



NEWS

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STATEMENT BY
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It is with mixed emotions that I am tendering my resignation as MTA Executive Officer for Construction effective Jan. 10, 1996 to accept the position as President of Luster Construction Management, a Los Angeles subsidiary of a San Francisco based firm.

I regret that I leave behind a cadre of world class engineers and support staff who continue to give our publics some of the best construction and engineering expertise in the world. I must also leave behind my fellow executive colleagues who have a heavy load and what appears to be an uphill battle. MTA Operations and Planning Staff have also brought to the table a sense of professionalism, dedication and sensitivity that is rare today in the public sector.

When I was hired to head the Metro Rail construction team in April 1995, I tackled the assignment with the same vigor and vision with which I have embraced all my challenges, big and small. I made the tough decisions. But I also shared the staff and public's joy when we opened the Wilshire/Western extension of the Metro Red Line. I thrilled when the first trains sped along the Metro Green Line. I felt torn by elation and frustration as our massive tunneling machines bore through the Hollywood Hill. I felt like Captain Kirk—we were going where no man (or woman) had gone before.

No doubt MTA critics will jump to the conclusion that I am leaving because the MTA Chief Executive Officer is departing at the end of January and this might be an opportune time for me to leave. Wrong. I have great respect for you, Joe, and enjoyed serving under you but the fact is I told you prior to Thanksgiving that I would be leaving for a new career challenge in the private sector. My decision had nothing to do with you although in all candor, I am making my resignation public now because I want to underscore that I, too, share your frustration with the Board's behavior.

The current environment at the MTA has been chronicled not only in the press, but in consultant study after consultant study which have pointed out the dysfunctional relationship that exists between and among Board members and our public works program. It is my greatest hope that soon things will change for the better.

I have been a successful civil engineer and leader for nearly three decades. I have overseen the construction of multibillion dollar public works projects from dams and railroads to the Metro subway system throughout the United States, Brazil and other parts of the world. I am proud to have led thousands of skilled men and women, and to have worked cooperatively with members of Congress and local officials. My record speaks for itself. I wish the entire MTA family the best as you strive to deliver the finest public transit system in the world for the people of Los Angeles County.