

WORKPLACE CONNECTION

" ENRICHING LIVES "

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Orange Line's "Dismal" Fare Findings



The Orange Line, shown at opening of the busway's extension, is popular but many aren't paying to ride.

Up to 22 percent of Orange Line passengers were deliberate fare evaders and as many as nine percent "misused" their Transit Access Pass (TAP) cards, according to recent audits assessing the extent of fare-beating on the popular San Fernando Valley dedicated busway.

The findings, presented to a Metro committee, are "rather dismal," acknowledged Duane Martin, the agency's deputy executive officer for project management.

"We understand there's no glossing over the significant fare evasion," Martin said, although he added that the recent redeployment of sheriff's deputies to check fares along the line has improved the situation.

The Orange Line carries about 30,000 riders a day, and unlike the rest of Metro's fleet, does not have fare boxes on its buses. Instead, it relies on patrons at un-gated stations to tap their fare cards at machines known as "stand alone validators."

Many, it appears, have been taking advantage of the system to hitch a free ride.

Two audits—conducted December 3 and December 17—surveyed all patrons as they got off the bus at various Orange Line stations. The first audit, at the North Hollywood, Van Nuys and Sherman Way stations, found 22 percent fare evasion (traveling without a TAP card or using a card with no value on it) and nine percent TAP card misuse

(having a valid TAP card but, perhaps inadvertently, failing to properly tap it before entering the bus.) The second audit, at the North Hollywood, Reseda and Canoga stations, found 16 percent fare evasion and eight percent TAP card misuse.

The audits were prompted by a November 2013 motion by Supervisor Zev Yaroslavsky, a member of Metro's Board of Directors and a longtime proponent of reforms to help eliminate free rides on the Los Angeles transit system. In a major milestone, gates on the L.A. subway, which for years had operated on the honor system, were finally latched last year. But locking down Metro's light rail system and the Orange Line, which operates in a similar fashion, is still a challenge.

(Cont. on page 2)

Cont. from page 1 (*Orange Line's "Dismal" Fare Findings*)

On January 15, 2014, Yaroslavsky and another director, Los Angeles City Councilman Paul Krekorian, responded to the Orange Line audit findings with another motion, this one directing Metro staff to explore installing gates at the busway's stations. They also said that signs explaining that tapping the fare card is mandatory (and listing fines for failing to do so) should be placed on or beside the ticket validating machines at the stations.

Moreover, they asked for status reports on gate installation for projects currently being constructed or

designed, including phase two of the Expo Line, the Foothill extension of the Gold Line, and the Crenshaw Line.

"Unless we take this issue head-on, and begin to design stations with gates...fare evasion will continue to skyrocket and become a perpetual problem with no end in sight," the motion said.

"Saturating" the Orange Line with Sheriff's deputies checking fare cards has already started having an impact, including in the period between the first and second audit, Metro deputy executive officer Martin said.

"The deputies are out there so people started tapping again," he said.

Before Martin reports back to Metro's board members on the issue in March, he plans to conduct another Orange Line audit.

Wiping out all fare evasion is unrealistic, he said, but there is lots of room for improvement. "I would love to be able to operate the system with plus or minus two percent or three percent fare evasion," Martin said. "That's the goal."

Metro to Help Businesses During Crenshaw/LAX Construction

The Metro Board of Directors approved a package of initiatives to help businesses that face economic losses due to construction of the Crenshaw/LAX rail line.

Los Angeles County Supervisor Mark Ridley-Thomas, Metro board member Jacquelyn DuPont Walker and Mayor Eric Garcetti introduced the motion to help businesses offset any challenges from rail construction such as street closures and loss of street parking.

The key component of the assistance plan, initially proposed by Supervisor Ridley-Thomas last July, will be a business solution center to advise businesses in financial planning, grant applications, operations and navigating regulations.

"I salute director DuPont-Walker for her innovation and Mayor Garcetti for his attentiveness to the community," Ridley-Thomas said.

"The Crenshaw/LAX line needs to be win-win for everyone in the community. The long-term economic gains of the rail line can't come at the cost of an immediate threat to our local businesses. These businesses are the backbone of our community, the very community the rail line will serve."

Residents voted overwhelmingly to support Measure R, the 2008 ballot measure that will raise \$40 billion for transit projects.



Metro Board Member and Los Angeles County Supervisor Mark Ridley-Thomas addresses 300 small, minority- and women-owned businesses about Crenshaw/LAX economic opportunities at the Crenshaw Business Summit at the California African American Museum.

Ridley-Thomas emphasized the board's action "is only the beginning," because Metro's staff will have to present an implementation plan to the board in April. "This has to be a robustly supported and smartly executed effort," Ridley-Thomas said. "The Crenshaw line's construction must be a rising tide that lifts all boats."

"As a business owner along the Crenshaw corridor, I am encouraged by the action taken by the Metro Board to assist businesses along the Crenshaw/LAX Line during the

construction of the line," said Greg Dulan, owner of Dulan's on Crenshaw. "While the details of the program are not yet known and it remains to be seen how effective the program will be, Metro can become a model for transit agencies across the nation by showing leadership in ensuring that business are supported. I commend the authors of this motion for hearing the concerns of the community and taking action."

Toll Roads on a Roll, Minus Fee



Complaints about the ExpressLanes have dropped since a controversial maintenance fee was sidelined.

With drivers flocking to the ExpressLanes pilot project and revenue from the toll roads exceeding projections, Metro's Board of Directors voted to continue to waive a controversial maintenance fee for L.A. County drivers who use the lanes only occasionally.

The board's unanimous vote means that the \$3 monthly maintenance fee will continue to be dropped for infrequent users at least until the pilot program wraps up early next year. The waiver had been set to expire on Friday, Oct. 25, 2014

The toll roads pilot project, funded by a \$210 million grant from the United States Department of Transportation, is set to conclude on Feb. 23, 2014, but if successful could be made permanent.

At the Metro board meeting October 24, 2013, a motion to permanently drop the maintenance fee levied on occasional users was sent back to committee. Supervisor Zev Yaroslavsky, a board member who supports dropping the occasional user fee as a matter of fairness, argued in favor of moving proactively to make the waiver permanent. Given the overall boost in toll road revenue and the increase in drivers signing up for the transponders needed to take part in the program, revenue lost by waiving the maintenance fee is minimal, he said. "Revenues generally on the ExpressLanes are far in excess of what anybody had anticipated," Yaroslavsky said. "What we're finding now, I believe, is that more people are signing up for

[ExpressLanes] transponders because they haven't been required to pay this fee."

However, Supervisor Mark Ridley-Thomas said it was too soon to tinker with the program, and Supervisor Gloria Molina said there shouldn't be a "rush to judgment" on dropping the fee before there's a fuller study of how that might affect revenue available to reinvest in transit improvements in communities along the ExpressLanes corridors. "I don't think we should make it permanent," she said.

Stephanie Wiggins, who is heading up the pilot project for Metro, said that dropping the maintenance fee would cost the agency \$1.5 million a year. But, she said, that is offset by the overall spike in revenue: By the end of last month, the ExpressLanes already had generated more than \$20 million in gross revenues, well ahead of the \$18 million to \$20 million anticipated by the project's conclusion.

According to Metro forecasts, between \$16 million and \$19 million of that would be available as reinvestment for transportation improvements within the corridors, Wiggins said.

In addition to the unforeseen revenue, far more people are using the program than the 100,000 originally anticipated. As of September 2013, 176,243 were participating, with 85,102 of those deemed occasional users because they make three or fewer trips a month on the ExpressLanes.

The first ExpressLanes opened on an 11-mile stretch of the 110 Freeway last November. A second stretch on the 10 Freeway from Alameda Street in downtown Los Angeles to the 605 Freeway opened in February 2013.

All ExpressLanes motorists—including carpoolers—are required to obtain a FasTrak transponder and to create an account from which tolls are deducted. Except for carpoolers, all users of the system pay to drive on the ExpressLanes, with amounts varying according to distance traveled and time of day. But, to the chagrin of many, only the occasional users were targeted with the monthly maintenance fee.

The board's decision in April of 2013 to temporarily lift the \$3 fee had a beneficial effect, Wiggins said.

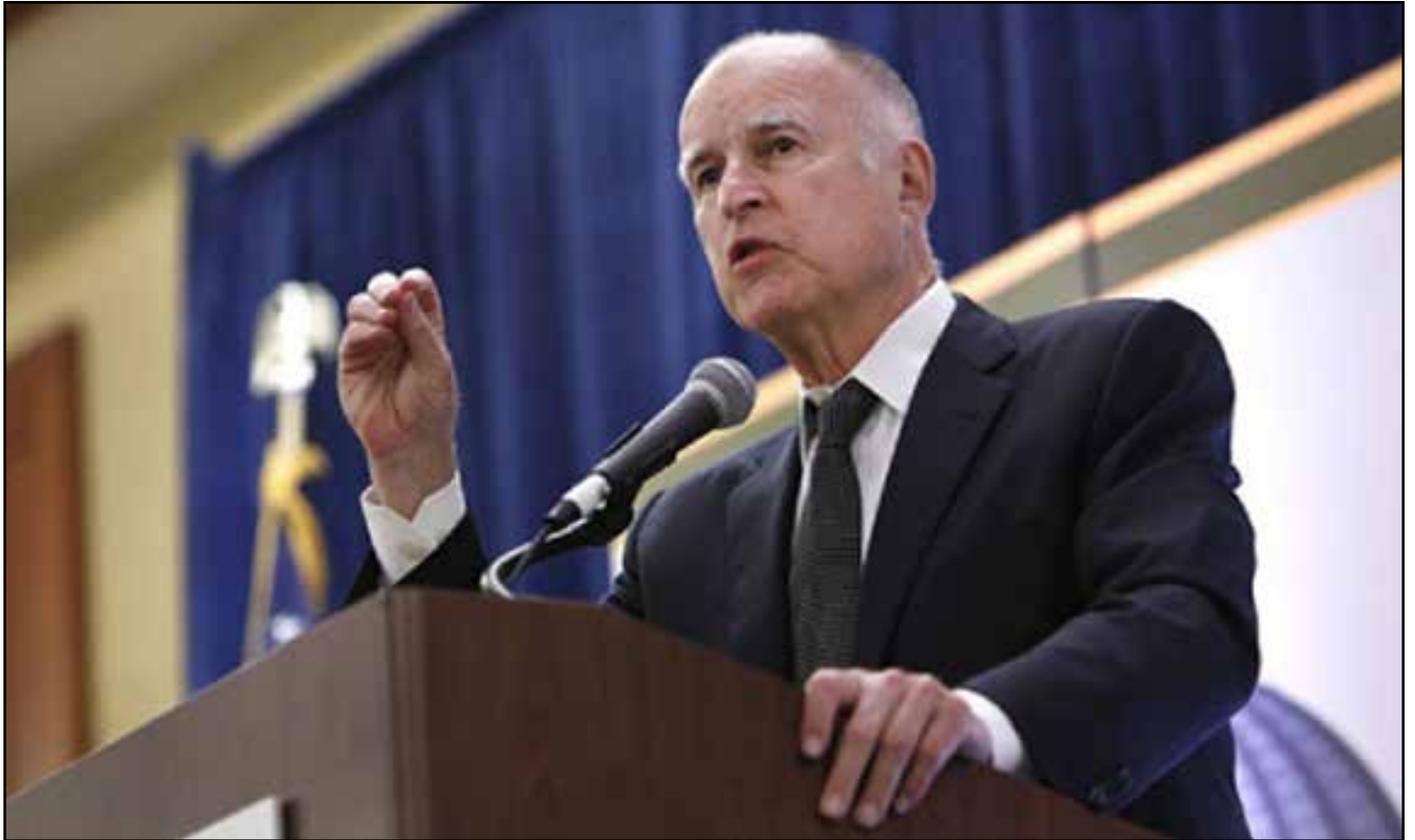
"Throughout the county, residents are benefiting from the waiver," she said, noting that the impact has been greatest among users in the South Bay, where the number of FasTrak accounts is highest.

Marianne Kim, representing the Automobile Club of Southern California, told Metro's Board that complaints to AAA about the program have gone down since the waiver went into effect.

Beyond the positive data on revenue and driver participation in the program, there also was some generally upbeat news on travel speeds in the two ExpressLane zones. Average travel speeds on the northbound 110 improved year-over-year in both the ExpressLanes and the general purpose non-paying lanes next to them during morning rush hour, according to measurements made by Caltrans in May and June. During the afternoon rush hour, the southbound ExpressLanes also were moving faster than they did before the project, but the general lanes were moving more slowly—30.3 mph, compared to 34.7 mph during the same period in 2012.

On the westbound 10, morning rush hour speeds improved in both the toll and general purpose lanes. However, speeds in both kinds of eastbound lanes were down during the afternoon rush hour; traffic was said to be "significantly impacted" by a Caltrans construction project in the area.

Obama-Appointed Climate Change Task Force Meets in Los Angeles



Gov. Jerry Brown at a news conference in Los Angeles at a meeting of the climate change task force appointed by President Obama.

Obama administration officials met with a nationwide task force of state and local leaders in Los Angeles Thursday to hear what the federal government can do to help communities confront climate change.

Gov. Jerry Brown and Los Angeles Mayor Eric Garcetti were among the governors, mayors and tribal leaders from across the country which joined federal officials for a closed-door meeting at Los Angeles City Hall. It was the second meeting since President Obama appointed the Task Force on Climate Preparedness and Resilience last fall.

At a news conference, Obama administration officials said they would listen to State and local governments and support their efforts to cope with rising sea levels, wildfires and extreme weather.

"It's their understanding of the need to address this issue for the safety and health of their communities that is going to allow us to move forward

and to spread the word about how we do this across the country," said U.S. Environmental Protection Agency Administrator Gina McCarthy.

Brown said California has led the nation in renewable energy, electric vehicles and other programs, but said they are only first steps.

"We're going into what will be a tsunami of climate change if we don't accelerate what we're all doing," Brown said.

The discussions focused on ways the federal government could improve disaster response and recovery and use federal transportation funding to make cities and states more resilient to extreme storms, officials from the White House and the U.S. Department of Energy said at the briefing.

The federal government also could help by supporting upgrades to the electrical grid, financing renewable energy projects and using grants to encourage construction of eco-friendly

infrastructure, the federal officials said. Local governments could align their policies to encourage rooftop solar panels, "cool roofs" that reflect heat and streets that allow storm water to infiltrate and recharge aquifers, Los Angeles Mayor Eric Garcetti said.

"This is not about abstract goals or sitting around and talking about a problem," Garcetti said. "This is about burrowing down into actual solutions."

The task force has more than two dozen members and first convened last December at the White House. The group is expected to meet at least twice more before submitting recommendations to President Obama later this year.

A few dozen demonstrators gathered outside Los Angeles City Hall during the meeting to protest the energy policies of Gov. Brown and President Obama, saying their support for oil and gas production is at odds with their climate change initiatives.



**County of Los Angeles
2014 Cesar Chavez Community Service Week
“Service to Others”
March 25 – 31, 2014**

On January 28, 2014, the Los Angeles County Board of Supervisors declared March 25 to March 31, 2014 as Cesar E. Chavez Community Service Week. This year’s theme is “**Service to Others.**” The County will be honoring his life and work during this week by allowing County employees to volunteer in the community at a County department or select non-profit organization on March 25, 26, or 27. In addition, a fund drive with the L.A. Regional Food Bank will begin March 25 and end March 29, 2014.

Employee volunteer opportunities will include spending four or eight hour days on March 25, 26, or 27. Packets were sent to County employees the first week of February with information on how to participate. You can also visit the Chief Executive Office, Office of Workplace Programs website at www.ceo.lacounty.gov/wpp click on Cesar Chavez Community Service Week to obtain a packet, which includes the flyer, application, procedures, volunteer opportunities, food drive, and other information.

Last year, hundreds of employees participated at the L.A. Regional Food Bank, Operation Gratitude, Youth Speak Collective, and the departments of Animal Care and Control, Parks and Recreation, Public Library, and Military and Veterans’ Affairs. Employees enjoyed volunteering their time and giving back to our communities.

Photos from 2013 Cesar E. Chavez Community Service Week:



5 Ways Climate Change Will Affect Your Health

Climate change isn't just bad for the planet, it's bad for your health, an abundance of research suggests. Here are five ways climate change can impact health.

Bad for the Heart

Global warming will likely bring an increase in heat waves. Those could combine with the buildup of pollution, including ozone, a primary component of smog. Studies have shown high levels of pollution are linked to an increase in hospital admissions for cardiac problems.



And a new study found higher temperatures and ozone may act together to worsen heart health. The results show high temperatures in the summer months in a U.S. city are associated with a decrease in heart-rate variability, or how regular the time between heartbeats is, which acts as a measure of how well the heart is working. Low heart-rate variability is associated with an increased risk of death following a heart attack.

Air temperature and ozone may be bad for the heart because they influence the way the automatic nervous system functions. The automatic nervous system is a part of the central nervous system that helps the body adapt to its environment, according to the American Heart Association. It regulates body

functions, including the heart's electrical activity and airflow into the lungs.

Higher temperatures may also make the body more sensitive to toxins, such as ozone, researchers say.

More Allergies



Studies show allergies are on the rise in developed countries, including the United States, which could be due, in part, to rising carbon dioxide levels and warming temperatures.

A 2005 study found that plants are flowering earlier in the year, and total pollen production is increasing. A more recent study in Italy found that not only had pollen levels increased in the area, but the populations' sensitivity to pollen had increased as well. While genetics plays a large role in all allergies, a longer and more intense pollen season could exacerbate symptoms.

Extreme Events

Global warming may bring an increase in extreme events,



including heat waves, floods and large storms, which could come with high death tolls.

Heat and drought are amongst the deadliest natural disasters. A study that reviewed weather disasters in the United States since 1980 found the top two killers were heat waves and the drought that comes with them.

And heat waves may be getting worse. A study in 2007 found heat waves in Europe are nearly twice as long as they were 100 years ago. The region was struck with a mega heat wave in 2003 that killed about 70,000 people. Such mega heat waves could increase by a factor of 5 to 10 in the area, a recent study found.

More Deserts



The improper use of land coupled with climate variations may lead to an increase in global desertification, or the degradation of soil in dry areas. A 2010 study found 38 percent of the world is made up of arid areas at risk for desertification. Once degraded, the soil becomes unproductive. This may limit the land that can be used for agriculture to feed the world's growing population.

Global desertification could also boost growth of harmful bacteria in the ocean. Desert dust supplies iron to the ocean, which many marine organisms

(Cont. on page 7)

Cont. from page 6 (5 Ways Climate Change Will Affect Your Health)

need to live. A study presented at this year's meeting of the American Association for the Advancement of Science in February found desert dust fueled the growth of Vibrios, a group of ocean bacteria that cause gastroenteritis and infectious diseases in people.

"Within 24 hours of mixing weathered desert dust from Morocco with seawater samples, we saw a 10- to 1000-fold growth in Vibrios, including one strain that could cause eye, ear and open wound infections, and another strain that could cause cholera," study researcher Erin Lipp, a graduate student at the University of Georgia, said at the meeting.

An increase in this type of bacteria could mean more people become ill as they are exposed to contaminated seafood.

Disease Spread



Increases in heat and rainfall in certain areas brought on by climate change may make conditions ripe for disease spread.

Certain vector-borne disease illnesses in which a host

organism, such as an insect, carries and transmits a disease-causing agent are particularly affected by varying weather and hotter temperatures. Because these vectors are cold-blooded, they rely on their surrounding environment to control their internal heat. So an increase in temperature would potentially favor insect life, and possibly allow the spread of certain diseases, such as malaria, into new areas.

Rainfall is also thought to benefit insect life, and several studies have linked increased rainfall to disease outbreaks, particularly waterborne diseases.

California Communities Could Run Out of Water



Some rural communities are facing dry wells and near-empty reservoirs due to drought in California, while others have water issues that predate the drought.

Seventeen rural communities in drought-stricken California are in danger of running out of water within four months, according to a list compiled by state officials.

Wells are running dry or reservoirs are nearly empty in some communities. Others have long-running problems that predate the drought.

The communities range from the area covered by the tiny Lompico County Water District in Santa Cruz County to the cities of Healdsburg and Cloverdale in Sonoma County, the San Jose Mercury News reported Tuesday.

Most of the districts, which serve from 39 to 11,000 residents, have too few customers to collect enough revenue to pay for backup

water supplies or repair failing equipment, the newspaper reported.

The list of vulnerable communities was compiled by the state health department based on a survey of the more than 3,000 water agencies in California.

"As the drought goes on, there will be more that probably show up on the list," said Dave Mazzera, acting drinking-water division chief for the State Department of Public Health.

He said State officials are discussing solutions such as trucking in water and providing funding to drill more wells or connect rural water systems to other water systems.

Lompico County Water District, in the Santa Cruz Mountains near Felton, has just 500 customers and needs nearly \$3 million in upgrades to its water system.

"We have been unable to take water out of the creek since August and well production

(Cont. on page 8)

is down, and we didn't have that much water to begin with," said Lois Henry, a Lompico water board member.

Henry said the district may soon have to truck in water.

In Cloverdale, where 9,000 get water from four wells, low flows in the Russian

River have prompted the City Council to implement mandatory 25 percent rationing and ban lawn watering. The city raised water rates 50 percent to put in two new wells, which should be completed by July.

"Hopefully we'll be able to get through the summer and the development of this project will pay off." City Manager Paul Caylor said.

Residents of urban areas for the most part have not felt the effects of the drought so far.

Other areas on the state list include small water districts in Fresno, Madera, Mariposa, Kern, Amador, Mendocino, Nevada and Placer counties.

Riders Look For Love on Valentine's Day on the Speed-Dating Train

"You guys wanna go on the love train?" a Metro employee called out.

As soon as Sam Oglesby stepped onto the Red Line car with roommate Jack Meighan, they introduced themselves to a nearby woman and began talking over the din – the roar of the train and the unusual chatter of nearly two dozen strangers.

Two Metro cupids in red and white costumes, wings and all, made rounds with passengers who rode from Union Station to Hollywood and back on designated cars adorned with hearts, garland-wrapped poles and cupid window stickers.

It's not quite speed dating, but it's easier than going up to a random person on the train, said Ben Batorsky, 28, of Metro's inaugural Valentine's Day event.

Inspired by transit love stories, the event sought to bring passengers together or at least get them to "fall in love" with Metro, said spokeswoman Anna Chen.

Enthusiastic Metro employees welcomed ladies to trains that lacked them or pointed out men to mingling women. A man in a neon vest blew his whistle to signal a switch every two minutes with a rhythmic shoulder shake.

Media and Metro employees swarmed some of the emptier cars, but the energy was high on many trains, with daters standing in the aisles or chatting in groups.

"Come talk to this guy!" someone shouted when Vincente Jimenez, 19, boarded the train, three roses in hand.

He bought them from a vendor after a Metro employee asked if he wanted to



try speed dating. He stowed one away in his backpack, for his mom, and reached across the aisle to give another to Javier Ramirez, 32, to help him out "so he could find someone to give it to."

Ramirez hasn't had a Valentine in nine years. Would today be the day?

"That's up to God, if you want to give me one," Ramirez said, holding the rose and looking toward the chatting crowd. "Someone will get this rose today," he said.

Sometimes he'll try and talk to people on trains, but girls act conceited, Ramirez said, adding that he was hoping to meet someone special.

Tamara Ellis, 36, hopped on in North Hollywood because she wanted to try something new. "It was a little odd, being encouraged to talk with strangers," she said. "Usually everyone on the train is in their own bubble with their headphones on."

She's a little shy and started off watching others work the crowd, she said – especially the slick girl who walked on and found a match right away.

Todd Hanson, 40, often chats with people on the bus in Santa Monica. Maybe people are just intimidated on trains, he mused about the awkwardness many felt in walking up to strangers in such a normal space like the train.

He's speed dated before, but never in such a unique location for speed dating – it made it more fun, people seemed nervous but maybe a bit more open.

After four great conversations, including one with a comic whose show he might attend, Hanson, spotted another person across the car he wanted to meet.

"Single on Valentine's Day? I gotta get to work, I only have eight hours left!" he joked.

Trial by Fire For Metro's New Top Cop



Commander Claus is a SWAT veteran with a dramatically different set of new responsibilities at Metro.

Sheriff's Commander Michael Claus became the new head of security for Metro's bus and rail system on January 6. He knew the job would be complicated, but he couldn't have predicted what would happen next.

A week after he started, on the morning of January 13, a fatal stabbing took place on the Red Line. It was the second killing in the history of the line, and the widely-publicized tragedy forced Claus to throw out his playbook.

"If you can imagine taking a big, giant eraser board that has everything laid out nice and neat, and then just take both hands and move everything around? That's what it was like," Claus said.

Luckily, his police instincts kicked in.

"When something like this occurs, you have two issues," Claus said. "One, you have to solve the problem, find out who did it and hopefully have an arrest—which we did. Second, as an administrator you have to look at what we

did, whether we could have prevented it and what we can do now to prevent it in the future. You have to wear two hats."

The first part comes naturally for Claus, 52, who has more than 33 years of experience as a Los Angeles County Sheriff's Department deputy, SWAT team member and SWAT commander. The administrative part is new territory.

"I left my dream job," Claus said. "When I was a deputy at SWAT, I always said I wanted to be the first person to work on the unit and then go back and command the unit. And I was the first person to do that. Eight months later I get a phone call and the sheriff asked me to come over here and command this bureau. You don't tell the sheriff 'no.'"

After decades on patrol, Claus now finds himself doing much of his work from behind a desk.

"This is completely different from anything I'm used to," he said.

One immediate challenge has been managing public perceptions in the wake of the stabbing, which raised safety concerns among many transit riders. Claus said those fears are understandable, but they're distorted by this isolated event, in part because of how the media covered it. "It's like a plane crash," he said. "After a plane crash they tell you it's the safest transportation mode in the world. But when there's a murder, the news doesn't do that."

According to Sheriff's Department statistics, "Part 1" crimes, which include homicide, rape, aggravated assaults and theft crimes, are exceedingly rare on Metro's system. On the Red Line, for example, there were only 3.8 of those crimes per million riders in 2013. Violent crimes are even rarer, with property offenses like the theft of electronic devices accounting for the majority of that number.

Other than a police station parking lot, Metro is one of the worst places

(Cont. on page 10)

to commit a crime. Perpetrators rarely get away because closed-circuit TV cameras are always watching and camera-equipped passengers serve as witnesses, Claus said. The suspect arrested and charged with the Red Line stabbing, was identified using footage from train and station cameras.

"If Metro's system were a city, it would be the safest city in the country," said Duane Martin, who manages the agency's work with the Sheriff's Department. "People tend to focus on occurrences that are out of the ordinary. When something like this happens on Metro, it stands out."

Still, even one crime is too many for the people charged with protecting the riding public. Claus is already brainstorming improvements. One idea he's considering is assigning teams of deputies to the same couple of stations or bus stops every day to create a transit version of community policing, enabling the deputies to get familiar with regular patrons—and potential troublemakers. Currently, deputies are generally assigned to regions that they are familiar with and moved around as needs dictate. Claus wants to focus them on smaller beats to give them a proprietary interest in keeping each area safe.

Both Claus and Metro's Martin are seeking to improve fare enforcement, a

major priority for the agency. Currently, deputies are responsible for making sure that people pay their fares and for issuing citations to violators. But Claus believes that sworn deputies' skills are better used elsewhere and that it may not be the most effective use of resources for the Sheriff to double as fare checkers.

Claus envisions using Metro employees and security assistants to check fares instead, while deputies patrol for safety—a quick call away if a conflict arises. Martin agrees. "When they are on a train and they have both hands checking tickets, they aren't looking for quality of life issues," Martin said. With each sworn deputy costing the agency about \$210,000 per year and civilian employees costing about a quarter of that amount, "you want to get the best bang for your buck."

Claus also wants to improve how his team communicates with the public. "We are going to start educating people about how not to be victims," he said. Part of that involves common sense steps like securing purses and electronic devices. However, in the case of a verbal or physical confrontation, he said, the best course of action is to be a good witness and stay out of the way. "It's hard for me to say 'don't get involved' because I'm one of those guys that would get involved," Claus said. But, as a law

enforcement officer, he pointed out, "I also carry a gun."

Suspicious activity, of course, should be reported by dialing 911 or calling the Sheriff's Department. But there's a catch. That only works on buses and above-ground light rail; there is currently no cellular or wireless internet service on the subway. There, passengers should look for emergency phones at either end of each rail car and in the stations, or find a Sheriff's deputy or a Metro employee. The agency is in the process of installing wireless service underground, but the effort will not be completed for about a year. "All we have is radio down there," Martin said. "Having telephone service will be a godsend for us."

The Sheriff's Department acts as an independent contractor with Metro, which is paying the department about \$83 million for the current fiscal year. The contract expires in June, and Martin expects that the next contract, which must be put through a competitive bidding process, will include new performance standards and different fare enforcement requirements. The current contract started in July, 2009, before Transit Access Passes (TAP) cards and gate latching were implemented. Back then, fare enforcement was done mainly by checking individual paper tickets.

There's inherent friction between law enforcement's duty to investigate crimes and Metro's mission to reliably transport millions of people from place to place on time. Stopping rail lines for lengthy investigations can be a complex undertaking. "You have to find that happy medium," Claus said.

It all adds up to a brave new world for a man who decided to become a police officer at age 5 while watching cop shows on television. Like any good administrator, his first task will be to take stock of what he already has.

"I love a challenge," Claus said. "It's like taking over a factory that makes cars. First you are going to learn how to make the car, and then you're going to see if you can do anything better."



Sheriff's security assistants check TAP cards at Metro's Civic Center/Grand Park station.

Much Faster Electric Vehicle Chargers to be Installed Across Southland



Taking minutes rather than hours to charge a plug-in electric vehicle (PEV) will soon be a reality in Southern California due to action taken recently by the SCAQMD Governing Board.

By 2015, PEV drivers will be able to charge their all-electric Nissan Leafs, Mitsubishi IMEVs, GM Sparks, Teslas and other electric vehicles by amazingly fast DC (direct current) Fast Chargers. DC Fast Charger stations enable PEVs to completely recharge their batteries in roughly 15 to 20 minutes, much faster than regular household 110V and 220V AC (Alternating Current) charging, which takes hours to fully charge. DC Fast Chargers will help make all electric vehicles more practical, particularly if drivers can charge their car while picking up groceries, grabbing lunch, or stopping for a cup of coffee.

At its December meeting, the SCAQMD Governing Board approved Clean Fuel Connection, Inc. (CFCI), in partnership with eVgo, to install and maintain 20 DC Fast Chargers as the building block of an eventual statewide network of DC Fast Chargers across California. eVgo has already committed to provide 200 DC Fast Chargers statewide through a settlement with the California Public Utilities Commission. The 20 DC Fast Chargers in the SCAQMD project will be integrated into eVgo's network of 100 DC Fast Chargers in Southern California. eVgo will operate the network for five years at no cost to SCAQMD or the

site owners and provide pay-per-use or subscription payment models.

The DC Fast Chargers will be located along major freeway corridors in Los Angeles and Orange Counties. The program also includes educational outreach to the public on the benefits of driving plug-in electric vehicles. The new chargers are expected to be in place by January 2015.

Free Shuttle From North Hollywood Station

Save on parking and reach Burbank Bob Hope Airport the easy way. Go Metro to the North Hollywood Station and hop on a free SuperShuttle van straight to your terminal.

SuperShuttles operate between 6am-10pm daily. You can call 800.224.7767 to reserve a van in advance, or call 818.558.3179 to request one without a reservation. The



SuperShuttle will pick you up at the taxi zone on Lankershim Boulevard.

For return trips to the North Hollywood Station, go to the shuttle island in front of the airport terminal.



This service is provided by the Burbank-Glendale-Pasadena Airport Authority.



Metro EV Charge Stations

Plug in and Go Metro.

Metro has introduced electric vehicle (EV) charge stations at five Metro Rail station parking lots: Union Station, Sierra Madre Villa, Universal City/Studio City, El Segundo, and Willow Street stations.

The Level 2 charge stations allow riders with EVs to conveniently charge their cars while using the Metro system.

How It Works

1. Sign up for an account <http://network.evconnect.com/register?m>.
 - You can register for 2000, 5000 or 10000 charging credits.
 - Once you register, you'll receive a key fob for use at any Metro EV charge station.
2. Park your vehicle at a Metro charge station marked with the parking symbol to the right.
3. Touch your key fob on the reader pad to start charging.
4. Plug in and Go Metro.
5. You can receive notifications (via e-mail or text messages) to find out when your EV is fully charged.

Pricing

Charging costs \$1 per hour with a \$3 cap per charge, and users will be billed through their account. Parking is free at all charge stations except at Union Station.

Coordinator Spotlight

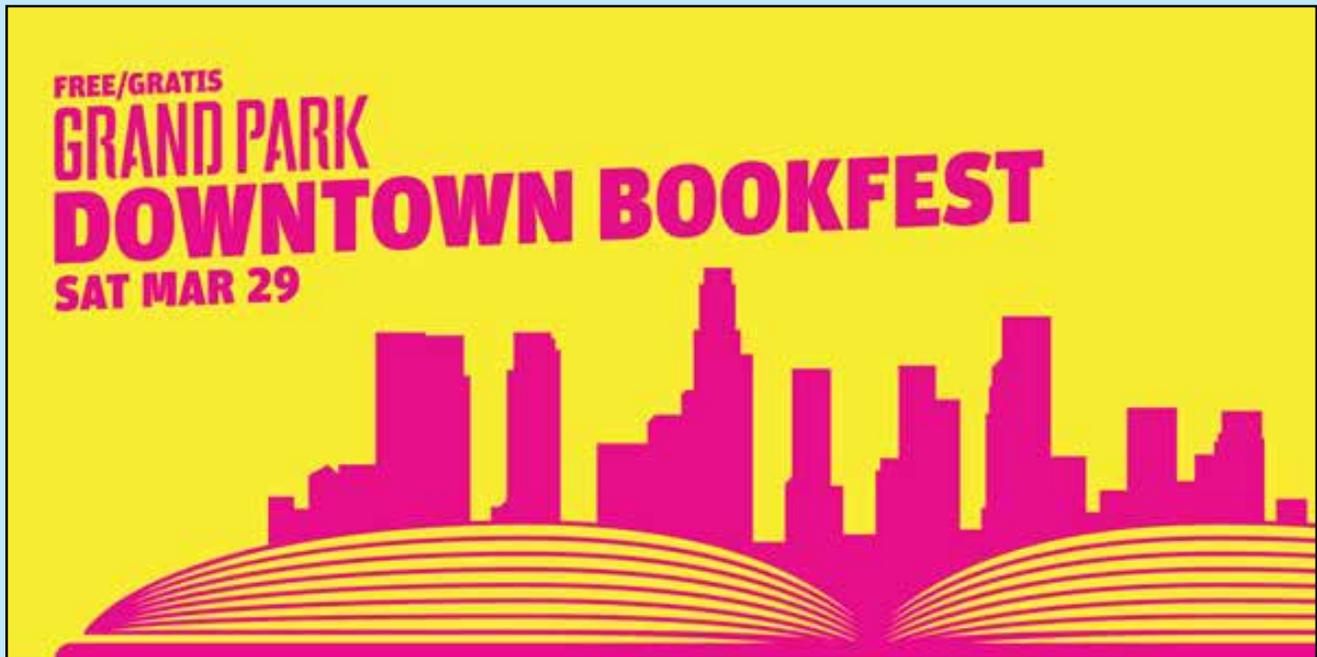


This month's Coordinator Spotlight is on Sheila Johnson. Sheila works for the County's Department of Children and Family Services. She is responsible for the Rideshare program at her site within the larger Countywide Rideshare program and she also designs and implements additional trip reduction strategies, as needed. Sheila also maintains an advisory group to assist in implementation of her Rideshare program as well as other programs. Her other assignments include, fundraising for programs at the site and she also assists with events. Her favorite thing to say is, "God will make a way." Her hobbies include being near water as she that is a very peaceful place, singing, health and wellness and studying the word of God.

She is completing her Bachelor's degree, although she has not decided what to major in as of yet.

Grand Park's Downtown Bookfest, Mar. 29

Go Metro and Save 10% on Books



This issue's Destination Discounts highlights the Grand Park's annual *Downtown Bookfest*. Grand Park provides Los Angelenos of all walks of life a place where they can connect, relax and celebrate, in one central gathering place. On Saturday, March 29 meet fellow literary lovers of all ages in Downtown LA at Grand Park's annual *Downtown Bookfest* and experience the largest coalition of Los Angeles-based presses and publishers along with readings, music and more!

Metro Discount

Show your valid TAP card, Metro employee ID, or LA County employee ID to any cashier at the festival and save 10 percent on your book purchases.

Go Metro

Grand Park is located at 200 North Grand Avenue in Downtown Los Angeles. Take the Red or Purple Line to Civic Center/Grand Park station. Plan your best route using the Metro Trip Planner at www.metro.net.





County of Los Angeles
2014 March of Dimes Campaign

IT'S TWILIGHT TIME!



AT
"DISNEYLAND® RESORT"



©Disney

Saturday

May

24th

4 PM

TIL

Midnight

Saturday

May

31st

4 PM

TIL

Midnight

County of L.A. Employees, Family and Friends
DEADLINE TO ORDER TICKETS – April 17

Payment must be received in the CEO Office of Workplace Programs by
Thursday
April 17, 2014

\$70.00 per Person (Adults, Children and Seniors)

Children age 3 and under are free

TWILIGHT Time: Entrance to Park is 4:00 pm, stay until closing time

Ticket discount is valid for Disneyland® Park or Disney California Adventure® Park

Price of ticket includes the purchase of a \$10 gift card which can be used to buy food in the parks or Disney merchandise

A \$5.00 donation will benefit the 2014 March of Dimes Campaign with the purchase of each ticket

To purchase Tickets Contact your Charitable Giving Coordinator:

_____ at _____

Ticket orders also accepted at the CEO Office of Workplace Programs
500 W. Temple Street, Room B1, L.A. 90012

Accept cash or checks payable to LAC Volunteer Fund



Los Angeles County Employee Discounts

February 2014

ceo.lacounty.gov/wpp

Cuban Music Icons: Orquesta Aragon



The legendary Orquesta Aragón, celebrating a career span of 75 years, arrives in Los Angeles for a unique one night only performance at popular club Steven's Steakhouse on Saturday, April 19, 2014. Currently under the leadership of violinist Rafael Lay, Jr., Orquesta Aragón continues to write their history as true pioneers of Tropical music, always honoring their musical tradition inherited by each of its founding members. L.A. County Employees save on admission to this performance: **Standing (\$20)**, **Reserve Seating (\$25)** and **VIP 1st or 2nd Row Seating (\$45)**. To purchase tickets, contact the office of workplace programs at workplaceprograms@ceo.lacounty.gov.

Los Angeles Salsa Congress 2014



The Office of Workplace Programs is happy to offer an exclusive discount to the 2014 LA Salsa Congress, held at the Westin Bonaventure Hotel on Memorial Day weekend. Prices are as follows:

- **Friday, May 23, 2014: \$30** (compared to \$50 at the door)
Dance competitions and a live DJ and live bands until 11:30 p.m., and the Mambo Legends Orquesta with social dancing until 6 a.m.!
- **Saturday, May 24, 2014: \$40** (compared to \$60 at the door)
Dance competitions until 10:30 p.m. when Toby Love & His Orchestra take the stage followed by 40th Anniversary of Típica 73 with José Alberto (El Canario) and Adalberto Santiago plus surprise guests!
- **Sunday, May 25, 2014: \$30** (compared to \$50 at the door)
Dance competitions followed by an 11:30 p.m. performance by LA 33 from Colombia!
- **All Three Nights Plus Thursday Night: \$120** (compared to \$180 at the door)
Thursday night is a pre-party full of music and dancing at the Bonaventure Hotel.
- **Full Event Pass: \$250** (compared to \$350 at the door)
Includes access to all dance classes taking place over Memorial Day weekend as well as access to the Friday, Saturday and Sunday Night shows.

For more information or to purchase tickets, contact the Office of Workplace Programs at workplaceprograms@ceo.lacounty.gov. A discount to the Westin Bonaventure Hotel will also be available with any purchase above on a first come, first serve basis. Prices will increase as the event approaches.

Online Employee Discounts

Remember that the Office of Workplace Programs provides discounts online. Current online discounts include Disneyland, Medieval Times, Los Angeles Clippers, T-Mobile, AT&T, LEGOLAND, Sea World and Center Theater Group. To access these discounts, simply visit mylacounty.gov from a County computer.

To purchase tickets, please contact the Office of Workplace programs. We accept cash, checks and money orders. For payment and ticket delivery, employees have the option to either visit the Office of Workplace Programs in person or send a County Messenger from their facility to our office located at 500 W. Temple Street, Room B-1, Los Angeles, CA 90012. Please allow 7-10 business days for delivery via County Mail. Make all checks payable to LAC VOLUNTEER FUND.

Why I Volunteer...



Leslie Razo, District Attorney's Office

I volunteer for the Los Angeles County District Attorney's Office (DA) in order to gain experience in criminal prosecution because I want to be a Deputy District Attorney someday. I have volunteered for different assignments with the District Attorney because they have offered me superb mentorship opportunities.

Volunteers Sought for County Victim-Witness Assistance Program

The Los Angeles County District Attorney's Office, Victim-Witness Assistance Program seeks volunteers to work with law enforcement agencies and court systems to provide services and assistance to victims of crime. If you would like to play an important role in providing advocacy, clerical and court support and resource referrals to victims and witnesses of crime, please call Shari Farmer at 1-800-380-3811 for more information. Applicants must be in reasonably good health, pass a background check, complete a comprehensive six-hour training program and be available for at least 16 hours per week during normal business hours. Every effort will be made to place volunteers in their desired geographic or special interest areas.



Grand Park Los Angeles- www.granparkla.org

DOWNTOWN FARMERS' MARKET

WHEN:

Weekly on Tuesday, **forever** @ 10:00 am – 2:00 pm

WHERE:

Grand Park's Marketplace (between Spring and N Broadway)

LUNCH Á LA PARK

WHEN:

March 5, 2014 @ 10:00 am – 2:00 pm

REPEATS:

Weekly on Wednesday and Thursday, **forever**

WHERE:

TWO LOCATIONS: Olive Court (between Grand and Hill) & Marketplace (between Spring and Broadway)

200 North Grand Avenue
Los Angeles, CA 90012

Every Wednesday and Thursday, come into the sunshine and enjoy everyone's favorite time of the workday – the mighty lunch. Trucks will be parked in two locations in the park; on Olive Court (between Grand and Hill) and the Marketplace (between Spring and Broadway) with easy access for jurors, local employees, and all park users.

Food trucks subject to change

LUNCHTIME YOGA RETREAT

WHEN:

March 5, 2014 @ 12:15 pm – 1:00 pm

REPEATS:

Weekly on Wednesday and Friday until June 1, 2014

WHERE:

Grand Park's Performance Lawn (between Grand and Hill)

200 North Grand Avenue
Los Angeles, CA 90012

COST: FREE

VOLUNTEER OF THE YEAR LUNCHEON

April 7, 2014, 11 a.m. to 2 p.m.

Los Angeles Music Center's Dorothy Chandler Pavilion



Calendar of Events



ETC Training at the South Coast Air Quality Management District

www.aqmd.gov/trans/traing.html#schedule

March 5, 2014

March 26, 2014

April 10, 2014

April 23, 2014

May 21, 2014



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