

MTA NEWS

1997



Monthly Employee
News From The
Metropolitan
Transportation
Authority

OCTOBER ISSUE

The MTA Salutes Hero Bernardo Vazquez

Bus operator pulls three Vietnamese immigrants to safety after their car stalls on the train tracks. Because of a language barrier, they thought he was trying to attack them.

Every day he drives the streets of Los Angeles, Operator Bernardo Vazquez is jolted by the lack of trust people have for each other.

"Can I help you?" one of his passengers will ask another. "Get away from me," she — it usually is an elderly woman — thunders.

So, the country boy from Durango, Mexico understands intellectually why the tragedy last month happened. But in his heart he still can't.

The story begins in a neighborhood that had long grown accustomed to long freight trains and the headaches they make for people who schedule trips to the market and elsewhere around them.

Shortly before 10:00 p.m., the 29-year-old Vazquez was getting ready to leave his girlfriend's house, five miles from the tracks. He was scheduled to report to work at 5:30 the next morning — he works the extra board out of Division 1 — so he decided to catch some shut-eye at his cousin's house downtown rather than drive back to the home he shares with his parents in Fontana.

As he headed toward the 605 Freeway, he hoped that he'd miss the train, which often keeps traffic waiting ten minutes or more.

But when the ground began to rumble, Vazquez, a graduate of Baldwin Park High School, thought better of it.

"I'll make a U-turn and forget about the 605 and get on the 10," he told himself.

As he approached the tracks, he noticed a small car ahead of him. The driver continued to brake and accelerate.

"Right away in my mind, I thought they were stuck on the tracks," he explained. "I looked to see if there was a train. I went across the tracks and stopped at the red light at Valley Boulevard. For a fraction of a second, I thought 'Should I or shouldn't I.'"

Then Vazquez saw the gates go down, indicating to him that there was a train approaching.

"By this time, I'm praying that the train is on the other track," he said. "So, I got out of my car and ran to the second track."

"I'm a Christian," the bachelor interjected suddenly, trying to explain his next actions. "I go to church every Sunday. The Lord used me pretty good that night."

"A big ol' light was coming at the car from a train traveling westbound," he continued with his story.

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Bernardo Vazquez with MTA Chairman Richard Alatorre. "I'm just hoping the memories won't affect me," he says.



Robert Fejarang—
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- Division 10 Mechanics are Champs

A Message from Franklin White



Franklin White

Concerns were raised recently regarding public confidence in the Metro Rail Red Line tunnel. Such a serious matter was immediately brought before the MTA Board whose members were deeply concerned about the safety of subway riders, and who wanted assurances that taxpayers' dollars were not being misspent.

When the community's faith in a governmental agency is in question, public officials act swiftly. So, Board Chairman Richard Alatorre and I quickly began a search for nationally recognized authorities who could review construction procedures and assess the structural integrity of the Red Line tunnel.

On Sept. 22 we announced the formation of an Independent Review Panel whose members were chosen for their expertise in tunnel construction, concrete strength and geotechnical engineering. The panel will report directly to Chairman Alatorre and me. The members are: Dr. Edward J. Cording, professor of civil engineering at the University of Illinois, who has extensive experience on such tunnel projects as the Washington, D.C., Metro; Dr. John Jansen,

distinguished professor of civil engineering and construction at North Carolina State University, who has headed an investigatory

engineering firm; and Paul DeMarco, former senior vice-president of Grow Tunneling Corp., who was chosen for his experience building New York's Queens Mid-Town and Lincoln tunnels and other projects.

The panelists will have wide latitude to investigate any issues they think are important and to order any testing they believe is needed. They will review construction documents and survey areas of the tunnel they choose, particularly those that may vary from design specifications.

I look forward to the panel's report because I am confident it will be a thorough and objective evaluation of the work performed. And I trust it will lay to

rest any remaining concern about the safety of the Red Line.

Conditions at 425

Turning to other matters, I am pleased to report that — in response to employee concerns — we began a program Oct. 4 to clean the alley and sidewalks around the 425 Building. Each morning a crew is assigned to wash down and disinfect the alley and the sidewalks from the parking lot just south of the 425 Building, north and around the corner to the Spring Street bus stop. We also are planning to remove graffiti in the same area on a weekly basis. We hope to prevent graffiti by applying a graffiti-resistant coating on all surfaces. I am optimistic that the impact of these new measures will soon be obvious.

Security at the 425 Building also will be improved. Our primary safety concern is the alleyway that runs between the two sections of the building. We are considering closing the alley to all but authorized traffic, if we can obtain permission from adjoining property owners.

Merit Increases

I also received a letter with the following question from one of you last month:

Q: According to an employee handbook, Performance Contracts are "designed to provide an employee with a merit salary increase based upon performance . . ." Will the MTA honor its Performance Contracts?

A: We are not sure at this time whether performance increases will be provided during 1993-94. It is probably unlikely given our present fiscal situation.

You should know, however, that we are attempting to design a performance-based compensation system for the new MTA, taking into account previous programs at the RTD and LACTC, findings from our

"I am pleased to report that we began a program October 4 to clean the alley and sidewalks around the 425 Building."

Division 10 Mechanics Clinch Fifth in International Bus Rodeo

The MTA placed fifth in the 1993 International Bus Maintenance Rodeo, the highest finish ever for the agency.

The Division 10 mechanics' team of Alan Wong, Doug Creveling, and Fred Hines competed in the tourney, which was held in Denver on Aug. 27 through 29. It was the first time the three, who qualified for the tourney by capturing first place at the MTA's Rodeo in June, had competed in the internationals. Last year, their colleagues at CMF took home sixth place.

The trio competed in a series of maintenance-related events: a power plant competition, in which they had to identify seven defects in the engine and transmission of a bus and fix those defects within 10 minutes; bus inspection, in which they had to identify 18 planted defects in the bus's interior and exterior within seven minutes; brakeboard competition, in which they had to adjust the wheel and brake assembly and locate five defects from improperly operating air valves to leaks on a simulated engine; and a driving competition, in which one team member had to negotiate 11 obstacles.



From left: Ari Leahy, Executive Officer, Operations; Alan Wong; Milo Victoria, Division 10 Manager; Doug Creveling; Fred Hines; Max Wielandt; and Franklin White, Chief Executive Officer

Two Division 10 staffers — Alternate Max Wielandt and Supervisor Harold Torres — drove to Denver on their own time and money to cheer on their colleagues. Equipment Maintenance Instruction's Mike Bottone, who sits on APTA's Annual Rodeo Committee, was also on hand.

Forty-four teams competed in this year's tourney, including five from California. Dallas Area Rapid Transit captured first place. Washington Metro and RTA of Cleveland placed second and third, respectively.

Next year's championship is in Corpus Christi. ■

Operator Paul Seyler Extinguishes Flames from Burning Car

Operator Paul Seyler was praised recently for his heroics in putting out flames from a car involved in a traffic collision.

A former purchasing agent for the Air Force, the MTA operator was returning a full load of passengers to Torrance after picking them up earlier in the evening from the Hollywood Bowl last Sept. 18.

He was southbound on the Harbor Freeway near Adams shortly before midnight when he saw a smash-up, resulting in a car on fire. He pulled to the side of

the freeway, grabbed a fire extinguisher, and with great risk to himself, put out the flames. After making sure the driver wasn't injured, Seyler returned to the bus — to roaring applause from his passengers.

"It was no big deal."

makes his home in Long Beach. "It was no big deal."

Seyler says he enjoys driving a bus immensely. "You see everything in L.A.," he says smiling. "It's like being a tour guide." ■

"Anyone would have done it," says the Division 18 (Carson) operator who



Operator Paul Seyler used his bus's fire extinguisher to put out the blaze.

Judy Wilson Honored by Pasadena Organization



Judy Wilson

Judy Wilson, MTA executive officer for planning and programming, was recently honored for outstanding achievement by the Pasadena-based organization *Women at Work*.

The award was presented by the women's organization October 15 at its 13th annual medal of excellence luncheon at the Pasadena Hilton Hotel. *Women at Work's* Gerda Steel said Wilson is an ideal representation of a woman integrating work, family, and community.

"... Wilson is an ideal representation of a woman integrating work, family, and community."

Wilson, the former assistant city manager for the city of Pasadena, joined the Los Angeles County Transportation Commission

(LACTC) in April 1990 to manage the overall rail, bus and highway planning and programming for the county. In her position, she oversees six multi-modal

geographically-based teams that provide technical support and discretionary funding to 17 bus transit operators and 89 local jurisdictions.

Wilson, a Pasadena resident, graduated from New York's Skidmore College with numerous honors. She earned her master's in public administration at Syracuse University, winning an Andrew Mellon Fellowship. She went on to the prestigious Kennedy School of Government at Harvard University, earning a state and local government program certificate in 1986.

A former Gold Key award winner with the Pasadena Arts Council, Wilson sits on the board of the Pasadena Historical Society. She also was a community volunteer with the Junior League and Hestia House Project.

Wilson has two teenage sons. ■

Robert Fejarang Wins International Award



Robert Fejarang

Robert Fejarang, a transportation analyst, has been named the best author under the age of 35 by the prestigious international organization, *Planning and Transportation Research and Computation Association*.

In winning the *Neil Mansfield Memorial Award*, the Long Beach resident beat out 22 other transportation authors from around the world. He earned accolades for his technical paper on the impact of property values near rail stations. His study, nine months in the making, determined that there was, indeed, a statistically significant difference, that property values did greatly appreciate.

Fejarang, who has been with the MTA for four years, presented his paper in mid-September at the association's annual conference in Manchester, England.

"I wasn't going to attend the big dinner at the end," he

says, chuckling. "They found out and had to tell me that they were presenting me with the award that night."

The announcement of Fejarang's selection has elicited calls from around the world from transportation experts interested in the results of his paper.

Fejarang credits his MTA colleagues for their help and support — Librarian Dorothy Gray with assisting in the literature research, Scheduling and Operations Planning's Dr. Robert Jackson for assisting in the technical interpretation, former boss Karen Heit who encouraged him with the study, Dave Sykes, Linda Bohlinger, Carol Inge, Nancy Whelan, and others who edited the study.

The father of two, who obtained his master's degree in urban and regional planning last year, hopes to eventually consult. ■

Help for Helpers of the Aging

by Jeannette Guerra, Dependent Care Coordinator

As the population grows older, many of us must confront the growing dependence and needs of our aging relatives. Being unprepared and unaware of how to care for our aging dependents, especially when they are physically or mentally impaired, can be stressful. However, our stress and worries may be minimized by being aware of the resources available within the family and community.

First, it is important to share your caregiving responsibilities with your siblings or other family members who have the time and willingness to help. It is also necessary to assess the type of care and living arrangement which is most appropriate for our elderly relatives. If you determine that outside services are necessary, be sure to familiarize yourself with the services that are available in your community or your aging relative's community.

A valuable resource for elder care is the California Department of Aging, which divides its services geographically into 33 planning and service areas throughout the state. Within each area is the Area Agency on Aging (AAA) which is responsible for planning and administering many services for seniors. The following is a summary of the many services AAAs provide:

- **Information and Assistance** — Trained staff provides information as well as assistance and follow-up to link older persons and their families to specific community services.
- **In-home services** — Assistance with personal care and daily tasks, particularly for older persons who are just above eligibility for in-home supportive services which assists low-income, frail people ineligible for other assistance to remain in their homes.
- **Legal Assistance** — Community programs provide legal information, advice, and counseling as well as administrative and judicial representation for seniors.

- **Long-Term Care Ombudsman Program** — Professional staff and trained volunteers investigate and resolve complaints made by or on behalf of residents of long-term care facilities.

- **Nutrition** — Local programs provide seniors with nutritious meals in a group setting or deliver meals to homebound seniors.

- **Transportation** — Local agencies secure escorts and travel vouchers or provide vehicles to assist in transporting older persons to essential services

The following services are administered by the AAA or by local agencies:

- **Adult Day Health Care (ADHC)** — A day care program which provides health, therapeutic and social services to serve the specialized needs of frail and elderly as well as younger, functionally impaired adults at risk of institutionalization.

- **Alzheimer's Day Care Resource Centers (ADCRCs)** — Day care for persons with Alzheimer's Disease (and other related dementias) who are often unable to be served by other programs. ADCRCs provide respite as well as training and support for families and professional caregivers.

- **Health Insurance Counseling and Advocacy Program (HICAP)** — Provides community education and counseling on Medicare and private insurance issues through informal advocacy or legal representation.

- **Linkages** — Provides four levels of services ranging from in-depth information and assistance to case management. Linkages serves elderly as well as younger functionally impaired adults at risk of institutionalization. Clients do not need to be eligible for Medi-Cal.

"A valuable resource for elder care is the California Department of Aging, which divides its services geographically into 33 planning and service areas throughout the state."

Dependent Care Office Helps with Aging Parents

When Human Resources Analyst Ann Craver needed help for her elderly parents who live in Redlands, she turned to Dependent Care Coordinator Jeannette Guerra for information.

"My mom has had heart problems," explains Craver, who's married to Division 1 Service Attendant Tom Craver, "So I was looking for someone to come in and do cooking and light laundry for her and my father."

Guerra directed her to the nearest Area Agency on Aging, which then

See Aging, Page 6

See Care, Page 11

To All Former SCRTD Non-Represented Employees and Transit Police Officers

Open Enrollment time is just around the corner. Once again, it's time to re-evaluate the medical and dental plans you've been enrolled in for the past year to ensure that your needs, and those of your family, are being met.

What is Open Enrollment?

This is your opportunity to add a dependent or change your enrollment into one of the other medical and/or dental plans for calendar year 1994. This opportunity usually comes only once each year — you owe it to yourself and your family to find out as much information as possible about these plans before you make any final decisions.

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- **Multi-Purpose Senior Services Program (MSSP)** — Provides social and health case management to assist persons aged 65 and over, eligible for Medi-Cal and certifiable for skilled nursing care to remain safely at home.
- **Senior Companion Program** — Low-income senior volunteers provide peer support to frail older persons in their local communities.
- **Respite Registry** — Maintains a registry of individuals and agencies that provide temporary or periodic relief to caregivers of frail elderly persons as well as functionally impaired adults.
- **Respite Purchase of Service** — Purchases small amounts of respite for those persons who could not otherwise afford this service.
- **Foster Grandparent Program** — Senior volunteers work with children who have exceptional needs.



Open Enrollment meetings with representatives of the various medical and dental plans are scheduled in the Board room, 425 Building, on the following dates and times:

Tuesday, November 30 at 9 a.m.

Tuesday, November 30 at 1:30 p.m.

Tuesday, December 7 at 9 a.m.

Tuesday, December 7 at 1:30 p.m.

Further information can be obtained by calling Ann Craver at (213) 972-7186 or extension 2-7186. ■

- **Brown Bag Program** — Senior volunteers collect and distribute surplus food to low-income seniors.
- **Senior Community Services Employment Program** — Provides part-time subsidized employment for low-income persons over age 55.
- **Costs** — The services listed may be covered by insurance or Medicare. Sometimes the costs are based on the income of the person needing the service. It is best to ask the agency about its fees prior to ordering the service.

For those of you who have elderly relatives out of state, every state has a Department of Aging which provides similar services for seniors. It is best to call the information directory of the city where your elderly relative resides for service information.

For more information, call the Dependent Care Office at (213) 972-7155. ■

On the Beat

Transit Police bust major counterfeit operation

by Sgt. Shari Barberic

MTA Transit Police broke up two separate counterfeit bus pass rings in a two-month period this summer. We arrested a total of six adults and seized printing plates, bogus passes and equipment used in the production of counterfeit passes. Police believe the two rings may have cost the MTA over \$4.6 million in lost revenue since October 1991.

The first three arrests occurred in June after officers from the Miracle on Broadway footbeat, led by Sgt. Mark Weissmann, staked out an engraver who was making plates for the suspects.

The surveillance resulted from information obtained from a confidential informant. The engraver, a legitimate business owner, had no knowledge of the illicit use being made of the plates since no MTA logo was ever included in the work brought in by the counterfeiters.

Plainclothes officers arrested two of the suspects after they left the engravers with the plates. A third was apprehended at an apartment in the Westlake area. A subsequent search of the apartment netted phony passes and printing plates, along with ink and glue used in the manufacture of bogus passes.

"Our operators often prove to be an invaluable source of information about counterfeiting operations, pointing out suspects and confiscating phony passes."

According to Sgt. Weissmann, the phony passes were being sold for \$20-\$25 on the street.

News coverage from these arrests triggered a second investigation in August, when a tipster alerted Transit

Police of yet another counterfeiting ring operating in a similar fashion. This ring is believed to have been one of the largest bus pass counterfeiting rings in Southern California, producing up to 5,000 fake

MTA passes each month. Miracle on Broadway (MOB) officers teamed up with detectives in the intensive two-month investigation, which culminated with three more arrests.

Two of these three suspects were taken into custody in the Westlake area, while the third was arrested at a printing business. All three suspects were from El Salvador. Transit Police confiscated 2,400 bogus passes, along with a printing press, logo dyes, and enough printing supplies to last at least a month. Police also seized items related to the counterfeiting of food stamps.

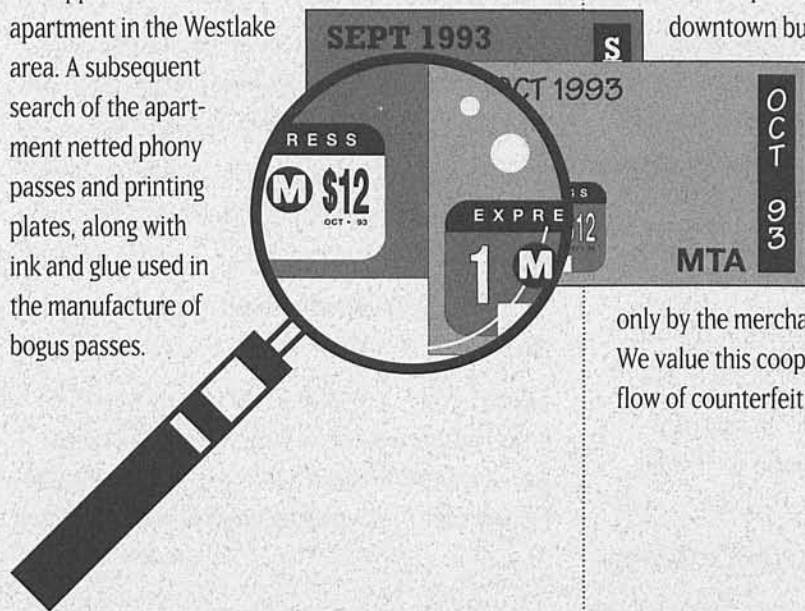
Sales of phony passes are prevalent in the downtown business district. MOB officers, working undercover, target the purveyors of bogus passes, developing leads on the counterfeiters.

An integral part of their effort is the assistance rendered not only by the merchants but also by our bus operators. We value this cooperation in our effort to stop the flow of counterfeit passes into the transit system. ■



Transit Police Introduce Satellite Training Program, Cut Costs

Transit Police have debuted their new innovative training program, which is expected to reduce training expenditures by a whopping 60 percent! In place is the P.O.S.T. satellite telecommunication training system, which enables the department to provide state certified training classes to officers on such topics as hate crimes, street gangs, cultural diversity, and ethics. ■



"The Lord erased my mind of fear that night," says Bernardo Vazquez of his heroics.



VAZQUEZ, FROM PAGE 1

Running to the driver's side of the car, he banged on the windows. He saw four women. He screamed to the driver, "Get out, lady!"

"I don't know who opened the door," he said. "But as soon as it opened, I took the driver's left arm and pointed her face at the train."

He plucked a screaming 41-year-old Jenny Duong out of the two-door car. Then —

"I was practically inside the car" — he reached into the back seat and pulled Sharon Phong, 10, and Chuyen Nguyen, 20, from the vehicle.

But it was too late to help the fourth person, the oldest of the group, Thi Dui, grandmother of the family.

"I was so close to her I could kiss her," he said pausing. "She was bowing to me and trying to act friendly to me so I wouldn't hurt her."

At the same time, Vazquez managed to look at the rear

view window and see the train getting closer. At the last second he pulled back.

"I went like this," he said, showing how he leaned back a mere half an inch. "And the train swiped me as it passed."

"I could feel the train on my skin," he shivers.

What happened next is not clear. Vazquez remembers the most horrific noise, seeing the most incredible fireball. He remembers running back to his car and grabbing his cellular phone. He dialed 9-1-1.

The next day, the phone at his house wouldn't stop ringing. Photographers snapped pictures and talk show producers considered him the hottest ticket in town. His story was featured in *The New York Times*. He was flown to Miami to appear on a show about heroes. He was named KNX's "Citizen of the Week."

On September 15, he was honored publicly by the MTA. A proclamation presented by MTA Chairman Richard Alatorre congratulated Vazquez, who has worked at MTA for six years, for his "unselfish heroism" and thanked him for these heroic acts.

"All of this is nice," he said several days later, shrugging his shoulders. "But everything is just fresh in my mind right now. Last night, I went to church."

"It was the first and only time I cried," he remarked. "I kept imagining the grandma being dragged down the tracks and me not being able to do anything."

"I would like to go to her funeral," he suddenly piped up. "And even though I can't communicate with the others, I would like to hug them."

"Yeah," he said, nodding his head, "A hug would definitely help."

Editor's Note: A week after the tragedy when the press had quieted, the survivors he rescued called Vazquez, and in broken English, expressed how grateful they were. "I sleep better now," he reports. ■

"The Lord used me pretty good that night."

Applause!



Ernest Redmond

Ernest Redmond Selected Operator of the Month for July

MTA Operator Ernest Redmond puts in 13 hours a day, five days a week, making sure the passengers on Lines 407 and 177 reach their desti-

nations precisely on time.

"Passengers say they can set their watches by me," says the veteran operator, who was selected as the MTA's Operator of the Month for July. "I get 'em to work on time."

Redmond, 53, is up before dawn to make the run on Line 407 from Sunland into downtown Los Angeles. After a two-hour break, he's back on the road until 7 p.m. driving Line 177 from Glendale to the City of Hope in Duarte.

Despite the hours and traffic conditions he faces daily, Redmond has maintained a flawless safety record for the past 24 years. He also has received numerous commendations from passengers and managers.

On the weekends, Redmond gets out from behind the wheel to tend the apple orchard he has owned just outside Merced since 1981. He relaxes by watching the season ripen the tart Granny Smiths he takes pride in growing. He also grows green muscatels and red emperor grapes.

"I'm just a country boy at heart," says Redmond, who was born in Memphis, Tenn., but grew up in South Central. "I hope to parlay my apples and grapes into something big when I retire."

Redmond notes that the San Joaquin Valley ships apples and other produce all over the country. The huge Gallo winery is only a few miles away. And, if

farming doesn't keep him busy, there's always fishing in the nearby lakes.

Redmond and his wife, Josie, have a son, Ernest Jr., 16. They make their home in North Hollywood.

RCC Gives Thanks

RCC honored outstanding employees at its annual meeting on Sept. 23. Among the stand-outs were Charles Stark, Metro Red Line Segment One project manager, and Gwendolyn Williams, who spearheaded efforts to put together the L.A. car contract.



RCC President Ed McSpedon and Chairman Bob Kruse present Project Manager Charles Stark with an Award of Excellence.

Stark joined the RCC in September and assumed the arduous task of overseeing construction and completion the first segment. Some of his achievements, Ed McSpedon notes, were:

- Gaining control of project cost growth;
- Resolving tens of millions of dollars in disputes with contractors;
- Sharply reducing the projected total cost of professional services;

See Applause, Page 10

APPLAUSE, FROM PAGE 9

- Resolving many complex and difficult quality, design and management problems with new rail cars; and
- Mobilizing a highly effective testing and start-up team in close cooperation with the former RTD.

And kudos to Gwendolyn Williams who captured the Professional Commitment Award for Excellence for her part in securing the L.A. car contract. Williams put in long hours, solving the seemingly unsolvable and even finding time to create a producer and services directory.

Our congratulations!

Corporate Transit Partnership Does it Again

MTA's Corporate Transit Partnership (CTP) has been honored with the national award of merit for technology from the Association for Commuter Transportation (ACT).

CTP Representative Maureen Micheline accepted the award on behalf of the CTP Director Teresa Moren at ACT's annual conference in Scottsdale, AZ on Sept. 21.

MESSAGE, FROM PAGE 1

employee surveys and focus groups, and outside studies. Our intention, and this will be subject to Board review and approval, is to devise a performance-based program that will involve both managers and their employees.

The idea will be to develop with each employee annual mutually agreed-upon objectives, with a timetable for achievement. Work quality, planning, strategic thinking and problem solving as well as attendance and punctuality will be cornerstones of such a program. The new program would reward an employee for job performance, but there would be no automatic or guaranteed salary increases.



MTA's Maureen Micheline accepts award from Dan Reichard, ACT president.

ACT cited CTP's innovative TransLink, an information program which provides more than 100,000 business employees in Southern California with personalized bus and rail itineraries.

This is CTP's third award this year. In April the South Coast Air Quality Management District (SCAQMD) presented the group with the prestigious Clean Air Award.

**Erica Goebel and Bob Reece are TOPS!**

Congratulations to MTA's Erica Goebel and Bob Reece of the visual communications group — they continue to rack up awards for their outstanding video productions.

The pair recently were awarded first place by the American Public Transit Association (APTA) for their video on the agency's Transportation Occupations Program (TOP). Also, the pair captured the Bronze Plaque Award for the TOP video at the Columbus International Film and Video Festival on September 22, and, just recently, were honored by the Public Relations Society of America, Los Angeles chapter, for that same production. The latest awards bring to more than three dozen the unit has won in the last four years. ■

With adoption of a performance-based compensation program, the MTA would ensure that positions are properly classified and classifications would be properly grouped in salary ranges. Those salary ranges would provide equity among employees and would be competitive in the marketplace.

Again, actual implementation of such a program is dependent upon Board review and approval. I hope this answers your questions. Be assured more information will be forthcoming.

I look forward to hearing from you. ■

Bits and Pieces



Arthur Sohikian

Sohikian Selected to Santa Clarita's Citizen Advisory Transportation Committee

Arthur Sohikian, MTA's federal legislative analyst, has been selected from a field of 16 candidates to serve on

the City of Santa Clarita's Citizen Transportation Advisory Committee. Sohikian, a Santa Clarita resident, was recommended to the position by MTA Chairman Richard Alatorre and Chief Administrative Officer Alan Pegg. The group, which is an advisory committee to the city manager, meets monthly to address transportation-related issues of community interest. "As a resident since 1989, I've seen the area grow," says Sohikian. "I look forward to helping shape transportation policy here for the next decade."



Jon Thomas

Son of Bert Thomas Enrolled in Law School

Jon Thomas, son of Division 8 bus operator Bert Thomas, is enrolled at Emory University's School of Law in Atlanta. Thomas writes *MTA News* that his son is scheduled to get his juris

doctor degree in 1996. The younger Thomas is a graduate of Cal State Dominguez Hills and worked on his master's degree in philosophy at the University of California at Riverside.



Danny Chavez

Son of Division 8 Bus Operator Chavez on Winning Little League Team

Danny Chavez, son of Division 8 Bus Operator Julio Chavez, was the centerfielder and catcher for the 11- and 12-year-old Woodland Hills Traveling All-Star Little League team that lost to defending champions Long Beach in early August in San Diego. There were 750 teams throughout Southern California that competed. The winner, Long Beach, was the team that

went onto Williamsport, PA, for the Little League World Series which they eventually won.

The senior Chavez writes that his son's final batting average was .487 through district, sectional, and divisional play. ■

CARE, FROM PAGE 5 promptly arranged for the assistance. As it turned out, they connected Ann with a caregiver who lives in the same mobile home park as did Craver's parents! ■

Commuting Calls

We've received a lot of phone calls in response to last month's article about long drives to work. 818's Bruce Warrensford reports he drives in from Temecula every day; Don Stiner comes in from Oceanside; Pat Franks from Moreno Valley; Deana Faust and Linda Meadow from Camarillo.

But how about topping this one — we learned of a Division 15 (Sun Valley) mechanic, Daniel Rodriguez, who drives in from Bakerfield! ■

Clip and Send In!

If you would like to share your achievements with us, please write it down on this form and send it to:

Andrea Greene, Managing Editor
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Gold "M" Logo Debuts on Buses

MTA NEWS

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MTA buses will be sporting decals with the new gold "M" logo by June, says Supervising Engineer Jeff Johnson, whose CMF staff began affixing the stickers to the 2,000-plus fleet this month.

The decals are made of Tedlar — a product made by DuPont which can be easily cleaned of graffiti. The material is used on airplane interiors and makes for easy cleaning. Montreal's transit system also uses the decals, according to Johnson.

Each bus will have four decals. The two on the sides will measure 13 5/8" by 15". Those on the front and back of the buses will measure 9 1/4" by 10 1/2".

Johnson says the new decals will be applied to Division 1 buses first because the Zero-Tolerance



CEO Franklin White introduces MTA logo at recent press conference.

Program was initiated there. He thinks the decals look great.

"I hear people now referring to our buses as the 'Gold Fleet,'" he says. ■



**Metropolitan
Transportation
Authority**

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