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Mission Statement

Citrus College delivers high quality instruction that empowers students to compete globally and to contribute to the economic growth of today's society.

We are dedicated to fostering a diverse educational community and cultural learning environment that supports student success in pursuit of academic excellence, economic opportunity, and personal achievement.

Citrus College in the News is published by the Office of External Relations. Questions regarding these articles may be directed to Paula Green, director of communications, pgreen@citruscollege.edu.

March/April 2008

Message Must be Loud and Clear

San Gabriel Valley Newspaper Group, March 30, 2008

This editorial commended local leaders who came together at a press conference, organized by Rep. Hilda Solis, in support of the Gold Line extension. Citrus College students were mentioned along with other local students supporting the expansion through the "I Will Ride" campaign.

To read the full article, click here.

There's a Lot on the Line

San Gabriel Valley Newspaper Group, April 9, 2008

SGVN ran a second editorial in support of MTA approval of the "local match" of funding for the Gold Line extension. Citrus College is cited as one of the colleges directly served by the extension.

To read the full article, click here.

**Colleges Respond to Campus Violence
By Amanda Baumfeld**

San Gabriel Valley Newspaper Group, April 13, 2008

Dean of Students Martha McDonald was quoted in this feature article on campus safety, written on the first anniversary of the Virginia Tech tragedy.

To read the full article, click here.

Extend Gold Line, Students Urge

San Gabriel Valley Newspaper Group & Inland Valley Daily Bulletin, April 25, 2008

Students from the San Gabriel Valley and neighboring regions attended a rally on the steps of MTA headquarters in Los Angeles to urge agency support of the Gold Line extension.

To read the full article, click here.

Citrus in the Media reports may be accessed online at www.citruscollege.edu on the External Relations webpage. Hard copies of each article are available through the Office of External Relations. Questions regarding this report may be directed to Paula Green, director of communications, pgreen@citruscollege.edu

San Gabriel Valley Tribune (West Covina, CA)

San Gabriel Valley Tribune (West Covina, CA)

March 30, 2008

Message must be loud, clear

Section: Opinion

Estimated printed pages: 2

Article Text:

EVEN if the San Gabriel Valley was like the fictional town of Who-ville and indeed, everyone from young to old spoke in unison and as loud as they could, it might not be enough to get the foothill extension of the Gold Line built.

Politics could ruin the happy ending.

The apt analogy to the No. 1 hit movie "Horton Hears A Who!" was raised in earnest by Azusa Mayor Joe Rocha last week during a remarkable show of bipartisan support for the light-rail extension long-planned to go from east Pasadena to Claremont and possibly all the way to Ontario Airport.

In the movie it took literally everyone in town to raise their voices in order to be heard by the powerful leaders on the other side. It will take that and more for the San Gabriel Valley to get this line built.

Sometimes, however unfair, it seems like the San Gabriel Valley - with its almost 2million population - is seen as that tiny speck of dust by the power brokers from Los Angeles who control the MTA board which has held the "local match" in abeyance needed to unloose federal transportation funds.

It can easily be said that SGV politicians are doing all they can. Democratic Reps. Hilda Solis and Adam Schiff, as well as Republican senior Valley delegation member David Dreier sat in the dirt lot at Citrus Avenue and Foothill Boulevard (near the site of one of two proposed Azusa stations) in a show of bipartisan support Wednesday. They gave speeches and stressed the need for the extension of the Gold Line to remove traffic from local freeways and smog from local airways. Too, in attendance were local mayors from Azusa, Monrovia and Glendora whose cities are part of a \$2 billion public-private investment in retail/housing projects approved for development along the future line. Cities have anted up \$11million. Not only is the right-of-way cleared, but stations are being built.

Despite all the pleading and bipartisan embracing, local officials must wait and hope they have the votes of a majority of MTA members to put up about \$80 million - or 1/2 of a percent of the County Rail and Transitway Capital budget - enough to pay our share and leverage up to \$320 million from the federal government to build the first leg of the extension.

It is our belief that it will take a cacophony of voices from ordinary San Gabriel Valley residents to reach the ears of Los Angeles Mayor Antonio Villaraigosa and his three other appointees on the Metro board, who would then join with others in voting for funding.

It will take those students from Citrus College, Azusa Pacific University, Mt. Sierra College and the University of La Verne who have launched a Web site and marketing campaign to make their voices heard. They're on their way to signing up 1,500 pledged riders in their Iwillride.org campaign.

And it will take those future Gold Line riders and others to show up at the April 8 meeting at 6 p.m. at Potrero Heights Elementary School, 8026 E. Hill Drive, in Rosemead, to tell the Metro staff to move the Gold Line Foothill Extension into the agency's final planning document. If that doesn't happen, in the words of Rep. Schiff, the Federal Transit Administration (FTA) "... will send those federal dollars to somewhere else in the state or country ... that has the political will that is stronger than ours."

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San Gabriel Valley Tribune (West Covina, CA)

San Gabriel Valley Tribune (West Covina, CA)

April 8, 2008

There's a lot on the line

Section: Opinion

Estimated printed pages: 3

Article Text:

The eastern cities of Los Angeles County are not accustomed to receiving gifts from the Metropolitan Transportation Authority. So, when we ran a front-page story Sunday ("MTA looks eastward") announcing a possible Phase 2 of the Eastside Extension of the Gold Line from East Los Angeles, either running north through Monterey Park, Rosemead and El Monte, or south through Montebello, Pico Rivera and Whittier, we were skeptical.

Still, with many transit-hungry residents, especially in the southern corridor, make no mistake, the train would attract a high number of commuters. Likewise, serving East L.A. College would add student boardings to the mix, a group more likely to ride light rail if only to avoid paying campus parking fees.

It seems likely that having a convenient, easily accessible light-rail line along Whittier or Washington boulevards, for instance, could attract shoppers, too.

There are so many pluses. So, what's the problem, you ask? Money. The MTA does not have the funding to build this Phase 2.

We are wondering if the MTA is not putting too many pots on the stove when one - the Foothill Extension from Pasadena to Montclair - is already boiling over. If we were a cynical lot, we would say the MTA is crowding projects onto its "maybe" list in order to placate Eastsiders who spend hours each week sitting in traffic. Or to show that they are doing something, even if that something is doing studies and holding meetings ... getting our hopes up.

But they wouldn't do that, would they?

To avoid any misconceptions, the MTA should do first things first. The MTA should approve the "local match" for the construction of the 24-mile Foothill Extension through Arcadia, Monrovia, Duarte, Irwindale, Azusa, Glendora, La Verne, San Dimas, Pomona, Montclair and, though not on the official list yet, to Ontario Airport. It is this project that is ready to go. It is this project in which the cities along the route have invested \$2 billion in transit-oriented public-private developments, stations and park-and-ride lots. These cities have contributed \$11 million to help build the light-rail line. It would directly serve four colleges (Mt. Sierra College, Citrus College, Azusa Pacific University and University of La Verne) whose students have begun pledging to ride if built.

Then, and only then, would we love to see funding for one of the 17 proposed light-rail routes east of East L.A. As to that project, some things are mandatory. Light rail should be convenient and a pleasant experience. Don't repeat the mistake of putting stations in the middle of the Pomona (60) Freeway, where riders would stand amid the whoosh of freeway traffic and the toxic cloud of carbon monoxide and particulates.

Put light-rail tracks along busy thoroughfares, where people can jump on the train without first driving to faraway parking garages or walking long distances to the trolley. This scenario exists today at the Gold Line's Sierra Madre Villa Station in east Pasadena, making it out of sight, out of mind.

We are a little puzzled over so many city officials quoted in our article saying the light-rail line would add to the traffic on Beverly or Garvey boulevards. Some Whittier council members said they would prefer if it traveled along the wider Washington Boulevard. That's still open for debate.

Residents can voice their preferences today, 6:30 p.m., at Uptown Senior Center, 13255 Walnut St., Whittier; on Saturday, 10 a.m., at South El Monte Senior Center dining room, 1556 Central Ave., South El Monte; on Monday, 6:30 p.m., Senior Center at City Park, 115 S. Taylor Ave., Montebello and April 17, 6:30p.m., at North Park Middle School cafeteria, 4450 Durfee Ave., Pico Rivera.

We hope they will embrace the concept of light-rail lines as a way to use their automobiles less. With high gas prices here to stay, it seems like a no-brainer.

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San Gabriel Valley Tribune (West Covina, CA)

San Gabriel Valley Tribune (West Covina, CA)

April 13, 2008

Colleges respond to campus violence

Author: Amanda Baumfeld, Staff Writer

Section: News

Estimated printed pages: 4

Article Text:

- Database: Crime on college campuses
- Photo Gallery: PCC Police campus patrol

Local colleges are responding to school violence across the nation by implementing new security measures and redeveloping emergency protocols.

Cal Poly Pomona and Pasadena City College have installed campuswide message alert systems, retooled disaster plans and practiced mock emergencies.

Azusa Pacific University is in the midst of purchasing a \$150,000 emergency notification system that includes a siren and public address notification system.

"Virginia Tech has taught us there is a need for more channels of communication and delivery of communication as quickly and as feasible as possible," said Maureen Taylor, senior director of strategic communication for APU. "It's an ongoing effort."

Nearly a year after the Virginia Tech shootings, campuses across the region are taking steps to increase safety and awareness.

College campuses have had safety procedures in place for years. Most campuses even have their own police department or campus safety officers, but school administrators say that their emergency procedures have been updated in wake of the massacre that took 32 lives April 16, 2007.

The incident occurred when 23-year-old student Cho Seung-Hui went on a shooting rampage at Virginia Tech, a state university with 29,000 full-time students.

Cal Poly Pomona just signed a contract for \$57,000 for an emergency notification system. Pasadena City College had an AlertU, text messaging system, installed in October and Citrus College is looking to purchase a system very soon.

The systems are able to notify faculty, staff and students about emergencies through voice mails, text messaging and e-mail.

"Just about everybody has a cell phone and it is the best way to alert them," said Martha McDonald, dean of students at Citrus College. "It's readily available and easy to use." Campuses have even taken part in practice situations on campus involving a live shooter and a campus lock down. They say a real-life simulation enables them to feel more prepared should anything happen.

"It was invaluable because we could see what happens as a situation unfolds and how it changes as details come in," said Taylor, who said APU did a drill in the summer.

Whittier College's faculty and staff have participated in drills where they are given various situations by a facilitator and have to come up with the process for dealing with it. "It lets you know what you know and it lets you know what you don't know," said Bernard Alex Sr., chief of campus safety at Whittier College. "Students look to staff and faculty in an emergency."

Still, violence and crime remain on college campuses. In March, a 21-year-old Cal Poly Pomona woman was stabbed while in the restroom. She has since recovered but no suspect has been arrested. There have been nine arrests for weapons on the campus since 2004, according to crime statistics.

"I feel pretty safe on campus myself," said Jeff Harley, a Cal Poly student. "I think a lot of people have been a little more cautious but the campus is well lit and we have emergency phones everywhere."

At Pasadena City College, there have been 45 reports of assault from 2004 to 2006. Whittier College had one aggravated assault reported in 2005 as well as in 2006. Violence is not only seen on college campuses, it is becoming more common on high school campuses as well.

Last year Bonita High School canceled classes after Matthew Wanamaker, a student at the school, went missing with a shotgun, a rifle and three handguns from his parents La Verne home. Wanamaker was later found at a motel and the guns were recovered.

More recently, Blair High School in Pasadena was locked down for eight hours after a student said they saw someone with a gun. A 17-year-old student was arrested after the incident although no weapon was found on campus.

School administrators are also becoming more aware of students who may have a mental illness as experts have speculated the Virginia Tech shooter was ill. Campuses have implemented crisis teams of counselors and medical professionals to work with at risk students.

Michael Guerin, police chief at Cal Poly Pomona, said they recently counseled a student who was having suicidal thoughts and convinced him to commit to a mental health plan. "Years ago a situation like that might not have been handled so quickly," Guerin said. College administrators say while they hope a tragedy such as Virginia Tech never happens, they

feel they are better prepared to handle it if it does.

"We have all learned that we need to communicate better from this," said Alex. "It's sad but sometimes it takes a tragedy to change the thinking."

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Caption:

A PLAN: Gerardo Minakata, a Pasadena City College Hazardous materials technician, holds a map of geography and buildings on the Pasadena City College campus and details of contingency plans given to the Pasadena Fire Department in case of emergency or evacuation. (Staff Photo by Walt Mancini)

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Inland Valley Daily Bulletin

Extend Gold Line, students urge

Fred Ortega, Staff Writer

Article Created: 04/24/2008 09:27:14 PM PDT

LOS ANGELES - College students from the San Gabriel Valley and beyond converged on Metro headquarters Thursday to urge the agency's board to approve construction of the Gold Line extension to Montclair.

The students - who came from the University of La Verne, Citrus College, Mt. San Antonio College, Cal Poly Pomona, Mount Sierra College, Azusa Pacific University and as far away as Chaffey College in Rancho Cucamonga - waved banners and chanted "Build it!" and "Bring it east!" as they walked to Metro headquarters from Los Angeles' Union Station after arriving on the Gold Line train from Pasadena.

"This is our last chance to make our case to the board," said Kristen Manes, a 23-year-old media arts major from Mount Sierra College in Monrovia, who helped start the iwillride.org Web site.

The Web site has already collected more than 2,000 pledges from commuters promising to ride the proposed 24-mile light-rail extension - if it is ever built.

The Metro board must decide in June whether to include the \$1.4billion project on a critical funding list, a step required to leverage up to \$320million in federal matching funds to build the first leg of the line extension to the Azusa-Glendora border.

The students - part of an 80-person convoy that made the trek by train from Pasadena to show support for the project - gave various reasons for wanting to see the extension completed.

"When I was in high school, gas was \$1.50 per gallon

and now it is close to \$4 a gallon," said Mike Paolini, 19, an emergency management major at Citrus College. "As a student with limited money, I don't like the idea of oil and automobile companies dictating where I can go."

Improving the environment was the driving force behind Emily Romo's support for the Gold Line extension.

"I feel the extension will help people maintain sustainable environment because as the San Gabriel Valley continues to increase in population, traffic and pollution will only get worse," said Romo, a 21-year-old English major at the University of La Verne who is also part of the school's Green Institute for Village Empowerment.

Officials estimate that once completed, the extension will eliminate 126 tons of carbon monoxide from the air and save about 1.5 million gallons of gasoline each year.

Joining the students Thursday were local elected officials and business leaders from throughout the region, including La Verne Mayor John Blickenstaff.

"These students are one more example of the broad base of support for this project," said Blickenstaff, who also chairs the Gold Line Foothill Extension Construction Authority board. "Education is a major factor with the many education institutions along the line, all in support of this project."

The Gold Line extension does not just benefit those in the San Gabriel Valley, said Mark Harmsen, a spokesman for Rep. David Dreier, R-San Dimas.

"They have a lot of traffic pressure at LAX and we can take that pressure off by extending this line to the Ontario airport," Harmsen said. "That would benefit L.A. as well as the San Gabriel Valley."

Manes, the Mount Sierra student, said with speeds on the 210 Freeway projected to average just 10 mph by 2025; the region has no choice but to invest in mass-transit projects like the Gold Line.

"You can run faster than that," she said. "How are the students of the future supposed to get to school?"

The show of support for the Gold Line - nearly half of those in attendance at Thursday's meeting were there in favor of the project - was acknowledged by Metro board Chairwoman Pam O'Connor.

"I'd like to ask staff for a report on the Gold Line, its status and readiness, because of the support shown today," O'Connor said.

If Metro does not include the project on the funded list of its long-range transportation plan - a move that would also require a roughly \$80million commitment from the agency - the beginning of construction on extension could be delayed beyond the end of 2009.