

1993

MTA NEWS



Monthly Employee News From The Los Angeles County Metropolitan Transportation Commission

JULY ISSUE

And the Winners Are . . . Robert Dennis and Janice Daniel

Our Name-the-Newsletter contest generated more than 300 entries, and when all was said and done, the judges decided to go with a very straight-forward selection.

The winning submittal is a succinct MTA News. Two employees — Robert Dennis, a Division 9 bus operator, and Janice Daniel, a typist-clerk at Division 6 in Venice — included that name on their list of choices. Our congratulations to them! The pair will be treated to lunch at the Hyatt Hotel in downtown Los Angeles, compliments of the hotel.



Robert Dennis



Janice Daniel

Dennis has worked for the agency as a part-timer since January 1987. With the money he earned as an operator, he put himself through college, graduating last June with a degree in engineering from California State University at Long Beach. The La Habra Heights resident, whose specialty is design engineering, says he eventually hopes to apply his talent to the development of high-speed rail.

"I've met a lot of my friends through driving," he says, explaining why he continues as an operator. "And the economy right now makes it difficult to land a position as an engineer. But I'm hoping that my persistence will pay off."

Dennis says he chose the name MTA News because it sounds "corporate and reflects the character of the new organization." He says he would like the newsletter to include articles on safety, new technology, and recreational events.

Dennis shares the winning name with Janice Daniel, who presently works at Division 6 in Venice — the smallest of the operating divisions. Daniel, who credits her win to her religious faith, works with the agency's MMAS payroll system. An Inglewood resident, Daniel has worked

as a relief typist-clerk in the Transportation Department and as a secretary in the Transit Police and Marketing departments. But she relishes the stability she's found at Division 6.

"We're like a family," the mother of two says. "And I've been able to lose weight at the Division 6 exercise room. I spend most of my lunch breaks there."

As to her winning pick, Janice has this to say: "I prayed and asked God what would be a good name for two agencies who have been on opposite sides of the fence. I wanted to have a simple name that would bring us together, a name that everyone would appreciate." ■



William Brinson

INSIDE

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A Word from Franklin White



Franklin White

In my few months in Los Angeles, I have become convinced that the MTA can become one of the premier transportation planning, construction and operating agencies in the world. It will take hard work, team work by all of us pulling together to make it happen. But, it can be done.

I say that while I know some of you must be worried about the budget. It calls for some reductions where there are duplications in administrative staff. This is unfortunate, and I know some of you are anxious about it. Money for projects, many of which have been on the drawing boards for some time now, will be very tight. The timing of some projects may have to be reconsidered.

EMPHASIS ON GRAFFITI AND SECURITY

But there is an up-side to the picture as well. There is much to be optimistic about. In this budget we will focus on improving the appearance of our bus fleet with greater emphasis on the war against graffiti and vandalism. We also will be working harder to improve security for our patrons and employees. The budget calls for hiring 130 additional police officers. These men and women will be deployed on our buses and trains — the majority of them on the MTA bus fleet — to help our patrons not only "feel safe," but actually be safe.

This is a critical effort as we work to increase transit ridership on MTA buses and trains. The MTA Board of Directors and the public have said loudly and clearly — crime fighting must be one of the top priorities of our agency.

NO FARE INCREASE

There is another important element of the budget that also must not be overlooked. We will not raise fares. We will use

reserve to cover next year's revenue shortfall and a fare restructuring study will be set in motion. But, overall service and fares during 1993-94 will not be impacted. This is a major accomplishment in this economic climate. It will help our patrons when many of them are feeling pinched.

And we are going to continue to march forward with one of the most ambitious and important rail construction projects in the nation. This region will benefit for generations from the infrastructure that is and will be built by the MTA. These projects — the Green Line, the Red Line, the Pasadena extension of the Blue Line — will change the face of this region. Ultimately, it will result in millions of dollars of private sector investment as new shopping centers and malls, housing, factories and other facilities are built close to these rail systems. This means jobs and jobs bring prosperity.

We are a region on the move. We are an agency on the move to help this region flourish again.

REDUCE OUTSIDE CONSULTANTS

Finally, all employees should know that in time there will be new job opportunities at the MTA. It is my desire to reduce the use of outside consultants, and where absolutely necessary to complete a task, create positions that many of you may find challenging. It will take time, and Board approval, to make this happen, but I feel certain we will save taxpayer dollars by doing the work better and more cost effectively ourselves.

In closing, I want to again thank all MTA employees for their support and continued cooperation as we work through this difficult period. I know that, together, we can succeed in reaching our goal of an improved transportation system for Los Angeles. ■

Bold MTA Program Aims to Take the Tagging Out of Graffiti

AS PART OF THAT PROGRAM, OPERATORS AND MAINTENANCE STAFF TAKE THE MESSAGE INTO THE CLASSROOM

Arold Anderson, a Division 1 mechanic, is supposed to begin his shift at 6:30 a.m. But on a recent workday, he was asked to report four hours earlier — at 2:30 in the morning to install 23 window panels on two buses crushed by a barrage of graffiti.

"It takes away from my purpose of being with the company," says the Upland resident, who notes that although he is sickened by the sight of the graffiti, it takes more of a psychological toll on the operator.

"It makes you feel helpless," sighs Operator Elizabeth Arellano, who remembers that day at First Street and Mission Road in Boyle Heights when 15 kids held open her rear door so she couldn't move her bus. "In two minutes, they had destroyed the whole thing."

Anderson, Arellano and 11 of their colleagues are fighting back. In its most ambitious graffiti abatement program to date, the agency, with bus operators and maintenance employees leading the charge, aims to make 20 percent of the fleet graffiti-free by the end of this next fiscal year. Already, four bus lines — Lines 30-31, 18, 16, and Line 66-67 — operate under the zero-tolerance goal, which means that any graffiti applied during a run is removed within one round trip, or the bus is removed from service until it is clean.

"By year's end, all buses out of divisions 1, 2, and 12 will be graffiti-free," according to Steve Jaffe, an OMB analyst, who recently was selected vice-chairman of the MTA's Anti-Graffiti Task Force. Tony Chavira, MTA's interim director of rebuild and support services, chairs the group.

Jaffe says the project is three-fold, involving public education and outreach, mitigation, and law enforcement.

The outreach program, coordinated by Local Government's Bill Gay and Anita Vigil, had its beginnings at Division 3 in Cypress Park in December 1991. With Gay and then Division 3 Manager Ray Starks doing the legwork, a division advisory committee (DAC) on graffiti was formed. The program called for operators and maintenance staff to go into the community and on school campuses, talking about how tagging personally hurt them. Both Gay and Starks thought those directly impacted by graffiti could make more powerful presentations than could other representatives.

The program gathered steam in January with the implementation of the Line 30-31 zero-tolerance project. Division 1,

from which Line 30-31 operates, was selected for the pilot project because it is home to the agency's new methanol buses and many of its lines are ethnically diverse.

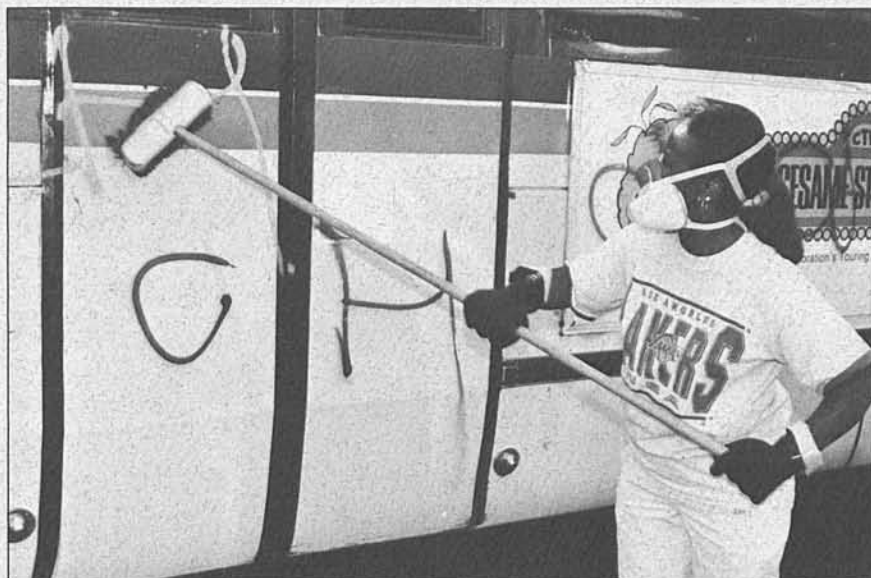
The program has paid off, says Jaffe, because there's no pay-off for the tagger. "They don't get their tag names all over town because the graffiti is taken off right away," he says. "The one drawback we've seen is that etching, or writing, on the bus is up."

As part of the program, MTA's Equipment Engineering Department has made a number of design modifications on the bus equipment. The air conditioning closure grills on the back of the bus are being made smaller, making it tougher for taggers to hold on. "Sacrificial windows," which are made of inexpensive plastic, are being used to slide in over the real windows, and mylar plastic coverings are now placed over the bus decals to protect them from spray paint.

Service Attendant Louis Johnson, whose job it is to clean the buses, had been frustrated in recent years that his was a task going nowhere. Wearing a respirator with a two-stage filter, the Culver City resident says his men feel like "regurgitating" when they smell the heavy duty solvent they use to bathe the buses.

SEE ANTI-GRAFFITI, PAGE 10

"I'm trying to personalize the bus. I tell them that we provide the service that sometimes their loved ones can't."



Service Attendant Bernice Hardemion removes the day's markings.

Operator William Brinson Saves a Bus Load of High School Students

AFTER SHOTS WERE FIRED, HE STEERS THEM OUT OF HARM'S WAY

William Brinson studied the teenager who boarded the 115 line at Market Street in Playa del Rey on the afternoon of April 28. Something about him was odd, he thought, and he made a mental note of checking on him in his rear view mirror.

Moving to the back of the bus, the youth, Brinson recalls, started arguing with a couple of other teens. The bus, which was packed with high schoolers from St. Bernard's, continued westbound on Manchester. Nearing Spruce, the fight turned deadly.

"He's got a gun!" the students screamed, as Brinson sounded his silent alarm, which alerted the Dispatch Center in the 425 Building that something was amiss.

**"They can kill my body . . .
but they can't kill my spirit."**

Pulling to the curb, Brinson flung open the doors. As several shots rang out, panic-stricken students ran to the front of the bus.

Brinson went to their aid. Undaunted, the 13-year veteran MTA operator began ushering them through the front door.

"I just reacted," the Division 5 operator said, later. "I don't think I did any more than any other operator would have done."

Brinson was able to get the students out of the bus just as Inglewood Police rounded the corner. The officers, who

"Trooper on Train" Operation Results in 28 Citations

Four police agencies issued a total of 28 citations over a two-hour period May 20 during the third annual "Trooper on a Train" operation designed to focus on and educate the public about the importance of safety around MTA's Blue Line train, tracks and stations.

Thirty-one police officers issued citations for violations



William Brinson with daughter Whitney

were two blocks away, had heard the call for help on the police scanner. Police arrested the assailant in an alley. He was a reputed gang member.

Meanwhile, the praise for Williams, the father of three, continues. "I was flattered," said Williams, softly, and added that he briefly mentioned the incident to his wife Debra when he came home that night. "But it was no big deal."

The MTA Board thought otherwise. On May 13, a humble Brinson was honored for heroism before the Operations Committee.

"You are an example of why we are so proud of our system and our employees," said Board member Evan Anderson Braude, who had just returned from a meeting of bus operators in which instances of heroism were discussed. "We will speak proudly of this when we go to other cities."

"You've shown us something special," Braude continued, as the audience roared their approval.

"They can kill my body," a quiet Brinson said, later, referring to the hoodlums on the bus. "But they can't kill my spirit." ■



such as ignoring flashing warning signals, pedestrians walking across tracks against flashing signals, illegal left turns across tracks and standing on tracks in a vehicle.

The L.A. County Sheriff's Department and police departments from the cities of Los Angeles, Long Beach, and Compton participated in the event, arranged as a part of a statewide effort. ■

MTA Board Reviews Proposed \$3.4 Billion Budget

The MTA Board will vote later this month on CEO Franklin White's proposed 3.4 billion FY 1994 budget that anticipates \$20 million in savings resulting from the merger of the former SCRTD and LACTC.

The draft budget, which incorporates a nine percent increase over fiscal year 1993, provides funding for bus and rail operations, an aggressive rail construction program and other support programs to improve mobility throughout the region.

No fare increase is included. White's recommended budget includes a \$1.2 billion capital improvement program primarily for rail construction projects, a local transportation subsidy program on \$1.1 billion, \$700 million for bus and rail operations, debt service of \$300 million, and a bus capital procurement program totalling \$148 million.

The draft budget proposes to eliminate 246 duplicate positions, resulting in a 21 percent savings in administrative and planning staff positions, and an overall three percent decrease in the last fiscal year funded staffing level. At the same time, positions would be added to staff the Green Line

and as many as 130 Transit Police officers would be hired to improve security on buses and trains.

The reduction of 246 positions amounts to an annualized savings of approximately \$20 million in salaries and budgets. White says the manner in which the reductions will occur will not take place until the Board has been presented with a plan for its review and approval.

The budget proposal noted that the MTA Operations program will continue the agency's aggressive anti-graffiti efforts, promote the development of alternative fuel vehicles and technologies, and prepare for the scheduled November 1994 opening of the first segment of the Green Line.

MTA construction efforts will focus on Metro Red Line Segment 2 and the Green Line, improvements to rail grade crossings and construction site safety and the start of construction of the Blue Line to Pasadena.

The budget also noted that the agency must close a \$95 million funding shortfall for bus and rail operations. For this year alone, that can be achieved though the use of reserve funds, White said. ■

Historic Agreement Provides for New Red Line Construction

MTA Chairman Richard Alatorre and U.S. Secretary of Transportation Frederico Pena signed an agreement on May 14 totaling \$1.4 billion to extend construction of Metro Red Line Segment 3 into East Los Angeles, the Mid-City area, and the San Fernando Valley.

Segment 3 will consist of three extensions totaling 11.6 miles of subway with at least seven stations: an extension from Union Station through East Los Angeles toward Atlantic Boulevard; an extension to Mid-City Los Angeles near the intersection of Pico and San Vicente boulevards, and an extension from Hollywood Boulevard and Vine Street to a point near the intersection of Chandler and Lankershim boulevards in North Hollywood, in the San Fernando Valley. ■



Congresswoman Lucille Roybal-Allard, Former Mayor Tom Bradley, and Secretary of Transportation Frederico Pena



Division 8 Employees Accelerate Their Commute by Vanpooling

Lisa Rowell estimates that she puts an extra 15,000 miles on her car every year driving the 52 miles back and forth to Chatsworth's Division 8 from her home in Palmdale.

"The traffic was bad enough," she says, "But I also spent \$200 a month on gas. It was just crazy!"

But now, thanks to an MTA-sponsored employee vanpool program, Rowell and 10 other MTA employees ride in comfort, convenience, and style — and leave the driving to someone else.

The vanpool, which has been operating from the Antelope Valley to Division 8 since November 1992, is one of four now operating as part of the MTA's employee rideshare program. Other vanpools are at Division 3 in Cypress Park, 5 in South Central, and 15 in Sun Valley.

"The drive and gridlock were killing me, but this vanpool is terrific! I don't have to fight the traffic and I save over \$125 a month on gas," adds Rowell, who has been a typist-clerk with the MTA for 4 1/2 years. "I also get to sleep an extra two hours each day."

Her colleagues feel the same way. "I used to be a nervous wreck having to drive to work," injects Mechanic Karl Klee, who lives in the tiny enclave of Littlerock. "I save wear and tear on my body, I love it. I sit there and I sleep."

Through payroll deduction, each participant pays the MTA \$52 a month to participate in the vanpool. Costs include the vehicle, insurance, maintenance, and gasoline. The van leaves the Avenue S Park n' Ride at 5:15 a.m. for the 75-minute ride to Division 8. The vans are leased through VPSI in Woodland Hills.

"The van doesn't wait for us if we're late. It forces you to get here on time," says Mechanic Scott Lanski. "We have better



Division 8 Vanpoolers: Front row (left to right): Scott Lanski, Lisa Rowell, and Ralph Arvizo
Back row: Tim Rushing, Jewel Junior, and Frances Insell

attendance. We're also more productive because we can sleep and we get to work rested."

Joked Lanski, "I used to sleep only when I drove. Now I also sleep while I rest."

Not surprisingly, the vanpool also has the support of Division Manager John Roberts: "The vanpoolers are more relaxed, punctual, and productive. I can sense a real positive attitude. There's really a nice camaraderie that has developed."

In at least one case, the vanpool contributes to a better home life. "When I get home I'm rested," says Equipment Maintenance Supervisor Bob Caudill. "I get to make dinner for my wife. I guess I'm a good husband."

Mechanic Ralph Arvizo gets the job of driving the van. "I don't mind because I like to drive. Everyone's sleeping so it's really quiet and relaxing," he says.

"To top it off, I save over \$100 a month on gas plus the use of my car. It's fabulous."

Service Attendant Francis Insell sums it up best: "It's cheap. I save lots of money. I don't have to drive, and I get to sleep, rest and relax. What more could I ask for?"

This fall, additional vanpools are scheduled for implementation at Divisions 2, 10 and 18. For information on the employee vanpool program, call Jay Fuhrman at extension 2-4827. ■

About MTA's Library . . .

For the time being, the MTA Library, which is the third largest transportation library in the country, will continue to be housed on the fifth floor of the 425 Building.

According to Librarian Dorothy Gray, 818's 5,000-volume collection is being catalogued and integrated into the larger library on Main Street.

The MTA Library contains 45,000 volumes, including 6,000

special collection documents and historical photos.

Employees may check out books for 21 days. The library, which features state-of-the-art computer information services, also has inter-library loan privileges with major universities and public libraries.

Hours of the library are Monday through Friday from 7:30 a.m. to 4:30 p.m. ■

Aging Parents: In Case You're Wondering Where to Turn

MTA'S DEPENDENT CARE PROGRAM CAN HELP!

For four years, the parents of Division 2 Operator Jerome Bowen have relied on their son and daughter-in-law, Lorraine, to take them grocery shopping and to doctor's appointments. It meant working around the work schedules of their children, who have been employed with the MTA for 14 years.

Lorraine Bowen, who works as an assistant supervisor in the central cash counting office, says she tried repeatedly to find transportation services for her in-laws. "I called Riverside Transit (RTA) and senior centers in the Riverside area where we live to ask for help. But I must have gotten the wrong person on the line. No one could help me."

Recently, Bowen noticed a telephone number published in the former RTD magazine, *Headway*, for the Eldercare Locator, a toll-free hot line, which helps put older adults in touch with the community services they need.

She called 1-800-677-1116, and was immediately put in touch with Riverside Family Services, which, in turn, connected her with Dial-a-Ride. Ironically, the Dial-a-Ride is run by the RTA, but the person she had spoken with months ago had not been aware of the service.

Now Lorraine and her husband are delighted with their own

and their parents' new-found freedom.

"They use the service once a week," she says, excitedly. "Dial-a-Ride drives them to the doctors, to the hairdresser. They're not confined to home, and most importantly, they're not totally dependent on us."

For the younger Bowens, finding the service means less worry. For the senior Bowens, getting out of the house may keep them younger, longer.

If you are a care-giver of an aging adult and need to know about the options for

care available, the Dependent Care Office in the 425 Building can help. Jeannette Guerra, MTA's dependent care coordinator, has put together elder care information that includes listings of state-licensed board and care facilities as well as retirement

homes in the Southern California area. Call Jeannette at extension 2-7155 for more information.

NOTE: The MTA does not endorse or make recommendations regarding the quality of any elder care provider and/or program. Employees are responsible for making all final decisions. ■



Eldercare Locator:
1-800-677-1116

Taking Care of Yourself: Health, Safety and Wellness News

AMERICAN RED CROSS BLOOD DRIVE IS AROUND THE CORNER

by Seth Walsh

In the later part of June, the 818 Building will hold its bi-annual American Red Cross Blood Drive, in association with SCAG, our 12th-floor neighbors. The drive will be coordinated through 818's Human Resources, and donation day will be July 8th.

If you've never given blood before, there are some good reasons to do so. As you might know, blood is not a manufacturable resource. It comes from only one source — you. There is no other supply, no synthetic substitute. So giving blood is the only way to save the lives of people who are in life-threatening emergencies or need treatments that require blood. You can rest assured that 100 percent of your donation — every last drop — will be used to save lives. There's no other purpose for it. And the need is all too pressing — well over 1,000 people need blood every day in Los Angeles and Orange counties alone.

Less than five percent of all Red Cross blood collected is

used as whole blood, which has a shelf life of just 35 days. The other 95 percent of blood collected is broken down into various components: red cells, platelets, white cells, and plasma. Red cells are used for more than 90 percent of all blood needs; platelets are required for clotting and are used in cancer treatment and for bleeding problems; white cells are used for pheresis products. Some of these components have shelf lives of only a few hours. Rearrange the alphabet soup and it spells life.

Giving blood is easy, safe, and painless. And you even get a snack afterwards. Once the drive starts, look for your volunteer floor coordinators and sign up to donate. You'll be providing a much-needed service for your community.

Editor's Note: Thirty-six employees at the 425 Building donated blood at that building's bi-annual Blood Drive on May 13. The American Red Cross collected 31 pints of blood, meaning that 124 lives were saved or made better, according to Luanna Urie, MTA's wellness coordinator. ■

4th Annual Health and Fitness Day Civic Center Walk

by Seth Walsh

National Employee Health and Fitness Day was observed May 20. In keeping with the spirit of the event, the L.A. County Wellness Council, to which MTA belongs, organized this year's Annual Civic Center Walk.

Seventy enthusiastic walkers from the 818 and 425 buildings did some simple warm-up exercises before departing on the lunch-time adventure. Then, braving the wilds of our downtown sidewalks, maps in hand, the social aspect of the event quickly became apparent as employees walked alongside newly made friends and familiar faces alike, smiling, talking casually and taking in the mild sun.

Employees from the 818 Building took one route; 425 staff another.

Both staffs ended up at the Downtown YMCA, which had set up a central Health Fair. Balloons, visors, yo-yos, and event tee-shirts were everywhere. In addition to getting brochures

SEE HEALTH WALK, PAGE 9



818 Fitness Buffs: Front row (left to right): Seth Walsh, Debra Hori, and Susan MacKenzie

Second row: Anna Marie Alavez, Siu Ling Kwan, Gail Edwards, and Laura Hoover McHarma

Third row: Becky Quinteros and Julia Drawn

Fourth row: Kathy Mack, Maria Porrata, Olga Cervantes, Manny Marroquin, Maria Zurita, and Diane Horton

Back row: Glenda Johnson, Jane Farber, Arif Motiwala, and Brian Mahaffey

Bits and Pieces



Michelle Flores

DIVISION 7 SERVICE ATTENDANT'S DAUGHTER EARNS UCLA LAW DEGREE

Kudos to the daughter of Division 7 Service Attendant Mike Flores, who graduated from UCLA Law School on May 23. Michelle Flores, 25, is scheduled to take the California Bar

exam in July. She earned her undergraduate degree from Arizona State University, graduating magna cum laude. During her last semester of college, she was chosen as an aide to the Arizona State Senate. She intends to specialize in the practice of family law.

"Michelle continues to be a great source of pride for us," says her dad, who notes that Michelle is the first of the family to complete college, let alone graduate from law school. "She's accomplished so much through a lot of hard work and sacrifice. Her mom, sister, and I are extremely proud of the fact she's breaking ground and setting an example for future generations of the Flores family."



Deborah Munoz and William Atienza

MTA SENIOR AUDITOR HONORED

MTA's William Atienza, senior auditor in the Office of Inspector General, received his certified internal auditor certificate from the Institute of Internal Auditors at a special

presentation and award ceremony on April 21, 1993. Atienza, shown here with Deborah Munoz, CIA chairperson of the Los Angeles chapter of the IIA, passed all four parts of the CIA exams given last November.



D A McClain

PUBLIC AFFAIRS REPRESENTATIVE SELECTED AS TRANSPORTATION COMMISSIONER FOR SOUTH PASADENA

D A McClain, public affairs representative, has been selected as a transportation commissioner for the City of South Pasadena. The appointment,

made by incoming Mayor Jim Hodge, means that McClain will be involved in establishing transportation policy for the community: "My biggest challenge will be fighting the proposed \$1-billion extension of the 710 freeway," she says. "It's ludicrous to expand concrete for more cars." ■

HEALTH WALK FROM PAGE 8

from fitness providers and filling out applications to join the "Y," you could even have your body fat-level tested!

After a quick gulp of water from one of the many water stations, off we went through the spiral maze of the Westin Bonaventure Hotel, losing a few people along the way to the tempting restaurants. After a turn here and there, we completed our final leg up Beaudry and ended back where we began.

"I had a great time," said fleet-footed Payroll Supervisor Arif Motiwala, who had triple bypass surgery two years ago. "Walking is an important part of my life now. I walk about two miles every other day. I highly recommend it."

Echoed one 425 employee who had just returned from major open heart surgery the month before: "I've been preparing myself for this day—I wanted see how much difference the surgery and the exercise after it had made." And wouldn't you know that it was she who led the pack up Bunker Hill! ■

Applause!

EMPLOYEE RECOGNITION AWARDS

JOHN ANGESKI IS NAMED BUS OPERATOR OF THE MONTH

John Angeski, an El Monte resident and 17-year veteran behind the wheel, was selected MTA Bus Operator of the Month for March, 1993.

Angeski, 52, works out of El Monte's Division 9. He is an extra board operator, meaning that he may receive a different bus driving assignment every day.

Angeski has accumulated the maximum 90 merits and has no recorded instances of sick time off, rule violations, misouts, or avoidable accidents. An El Monte resident for 20



John Angeski

years, Angeski lives with his wife Bonnie; son John, 15, a freshman at Bishop Amat High School; and daughter Louise, a senior majoring in education at California State University Long Beach.

Among hobbies, the Angeskis enjoy watching football and other sports as well as working on their future retirement home in the Twentynine Palms area. He says he enjoys working with people, and looks forward to "doing something different every day."

"It's never boring," he says of his career.

TWO MTA VIDEOS AWARDED

A pair of MTA video productions about the Red Line recently captured two awards in the 26th Annual International Awards Competition sponsored by the International Film and Video Festival.

Produced by Director of Visual Communications Erica Goebel, the videos, "L.A. Underground" and "A Tunnel Runs Through It," won certificates for creative excellence. The awards were presented in a June 3 ceremony.



TRANSLINK AND TRANSIT 2000 SHINE!

The MTA has picked up a coveted 1993 Clean Air Award for two different programs! One is for Translink, a computer technology which produces a personalized itinerary for commuting to work and back via public transit.

Pioneered by the agency's Corporate Transit Partnership (CTP) section, Translink also tells the individual commuter where to buy passes and how much money is saved by not driving solo. Today, it provides faxed information to more than 200 companies throughout Los Angeles County.

The MTA's Maureen Micheline and Linda Casey, along with Chief Administrative Officer Alan Pegg, accepted the award from the South Coast Air Quality Management District (AQMD), which sponsored the annual competition.

The second round of kudos goes to the Marketing Department's Transit 2000, a monthly 30 minute television magazine, which is the only regular program on the tube which focuses exclusively on transit and the environment. It airs the last Sunday of the month on KABC Channel 7. David Sutton, the show's associate producer, picked up that award. ■

ANTI-GRAFFITI FROM PAGE 3

Now Johnson joins his colleagues in donating up to 20 hours each week, speaking to elementary and junior high school students.

"I tell them that tagging is not a victimless crime," the articulate 17-year MTA veteran says. "It's about grandparents, parents, and your aunts and uncles who ride the bus."

"I'm trying to personalize the bus. I tell them that we provide service that sometimes your loved ones can't."

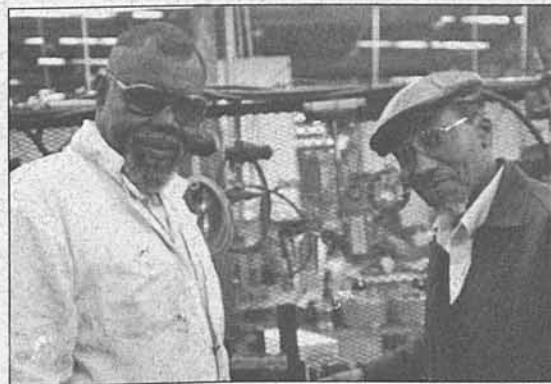
Johnson, who coaches basketball in his free time, says he feeds off the energy of the young people with whom he shares his frustrations. "You hear so many bad things about kids," he says. "The majority of them don't tag — but nobody is reinforcing their good behavior. That's why we're out there."

"This program and the kids rejuvenate me," Johnson adds, quietly, "so I can go on about my work." ■

Communication Channels Open Up

EMPLOYEE SUGGESTION PROGRAM UPDATE

The MTA continues to evaluate your ideas each month and recommends implementation of those ideas that benefit the agency by reducing costs, increasing productivity, improving tools and equipment, and improving service to the public. We are in the process of merging these two Employee Suggestion Programs, and we'll, of course, keep you posted of any upcoming changes.



Bob Mitchell and Don Smith

■ Kudos to our latest winners — Mechanics Bob Mitchell and Don Smith, who will split a check for \$311.40. The two suggested a new procedure to repair the output terminal stud on Niehoff alternators when the stud is damaged. The normal repair procedure was to replace the unit with a new diode end frame at a cost of \$575, which included parts and labor. Their new design calls for digging out the potting compound which enclosed the terminal stud and replacing it, using high-temperature sealant for insulation at a cost of \$46. The suggestion has been implemented and no failures have been reported. The MTA estimates that as a result of Mitchell and Smith's invention, the agency will save an estimated \$3,114 a year.



Ed Turienzo

■ Mechanic Ed Turienzo's winning idea was to manufacture in-house the bumpers on the Automatic Guided Vehicles (AGVs) which are an integral component of the Automatic Storage and Retrieval System at the Central Maintenance Facility. The AGVs or "Gofers," are the

computer-guided vehicles which transport stock materials to and from the storage areas and work locations at the CMF. The "Gofers" have plastic safety bumpers which become damaged over time. Turienzo's suggestion has been implemented and represents an annual cost savings of \$62,800. It also saves down time on the equipment because the materials needed are readily available.

■ Congratulations to Human Resources' Seth Walsh of the 818 Building, who noticed the signage for the emergency pull chain on the Red Line cars was not clearly labeled for public use. Thanks to quick action by the RCC, the Vehicle Users Group and the MTA equipment maintenance technical support group, new signs are now in place. The riding public can now access the pull chain quickly in the event of an emergency.



Seth Walsh

■ Eleanor Kendrick of RCC and Carlos Rodriguez of Congestion Management Services each suggested using the conference room scheduling system at the 818 Building to research vehicles from the central pool. The system is in phase one and now enables management to comprehensively track vehicle usage.



Phil Raycraft

■ Thanks to Phil Raycraft of RCC for suggesting that an easily visible graphic be placed on the tops of cubicles that are used by those employees who are currently certified in CPR and First Aid. This will insure that those needing emergency aid will receive it — quickly. Facilities' Phyllis Meng is in the process of putting up the bright orange markers.

If you're interested in participating in the program and are a former SCRTD employee, contact Nina Capoccia at extension 2-7170. Employees at 818 may call Linda Riemer at extension 4-7180, or drop an idea into one of the suggestion boxes on each floor in the 818 Building. ■



Phyllis Meng

The MTA Rodeo Is Coming July 10!

MTA NEWS

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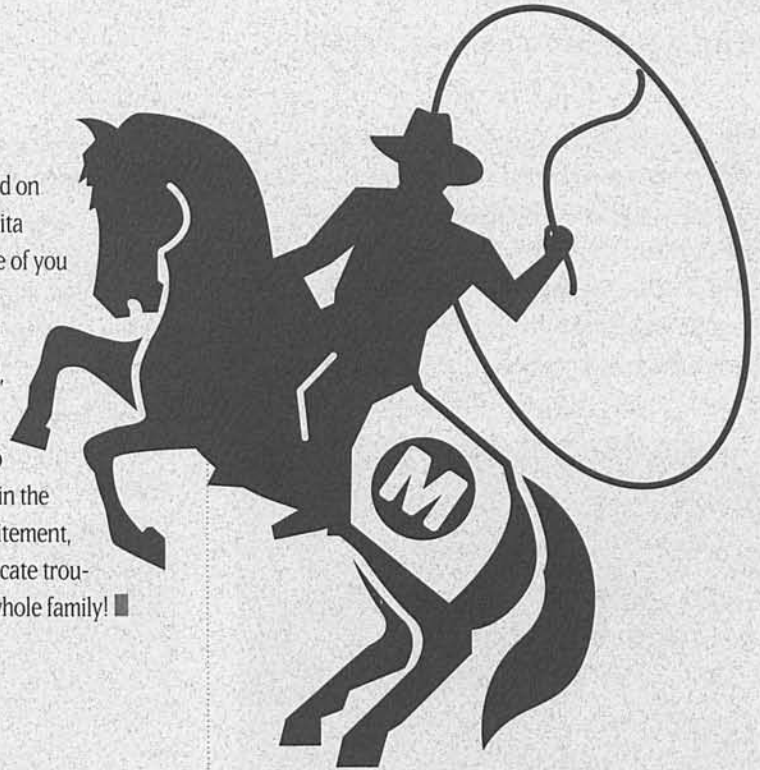
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The fourth annual joint Bus and Maintenance Rodeo will be held on Saturday, July 10 at the Santa Anita Race Track parking lot. For those of you

who have never attended, this is a family affair, complete with grilled hot dogs and hamburgers, ice-cold sodas, potato salad, and an assortment of other treats.

About 30 operators will vie for the title to go to the International Bus Rodeo later in the fall. The Maintenance teams provide excitement, too — they have to fix bus engines and locate trouble in a very tight time frame. Bring the whole family! ■



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