

# REPORT FROM THE CEO

A weekly report  
from the office  
of the CEO

August 14, 1995



Last weekend we opened the Metro Green Line with a great splash. And it was appropriate. It represents a major component in the regional system we are gradually putting in place and is a line that will be used by our grandchildren and great-grandchildren.

**M**ore than 60,000 people sampled the new service over the weekend. Although we're estimating ridership for the first year at 10,000 a day, a standing room only crowd rode the Green Line Monday morning. I'm pleased, community leaders are thrilled, and our patrons seemed genuinely excited that convenient, quick service is finally in their neck of the woods. I've always contended that criticism fades when the system opens and taxpayers get to use what they paid for.

The opening ceremonies — at remarkably little cost — were wonderful. Thanks to those of you who spent months orchestrating the festivities and cleverly designing a program that the public seemed to love. Special appreciation goes to Fran Curbello and her super committee who so creatively marketed opening day!

#### **Seamless Connection to Airport**

Many employees wonder why the Green Line doesn't go directly into the airport terminals. Here's the history on that. The 1989 draft environmental impact report considered an alternative to provide direct service via Green Line subway to an airport station located between Terminals 1 and 2. This alternative was eliminated from further consideration because of engineering difficulties.

However, we have included a northern extension of the Green Line to Lot C within the 20-Year Plan. This extension, or a proposed people mover, could be built as soon as public or private funds become available.

Today, to get to LAX on the Green Line, a patron simply boards a waiting airport shuttle — the ride is free — and will arrive at his or her terminal in 10 minutes. The distance is 2.9 miles.

#### **Strategic Plan Needs Your Input**

We're in the process of shaping the MTA's strategic plan which will identify critical issues facing the organization and actions we will take to address them. The plan, under the authorship of Shirley Maimoni, will serve as a working document.

On Sept. 28 and 29, we'll be holding four sessions with several hundred employees from throughout the agency to get their input on goals and objectives and key issues facing the agency. The selection of employees will be random. We'll be choosing a downtown hotel to hold the sessions. Of course, we'll have more information in the weeks ahead.

#### **UCLA Leadership Certificate**

We're pleased to announce what promises to be a terrific program for employees. It's sponsored by both the MTA and UCLA and is intended to fundamentally change the way the MTA does business. It is called the MTA Leadership and Management Program and is geared toward those executives and senior employees who are key to developing agency policy. The program, which involves classes at UCLA, will consist of three independent academies with specialized training in leadership, technical updates and policy implementation. Selection will be competitive. Employees may apply or be nominated by

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other staff members.

The program will be repeated each year and unsuccessful candidates may reapply. It will be directed by Julianne Fowler in Employee Development, is expected to begin in October 1995 and continue through 1996. More information about the academies will be available in the next couple of weeks.

#### **New Deputy CAO Begins**

Please welcome Charles E. McNeely, who began with us last week as deputy chief administrative officer. Charles will be responsible for managing the administrative functions of Judith Pierce's office, including the completion of special studies and reviews, and will direct and manage the departments of Real Estate and General Services.

Charles previously served as the assistant general manager for finance and human resources for the East Bay Municipal Utility district in Oakland, California and the city manager for Seaside, California. He brings to us strong executive level management experience.

#### **Federal Funding Update**

The U.S. Senate approved its version of the FY 1996 DOT Appropriations bills. It included \$45 million for the Red Line Segment 3 project. The administration had requested \$158.8 million and the House passed legislation which recommended \$125 million. The Senate Subcommittee version includes bill report language expressing concern about our adherence to hiring commitment in the October 1994 plan. The version further instructs the FTA to assure that the commitments especially in safety oversight and quality assurance are made before the FTA obligates the FY 1996 funding.

A Conference Committee will be appointed to reconcile the different FY 1996 transportation spending bills. This will probably occur the week of September 11, with a goal of passing a reconciled bill by the end of the federal fiscal year, September 30. We are striving to achieve the House funding mark of \$125 million.

The Senate bill, as did the House version, reduces operating assistance by 44 percent. However, the Senate bill makes changes to the national formula distribution to soften the operating assistance decrease to urbanized areas with less than 200,000 in population. In return, urbanized areas with more than 200,000 in population, like Los Angeles, would receive additional capital funding to help offset the loss in operating assistance. This proposal is similar to one presented by the American Public Transit

Association (APTA).

The Advanced Technology Transit Bus (ATTB) and the Gateway Intermodal Center were funded by each House.

#### **Phyllis Meng Honored**

During the annual International Facility Management Association (IFMA) conference in Miami Beach this September, MTA staffer Phyllis Meng will be presented with the Distinguished Author Award for 1995. Her article entitled *Strike Contingency Planning*, which related her experiences and responsibilities during the MTA work stoppage, was the basis for the award.

This is not Phyllis' only accomplishment: During the past year she served as president of the Los Angeles chapter of IFMA which has over 300 members, and was recently awarded the professional designation of certified facility manager. She also was featured in the California Facilities Magazine in an article dealing with women in facilities. During the upcoming year, Phyllis will serve as immediate past president of the Los Angeles chapter and secretary and newsletter chair of the public sector council of IFMA.

#### **Steve Brye Picks Up Award**

Congratulations to Central Area Team member Steve Brye who accepted on behalf of the MTA an award by the American Planning Association for the Glendale Blvd. Phase II Study. The award was the Comprehensive Planning Award in the large jurisdiction category. My congratulations to Steve and his team for their outstanding work.

#### **Linda Bohlinger Appointment**

I've appointed Linda Bohlinger interim executive officer, planning and programming. Please give her your support!

It is not true that we're behind schedule on our move into the Gateway Building. Individual move dates will fluctuate. But our goal is to get employees out of the 425 Building by Oct. 1 and 818 employees moved by December.

—Franklin White

*I welcome your comments and questions in response to CEO Report, which is designed to provide employees with direct communication with my office. Please contact either of my Special Assistants, Michael Gonzalez at 244-7476, or Phyllis Tucker at 244-6191. Also, employees can fax comments to 244-6014.*

#### **A publication of the MTA CEO's Office**

<b>Editor:</b>	Andrea Greene
<b>Art Director:</b>	Anne Roubideaux
<b>Designer:</b>	Terry McMahon
<b>Deputy Dir., Media Relations:</b>	Jim Smart
<b>Special Assistant to CEO:</b>	Phyllis Tucker
<b>Manager, Printing Services:</b>	Al Moore