

REPORT FROM THE CEO

A weekly report
from the office
of the CEO

January 23, 1995



MTA Chairman Michael Antonovich, Arthur Sohikian and I just returned from a successful two-day trip to Washington last week. We met with members of the new Congress and discussed transit funding.

Several critical issues, which would be troublesome to us, may be on the congressional plate this term:

- Elimination of federal operating assistance.
- Reduction of federal funding for mass transit capital projects.
- Consolidation of all highway and transit grants into a single formula block.

We had a good meeting with Rep. Bud Shuster, chairman of the House committee on transportation and infrastructure, who has been a key supporter of L.A. transportation.

Employee Interviews

Some 400 non-contract employees will be selected randomly this week to participate in a series of interviews, the results of which will be used in developing our strategic plan.

The interviews will be conducted by the Burke Group, which specializes in employee relations and organizational development and which will use a number of methods in the survey. The primary focus, however, will be on talking directly to employees. Interviews will begin on Tuesday, Jan. 24 and will take place over the next three to four weeks. If

you have questions or concerns, please contact Shirley Maimoni on extension 4-7416, or Phyllis Tucker at extension 4-6191.

Classification/Compensation

You will receive official notification at the end of the week as to your position title and the salary range into which it falls. Vera Mae Walsh, who has reviewed each of the classifications, had staff over the weekend preparing the confirmation package. Incidentally, Vera, who was serving on an interim basis as director of human resources, has been appointed assistant director of that department.

New Director of External Affairs

In an effort to put together the best MTA team we can, I've appointed three new managers who bring to their positions tremendous background experience. Barry Engelberg will begin work on Monday, Jan. 30 as director of external affairs, and as such will oversee government and community relations, marketing, press relations, and the Art in Transit program. Barry most recently worked for the Mobil Oil Corporation in Torrance as a public affairs executive. He also has worked for Delon Hampton and Associates, an engineering and architectural

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firm and for the former RTD. At the RTD, he was director of the office of federal and state liaison. Prior to that, he served as an assistant to former Congressman Glenn Anderson. Barry has degrees from the University of New Mexico and State University of New York.

New Director of Human Resources

Frank Montalvo will become director of human resources. Most recently he served as director of human resources with Occidental College. Before that he was personnel manager for Stanford University Hospital, and served in other personnel positions with the University of California, Irvine, and its medical center. Frank graduated from Cal State University, Dominguez Hills, and has done graduate work at Stanford University and the Claremont Graduate School, Executive Management Program.

New Contract Compliance Manager

Herminio Vargas is the new manager of contract compliance. He most recently served as the contract compliance officer for the Washington State Department of Transportation in Olympia. He also worked as an EEO contract compliance officer for Pierce County, WA. Vargas has a law degree from the University of Puget Sound and a master's of public administration from the The Evergreen College.

Long Range Plan

Two Board committees began evaluating our 20-year long-range transportation plan last Friday. The finance, budget and efficiency committee and the planning and programming committee discussed three long-range scenarios put forth by MTA staff. Each scenario has been thoroughly tested with travel demand simulation models, taking in to account available funds.

Each scenario provides additional bus service, using between 300 and 627 more buses, plus various levels of rail service. Specifically:

Scenario 1 calls for 300 more buses in service at peak travel hours, builds an east-west Valley rail line, a western extension to Westwood, an eastern extension to Atlantic Boule-

vard, and an HOV lane on Interstate 5 from Route 134 to the San Bernardino Freeway.

Scenario 2 calls for 627 more buses in service at peak travel hours and builds the East-West Valley rail line only.

Scenario 3 calls for 500 more buses in service at peak travel hours, and builds the East-West Valley rail line as well as the western extension to Westwood.

All scenarios provided for the following:

- Reallocation of transit service in low-ridership areas to high-ridership areas to alleviate over-crowding.
- Funding for alternative transit service such as SMART shuttles, subscription services, shared-ride taxis, and jitneys.
- Elimination of bus lines that duplicate rail lines and reassigning the buses to higher-demand lines.
- Nearly 130 miles of arterial bus lanes on surface streets to improve service.
- Transit System Management (TSM) improvements on all major arterials.
- Numerous freeway HOV lanes and freeway gap closures.
- MTA's contribution to the Alameda Corridor project.

On Friday, the Board asked for additional cost estimates and projected ridership figures. Directors are scheduled to adopt a 20-year plan in the next few months.

Speakers' Bureau

We're in the process of establishing a speakers' bureau so that executive staff can get the message out into the community and League of Cities about our long-range plan. Phyllis Tucker is coordinating the program.

- 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.

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