Back to MTA Report](#)



## **Board Workshop Scheduled on Valley's East-West Busway**

(July 17, 2001) The MTA Board will conduct a workshop at 2 p.m., Thursday, to discuss a proposal to build a busway for Rapid Bus operation on the Burbank/Chandler corridor.

The Board will receive the draft environmental studies (EIS/EIR) on the San Fernando Valley East-West Transit Corridor. The MTA staff will present a report on the project and the Board will take public comment.

A vote on the proposed busway is expected at the Board meeting, July 26.

Items to watch in committee action this month include:

### **Planning & Programming Committee, 1 p.m., Thursday, July 19**

**Modifications to the San Gabriel Valley Transportation Zone Pre-Application. Item 28.** The Committee will consider a motion to recognize the San Gabriel Valley Transportation Zone Interim Joint Powers Authority as the applicant for a transit zone.

The zone would include the cities of Pasadena, Sierra Madre, San Marino, South Pasadena, San Gabriel, Alhambra, Rosemead, Monterey Park and Montebello. A staff report notes that Foothill Transit is no longer a participant in the zone authority. The proposed zone would include 29 bus lines currently operated by the MTA

**Welfare-to-Work Transportation Plan. Item 26.** The motion before the Committee would authorize the CEO to execute agreements with the Department of Public Social Services and with Access Services, Inc. to provide transportation to transit-dependent clients. It also directs the staff to possible service changes to serve those clients.

Read  
metro.net  
July 13:  
[Transportation  
Program to  
Help 'Welfare  
to Work'  
Families](#)

Other MTA Board Committee meetings:

**Operations Committee, 1 p.m., Wednesday, July 18**

**Construction Committee, 3 p.m., Wednesday, July 18**

**Finance & Budget Committee, 9:30 a.m., Thursday, July 19**

**Note:** The Executive Management Committee meeting for July was cancelled.

[Back to MTA Report](#)

## **Senate, House Funding for MTA Differs by \$34.25 Million**

(July 17, 2001) The U.S. Senate is expected to consider later this week a transportation bill that would include \$26.2 million for MTA projects – an amount that is \$34.25 million short of the amount voted by the House.

The Senate Appropriations Committee recommendation for 2002 transportation funding going to the Senate floor would provide only \$9.2 million for completion of the North Hollywood Extension project, compared with the \$49.6 million approved by the House.

MTA officials are hoping to persuade senators to increase funding for the project close-out before a final vote is taken. Whatever is approved by the Senate, the two bills must go to a House-Senate conference committee to be ironed out.

On other MTA transportation projects, funding figures offered by the two houses of Congress also vary.

The Senate committee voted \$10 million for LA's Eastside light-rail project, while the House approved \$5.5 million. The House voted \$3.35 million for bus and bus-related funding, while the Senate committee is recommending \$5 million.

Both the House and the Senate committee approved \$2 million for the Reverse Commute/Job Access Program.

The House-passed measure also includes \$4 million for LA municipal transit operators, \$2 million for Foothill Transit and \$3.5 million for the Chinatown Intermodal Transportation Center.

[Back to MTA Report](#)



Carol Inge



Frank Flores



Karen Heit

### 3 Deputy Executive Officers Named in Countywide Planning

(July 18, 2001) Countywide Planning and Development Executive Officer Jim de la Loza has announced the appointment of three deputy executive officers.

Carol Inge, a 20-year planning veteran, is deputy executive officer for Transportation Development and Implementation. She will be responsible for transportation corridor planning and implementation, including highway/HOV, fixed guideways and non-motorized program development on a sub-regional and countywide basis.

Frank Flores, who previously was deputy executive officer for capital development and programming, will be responsible for Long-Range Planning and Programming. His responsibilities will include activities related to state and federal programs and funding, long-range, technical support and environmental programs.

Karen Heit, who previously served as a department director, was named deputy executive officer for Countywide Service Delivery and Coordination. She will be responsible for oversight activities related to mobility programs, service planning and restructuring, service delivery and performance monitoring, congestion relief and emerging transportation programs.

"I am certain this new structure and leadership will allow Countywide Planning and Development to fulfill its regional role in a more efficient manner," de la Loza wrote. "I look forward to the successful execution of the restructuring effort."

[Back to Bulletin Board](#)

See  
metro.net  
July 19:  
[Carolyn  
Flowers to  
Head  
Administration,  
with HR as  
Unit under  
Naomi  
Nightingale.](#)



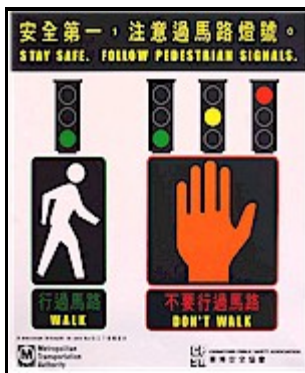
Bus Transportation DEO John Roberts and Chinatown Public Safety Association director Andy Lam review safety poster that illustrates traffic signals. PHOTO BY BILL HEARD

## Task Force Targets Pedestrian Safety in Chinatown

By GAYLE ANDERSON

When it comes to safety in the heavily congested streets of Chinatown, 10,000 posters can't be wrong. Spelling out traffic signals in bold wording and bright graphics, the posters showing up all over Chinatown are there to teach pedestrians, many of them elderly, how to cross the street safely.

ON THE  
JOB >  
[Task Force  
Members](#)



"These are great posters that will help teach the elderly how to use the traffic signals to cross the street," said Andy Lam of the Chinatown Public Safety Association. Many are confused by the traffic signal system, he explained, which is often hidden from view by the common use of shade umbrellas that not only block the sun but obscure the traffic signals as well.

The posters were produced by MTA for a public safety task force assembled to address growing concerns brought to the forefront by Division 3 bus operators who regularly traverse the crowded Chinatown corridors.

The task force brought the Chinatown Public Safety Association, MTA and LAPD into a unique partnership that focused on solutions to safety issues wrought by traffic congestion and a puzzling disregard of traffic rules by pedestrians who were racking up jaywalking tickets faster than the LAPD could write them.

"We have the Division 3 bus operators to thank for raising the issue and their resolve to find a way to improve safety for pedestrians in the community." said Paul Lennon, Managing Director of Systems Safety and Security. "Who knows how many lives are going to be saved -- and injuries and accidents prevented -- as a result of their concern."

"There has been a tremendous response," said deputy executive officer of Bus Transportation, John Roberts, an active member of the task force. "The partnership with city agencies and the citizens of Chinatown produced different ways to share and reinforce public safety so that we can safely provide service in the communities we serve."

It's a formula that seems to be working, said Helen Ortiz, Bus

Operations communications officer. Jaywalking incidents that were piling up citations have decreased significantly. Additionally, Line 81 was rerouted to reduce bus trips in the most congested areas and the 10,000 safety posters are beginning to appear in the community's most visible line of sight: store windows and community centers.

#### ON THE JOB

**Task Force Members:** Bus Transportation DEO **John Roberts**, Managing Director of Systems Safety and Security **Paul Lennon**, Director of Operations Safety **Robert Torres**, Senior Safety Specialist **Henry Ho**, Operations Control Superintendent **Tom Jasmin**, Communications Manager **Lynda Bybee**, Transportation Planning Manager **Russ Wilson**, Division 3 Transportation Manager **Dan Frawley**, Senior Communications Officer **Helen Ortiz**, Chinatown Public Safety Association member **Andy Lam** and LAPD Capt. **Brad Merritt**.

[Back to MTA Report](#)



EO  
Carolyn Flowers



DEO  
Naomi Nightingale

## Carolyn Flowers to Head Administration, with HR as Unit under Naomi Nightingale

- **Information Technology to Report Directly to CFO**

(July 19, 2011) Chief Financial Officer Dick Brumbaugh has announced the selection of Carolyn Flowers as Executive Officer, Administration and Naomi Nightingale as Deputy Executive Officer, Human Resources.

See also:  
metro.net  
July 18  
[3 Deputy Executive Officers Named in Countywide Planning](#)

Currently, Flowers is Deputy Executive Officer, Finance, where she is responsible for the Office of Management and Budget (OMB). Earlier, she had served as OMB Director. She will succeed Frank Cardenas, who will leave the MTA, Aug. 13, to found a legal and consulting firm.

As the new head of Administration, Flowers' direct reports will be the Real Estate, General Services, Marketing and Human Resources Departments.

Naomi Nightingale has been named to head the Human Resources Department as Deputy Executive Officer, Human Resources, succeeding Ray Inge, who left the MTA, July 13. Inge recently was named Vice President, Human Resources, at CalPoly, Pomona.

Nightingale presently serves as Director, Human Resources, where she has been instrumental in the planning and development of major employee and organizational programs. In her 15 years with the MTA, she also has worked in Government and Public Affairs and in Development and Training.

In another change in the Administration organization, Chief Information Officer Elizabeth Bennett now will report directly to Brumbaugh. She is responsible for Information Technology Services (ITS) and the Information Services Department (ISD). Bennett previously had reported to Cardenas in Administration.

Other changes in Human Resources include:

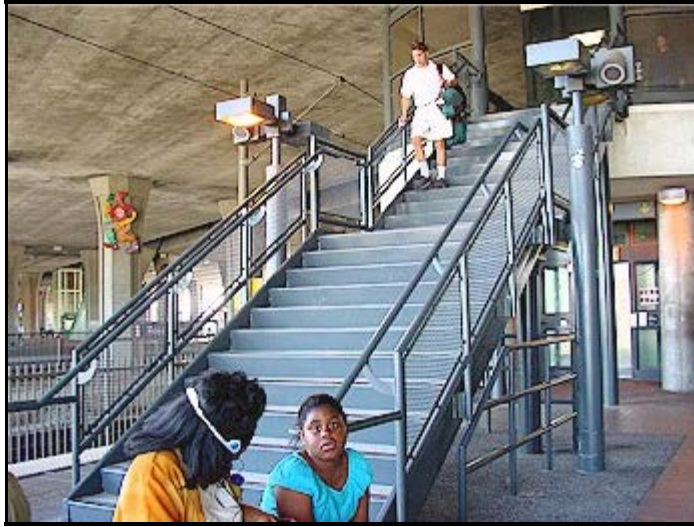
- Pension and Benefits will report to the Treasurer's Office in the Finance Department.
- The Employee Relations unit will rejoin the Labor Relations Office, working under the direction of Chief Labor Relations Officer Brenda Diederichs. The group will conduct union and non-contract appeals

and grievances.

- The Equal Opportunity Unit will now report directly to the Office of the CEO and will report administratively to the Chief of Staff, Maria Guerra.

[Back to Bulletin Board](#)





New stairway connects the Metro Green Line mezzanine with the south end of the Metro Blue Line platform at the Rosa Parks station. PHOTO BY BILL HEARD

## New Stairs Installed at Rosa Parks Station

- **Platform Project Nearing Completion**

(July 24, 2001) A graceful new stairway with wrought-iron balustrades is now in use at the Rosa Parks Metro Rail station. The stair was built as part of the Metro Blue Line platform extension project.

Lengthening the platform and building a second stairway relieves a potential safety hazard at the station, according to construction project manager Tom Lee.

Northbound Metro Blue Line trains now can be positioned to avoid crowding around a single stairway. Patrons transferring between that line and the Metro Green Line now have two options for moving between the lower-level and upper-level stations.

The stairway – a change to the original platform project – was completed under its \$100,000 budget.

Meanwhile, the platform extension project is substantially complete, says Lee. LADOT is reworking railway and traffic signals in the Washington Boulevard – Flower Street area to accommodate three-car trains.

With new hardware and software installed, LADOT wants to test the new signals for 60 days before giving the go-ahead for three-car operation. Similar signals in Long Beach are expected to need only minor adjustments to accommodate the new service.

[Back to MTA Report](#)



**YES!**

**Stairwell access cards. You can't leave the stairway without one.**

July 25, 2001 - Like a genie proclaiming "open sesame," General Services began handing out 1,700 access cards on Friday to employees eager for the chance to sprint to meetings on time, avoid crowded elevators, or burn a few extra calories to and from Metro Café.

"I love it!" said Pauline Lee, Director of Program Management Analysis, who arrived by elevator to claim her access card, but returned on foot to her office on the 17<sup>th</sup> floor. "Now I don't have to wait for the elevator," said Lee, who shuttles between floors several times a day. "And the exercise won't hurt, either," she added.

After programming each of the 1,700 cards with a code assigned to individual employees, Leticia Lawenko remains steadfast at her post in General Services doling out the cards one by one to employees lining up at her cubicle. Each employee must sign for their card and is entitled to one card reader demo installed on the counter top.

The cards are programmed to unlock stairwell doors from inside the stairway. Stairwell doors remain unlocked at entry, but the exit must be negotiated by flashing the access card at a little black box attached to the wall next to the door handle. When the red LED light in the box glows green, the door clicks open



Leticia Lawenko programmed some 1,700 cards for stairwell access. Below, Pauline Lee tries hers out on demo hookup in General Services.



#### How to get yours

Stairwell card readers have been installed in the Gateway Building to allow stairwell access to floors throughout the building.

- Access cards are issued to MTA Gateway staff on the 15th Floor, Building Services Office.

and, *voilà!*, we're back in the hallway.

**No more bad stair days.**

Stairway access became the quest of Building Services Supervisor Phyllis Meng, who traversed a landmine of security issues and considerable logistics to accomplish the task of installing 21 stairwell card readers and programming some 1,700 access cards.

"The stairwells were locked as a necessary security measure following incidents involving theft of personal property from cubicles and unlocked offices," said Paul Lennon, MTA's director of Safety and Security.

LAPD attributed the incidents to 'high-rise office crawlers,' terminology referring to the practice of entering an office building for the purpose of theft and vandalism and exiting undetected.

Although tightened security measures all but eliminated opportunities for office crawler crime sprees, they also put stairwell access on hold for employees accustomed to leaping floors at a seemingly single bound.

"We're happy we could provide access to the stairways without compromising security," said Meng, who reports all systems are go for the 21 flights of stairs. "Certain floors require special access codes and are off limits for stairway entry," Meng noted. The floors that require special access codes are 5, 6, 9, 12, and 20. Meng also noted that only floors 4 through 25 are fitted with card readers.

Employees who missed the appointment can pick up their personal access card on Friday, July 27, from 1 to 3 p.m. or on Monday, July 30, from 8 a.m. to noon. Those who cannot pick up their card during any of these scheduled times may call the General Services help desk at 922-4800 to reschedule. -- **by Gayle Anderson**

[Back to Bulletin Board](#)

- Each employee must have their MTA identification to pick up his/her access card.
- Employees must also sign for their card.
- Departments have been assigned times for staff to pick up their access cards.

The following departments remain scheduled to pick up access cards in General Services at the following times:

<b>Risk Management, Procurement</b>	July 25	8 am to noon
<b>Human Resources</b>	July 25	1 to 3 pm
<b>LAPD, LASD</b>	July 26	8 am to noon
<b>Make Up Day</b>	July 27	1 to 3 pm
<b>Make Up Day</b>	July 30	8 am to noon

Questions regarding issuance of access cards may be directed to the Building Services Help Desk at 922-4800. If you cannot pick up your card during any of these times, please call the Help Desk at 922-4800 to schedule a pick up time.



George Bungarda, Gruen Associates

**Artist's rendering of the proposed San Fernando Valley east west busway. This portion of busway features pedestrian path, bike path and landscaping on the busway near Coldwater Canyon Boulevard at Chandler and Goodland.**

## **MTA Board Approves Busway for San Fernando Valley East-West Corridor**

- **Busway Route Includes Chandler Blvd. Alternative**

By ED SCANNELL

*July 26, 2007* - The MTA Board of Directors today adopted a 14-mile Bus Rapid Transit (BRT) system, also called a "busway," as the locally preferred alternative for the San Fernando Valley East-West Transit Corridor.

The busway would run from the Metro Red Line North Hollywood Station to Warner Center via the Burbank/Chandler right-of-way, which includes a 1.5-mile segment on Chandler Boulevard. At a later date the Board may consider an option to operate weekend buses on Oxnard Street and Lankershim Boulevard instead of on the Chandler Boulevard segment.

The Locally Preferred Alternative (LPA) designation is the federal government's term for the transit improvement preferred over other potential alternatives and is required before federal funding can be made available for construction.

Today's Board action followed a 65-day comment period, which included two public hearings held to solicit input from community members, including residents living along and near the MTA-owned Burbank/Chandler right-of-way on which the busway would be constructed. In addition, the MTA held a Board workshop July 19 to discuss the project during which additional public comment was taken.

### **Travel time cut nearly in half**

Operating as an exclusive roadway for buses, the busway would provide a quicker transit alternative across the San Fernando Valley than is now available. The dedicated right-of-way will produce a travel time between North Hollywood and the planned Warner Center Transit Hub of approximately 30 minutes, including stops. By comparison, it takes 55 minutes to make the same trip via on-street bus service available today.

The Los Angeles Department of Transportation may employ technology to briefly extend the duration of green signal lights to allow the smooth flow of buses operating on the busway, while not adversely impacting north-



south traffic. This technology has already been successfully implemented on Ventura and Wilshire/Whittier Boulevards.

The busway would pass through communities including North Hollywood, Valley Glen, Van Nuys, Sherman Oaks, Encino, Tarzana and Woodland Hills. It would link activity centers such as Warner Center, Pierce College, the Sepulveda Basin Recreation Area, the Van Nuys Government Center, Valley College and the NoHo Arts District.

### **Links with subway**

At the busway's North Hollywood terminus, the Metro Red Line subway would provide busway patrons with convenient access to Hollywood and downtown Los Angeles.

Thirteen busway stations would be located at major cross streets and trip destinations, spaced approximately one mile apart along the route. While service frequencies would be adjusted as demand for service grows, initially the time between bus arrivals during peak travel periods would vary between seven minutes to 10 minutes in each direction. A passenger information system at each station would inform travelers when the next bus is due to arrive.

### **Large scope of amenities**

Stations would have amenities typically associated with rail transit, such as covered waiting platforms, secure lighting, and appealing design. Park-n-ride lots located at various locations along the route would provide parking for approximately 3,000 vehicles, augmenting existing parking spaces at the Metro Red Line North Hollywood Station.

Compressed Natural Gas (CNG) buses and other clean fuel technologies are under consideration for deployment along the busway. MTA currently operates the largest fleet of CNG-fueled buses in North America.

The 26-foot wide busway would be built in the median of the Burbank/Chandler right-of-way, which was purchased by MTA from Southern Pacific in 1991. The right-of-way is generally 100 feet wide, leaving ample room for groundcover, new trees, bike and pedestrian paths, soundwalls, and other design enhancements.

The busway would be fully landscaped with groundcover, trees and other plantings, including more than 4,000 new trees.

### **Bikeway is part of design**

The project will include room for a cross valley bikeway. The MTA will initiate the bikeway design as part of the busway design and will seek funding so the two projects could be built concurrently.

The project also will include the creation of two or more mid-block pedestrian crossings in the Orthodox community on Chandler Boulevard. They will include protected, signalized pedestrian crossings of both North and South Chandler Boulevards and the median busway.

The cost of the full BRT, including the busway, stations, landscaping, environmental mitigation, park-n-ride lots, new buses, and traffic signals is estimated at approximately \$285 million. The state legislature awarded \$145 million to the project. The balance will come from local transportation funds.

As a result of today's action, MTA staff and consultants will begin preparation of the final environmental impact statement/report for the full

BRT project and complete the preliminary engineering. Construction of the busway would begin in 2003. MTA could begin operation in 2005.

[Back to MTA Report](#)

## 2001 'Call For Projects' Totals \$893.4 Million

- **MTA Board Funds 218 Transportation Improvement Projects in 2001 'Call for Projects' Program**

[9 Categories](#)

By ED SCANNELL

*July 26, 2001* - The MTA Board of Directors today approved the largest amount of money ever made available in one cycle of the MTA-administered "Call for Projects" program that funds transit projects that range from bikeways to freeway HOV (carpool) lanes. The Board earmarked \$893.4 million over the next six years for 218 regionally significant transportation improvement projects in Los Angeles County.

The Call for Projects is a process that MTA created to allocate discretionary transportation funds to projects that local jurisdictions, transit operators, MTA and other public agencies propose to implement. Funds are awarded on a competitive basis to projects that successfully demonstrate significant mobility benefits.

The 2001 Call for Projects programs funds for transportation improvement projects in nine categories:

- [Freeway HOV, TOS and Gap Closures](#)
- [Regional Surface Transportation Improvements](#)
- [Signal Synchronization & Bus Speed Improvements](#)
- [Transportation Demand Management](#)
- [Bikeway Improvements](#)
- [Pedestrian Improvements](#)
- [Transit Capital](#)
- [Transportation Enhancement Activities](#)
- [Regionally Significant Projects](#)

The following is a sampling of the projects funded by today's Board action:

### **Freeway HOV (Carpool) Lanes and Gap Closures**

SB 405 HOV Lane and Auxiliary Lane –  
Caltrans Project No. 52 in the TCRP **\$27,042,000**

- The project is for one HOV lane and one auxiliary lane southbound on I-405 between Waterford Street and I-10. The project will close the gap for the HOV lane on southbound I-405. Recommended amount will complete the funding for the project.

### **Regional Surface Transportation Improvements**

SR-14 Freeway/Avenue I Interchange Improvements  
City of Lancaster **\$5.351 million**

- This project will improve SR-14 I interchange by widening Ave I from two to three lanes in each direction, adding dual left turn lanes, and widening a bridge structure to accommodate a new off-ramp. The existing southbound off-ramp will be removed and a new

rd



loop ramp will be constructed at Avenue I and 23 Street West.  
Funds requested are for design and construction costs.

### **Signal Synchronization & Bus Speed Improvements**

Incident Management-Traveler Information subsystem  
City of Santa Clarita **\$950,300**

- The project involves the installation of a traveler information system consisting of four stationary electronic Changeable Message Signs (CMS) and a Highway Advisory Radio System (HAR) to cover the entire city of Santa Clarita. The interim locations for the CMSs are San Fernando Road/ Sierra Highway, Solead Canyon/ Sierra Highway, Bouquet Canyon Road/ Newhall Ranch Road, and Lyons Avenue/ Wiley Canyon Road. Four Antennas that will cover the entire City of Santa Clarita will be installed for the HAR system.

### **Transportation Demand Management**

Los Angeles and Surrounding Communities Bicycle Map  
Los Angeles **\$216,000**

- This project will fund the creation of a website that will include a map of all the bicycle routes in the Los Angeles County region. The website will enable commuters who wish to travel by bicycle to identify the quickest and safest routes available. In addition to the map, other bicycle-related information will be available (i.e., events, safety tips and new bike routes soon to be constructed).

### **Bikeway Improvements**

San Fernando Valley East-West Bike Path -  
City of Los Angeles Department of Transportation **\$5,199,000**

- Design and construction of 11 miles of Class I and II bike facilities in the San Fernando Valley from Warner Center in Woodland Hills on the west to the 170 Hollywood Freeway on the east. This project will share the MTA-owned Chandler Blvd. right-of-way with a proposed transit project.

### **Pedestrian Improvements**

Pasadena Civic Center/Mid Town Public Improvements Project  
City of Pasadena **\$2.832 million**

- This project will implement a series of streetscape improvements designed to facilitate pedestrian circulation on public streets within Pasadena's civic center, and provide pedestrian linkages to existing bus stops and the Pasadena Blue Line's planned Holly Street Station. These improvements will be located on eight street segments within an area bounded by Walnut Street to the north, Cordova Street to the south, Arroyo Parkway to the west, and Los Robles Avenue to the east. The improvements include sidewalk extensions at major intersections, upgraded sidewalk and crosswalk paving, pedestrian lighting, and landscaping.

### **Transit Capital**

Rolling Stock Maintenance Facility on San Bernardino Line –  
Southern California Regional Rail Authority (SCRRA) **\$7,886,000**

- This project will reduce costs associated with non-revenue mileage, allow a longer maintenance period, and allow for future growth in Metrolink service. Currently, SCRRA does not have available space to park additional trains for the San Bernardino, Riverside, and Inland Empire/Orange County Lines, though patronage is growing steadily, and several coaches and locomotives are on order.

Additional funding for this project will be provided by the other SCRRRA member counties.

### **Transportation Enhancement Activities**

Los Angeles Green Corridors – Los Angeles **\$565,000**

- 2,600 trees will be planted along thirty-eight major transportation routes throughout the City of Los Angeles. The trees will be planted on major routes to transportation facilities, transit priority streets, and scenic highways. This will make the streets shadier, healthier, and more scenic for commuters and pedestrians.

### **Regionally Significant Projects**

Signal Systems Technician Training Program **\$571,000**

- This project will provide professional training to enhance technical abilities in the areas of traffic signal controllers, data communications, and provide training on the use of bus priority technology and other advanced signal technologies for jurisdictions and transit organizations with the Los Angeles County region.

The last regular Call for Projects was held in the spring of 1999 when the MTA programmed slightly more than \$500 million for 196 projects.

Last summer, in a special Call for Projects, \$250.7 million was allocated to 82 projects. Money for the special call became available when Governor Gray Davis announced his Transportation 2000 Initiative and Assembly Bill 1012 allowed the MTA to advance \$71 million from future Call for Projects.

Traditionally, transportation projects that have received Call for Projects funding have included: transit centers, freeway gap closures and carpool lanes, arterial widenings, signal synchronization, new bus and shuttle purchases, bikeways and pedestrian improvements.

A total of 372 transportation requests totaling \$1.7 billion were submitted to the MTA for the 2001 Call for Projects. About 75 percent of the funds available in the 2001 Call for Projects will come from state and federal funding sources. As a result of today's MTA Board approval of the 2001 Call for Projects, the program of projects will be transmitted to the Southern California Association of Government (SCAG) and the California Transportation Commission for processing.

[Back to MTA Report](#)



Incoming MTA Board  
Chair John Fasana

## John Fasana Succeeds Yvonne Burke as New MTA Board Chair

By ED SCANNELL  
(July 27, 2001) - John Fasana of Duarte will take his seat as the new MTA Board Chair beginning July 1. He will succeed outgoing Chair Yvonne Brathwaite Burke, who has held the position since July 1999.

Fasana will serve as Board Chair through June 2002, following last month's Board vote to change the term of service from two years back to one.

"I thank Yvonne Burke for her leadership as Board Chair," said Fasana. "I appreciate her commitment to better transportation in Los Angeles County."

"MTA will succeed by partnering with the communities it serves," he added. "As Chair, I look forward to working with the Board and our CEO to develop partnerships that leverage resources and lead to better mobility."

A city councilman and former mayor of Duarte, Fasana has served on the MTA Board since the agency's inception in 1993. One of four Board members appointed by the Los Angeles County City Selection Committee, he represents the San Gabriel Valley.

Fasana also serves on the Southern California Association of Governments transportation and communications committee, the Foothill Transit executive board, and serves as chair of the San Gabriel Valley Council of Governments' transportation committee.

Fasana graduated from Whittier College with a bachelor's degree in business administration. He and his wife, Kristin, have two daughters and a son.

[Back to MTA Report](#)