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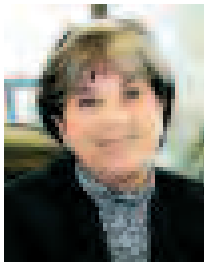
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The Alive! Interview

ITA: There's Wireless in City's Future

■ A recent *Alive!* interview with ITA GM Thera Bradshaw focused on cable TV and the City's wireless future.

ITA — CEO John Hawkins and *Alive!* Editor John Burnes chatted with Thera Bradshaw, General Manager, Information Technology Agency (ITA), about the department and the future of wireless technology and cable TV in the City.



Thera Bradshaw, GM, ITA

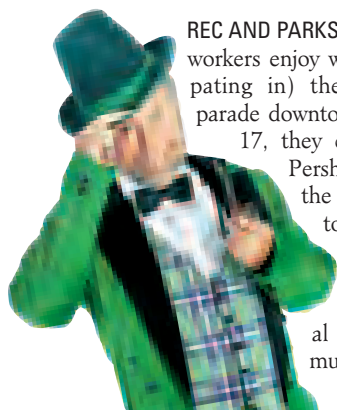
Alive! Tell us about working with other City departments.

Thera Bradshaw: ITA exists to serve others. Everything that we do in ITA is in support of our partners within the City, all the City departments, or the public with programs like 311 and the

See *Alive!* Interview, Page 10

Pershing Sq. Wears Green For St. Pat's

■ Pershing Square ups the fun with an afternoon party after the annual St. Pat's parade downtown.



REC AND PARKS — After downtown workers enjoy watching (or participating in) the annual St. Pat's parade downtown at 11:30 March 17, they can mosey over to Pershing Square, where the parade is scheduled to end. That's where the fun will continue, with a party featuring traditional Irish food, drink, music and dancing.

See all the details in the story and photo on page 16. Make your plans now!



Safe Harbor

■ The Port Police works on ships, under water, in patrol cars, on bikes and in the air to safeguard one of the City's critical assets.



HARBOR — The Port of LA is one of the most important features of the City. Whether it means managing millions of tons of cargo or welcoming tourists, the Port is a vital economic engine that drives the City.

Keeping it safe from crime and terrorism is of paramount importance. That job is proudly accepted by the Port Police, a strong and independent safety force that operates in many modes, as the situation calls for: on the water, below the water, in the air and on the ground.

Read all about the Port Police, and meet the people who keep our Port safe.

Turn to page 18 for our March Department of the Month: **The Port Police**

At bottom: Port Police (from left) Sgt. Alfred Guerrero, Officer Glenn Twardy, Officer Il Maria Hernandez and Officer Masaki Imoto are four of the many who safeguard the Port of Los Angeles from a great many threats, including crime, pollution and terrorism.



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City Employees Club of Los Angeles: *Serving the City for 77 years*

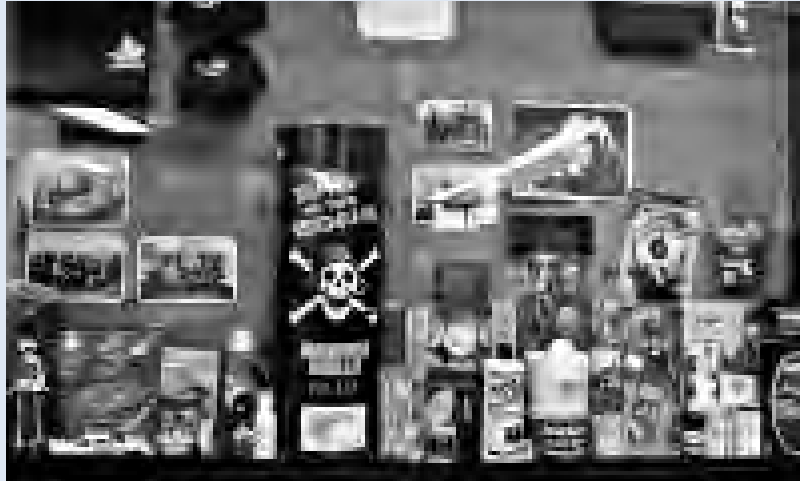


Department of the Month

Los Angeles Port Police



Efficient and maneuverable vessels like this one help the Port Police protect the waters of the L.A. Harbor.



Some of the items confiscated through CTIP.



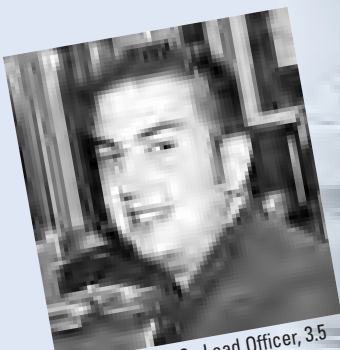
From left: Edwin See, Sr. Lead Officer, 5 years; and Fernando Flores, Port Police, 7 months.



Sgt. Dan Aleman, Recruitment Officer, 31 years, Club Member.



Lt. Bill Fletcher, Port Police, 25.5 years.



Roario Ferrara, Sr. Lead Officer, 3.5 years.



Here are just some of the representatives of the Port Police, who patrol the Harbor by boat, on bicycle, under water and with canine units. Pictured at right, middle row, is Reserve Officer Shaquille O'Neal.



Robert Holquin, Port Police Security Officer, 1 year, Club Member.



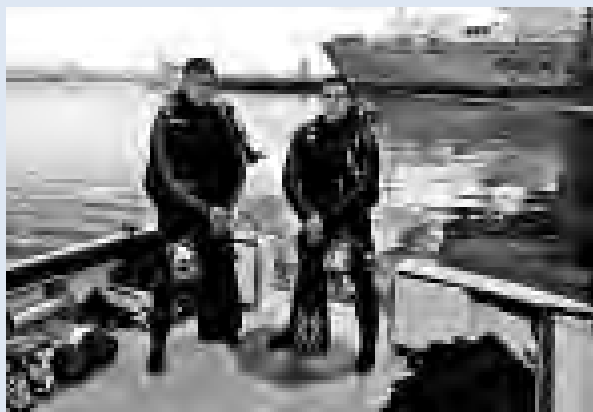
William Davis, Port Police Security.



Rene Melo, Principal Clerk, Port Police, 14 years.



Back, from left: Julie Di Tucci, Secretary; and Vanesha Foisia, Patrol Clerk, 6 months, Club Member. Middle: Mary Campos, Clerk Typist, Club Member; Christine Piña, Police Cadet, 1 year, Club Member. Seated: Claudia Romero, Sr. Clerk Typist, Club Member.



Part of the dive team, from left: Dan Dayton, Port Police; David Clements, Sr. Lead Officer, 4 years.



SLO David Clements aboard Bravo 23, the newest boat in the fleet.



Rowland Tatum, Garage Attendant, Port Police, 4 years, Club Member.



Vanesha Foisia, Patrol Clerk, 6 months, Club Member.



Captain Martin A. Renteria, Port Police, 27 years.



Ken Huerta, Detective Sergeant, 24 years.



Oscar Smith, Background Investigator, 32 years.



Jeannemarie Schwab, Sr. Clerk Typist III, Port Police Dispatcher, 20 years.

Los Angeles Port Police

Some of the photos in this section are courtesy the Los Angeles Port Police; the rest were taken by Club staffers.

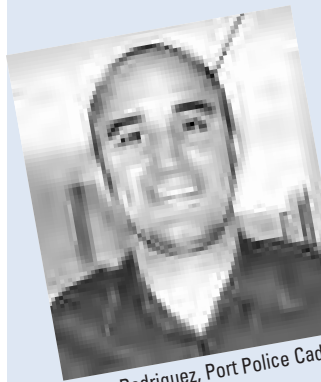
Department of the Month



Glenn Twardy, Port Police Motor Officer, 12 years.



From left: Dan Dayton, Port Police; David Clements, Sr. Lead Officer, 4 years, aboard the "new" boat Bravo 23.



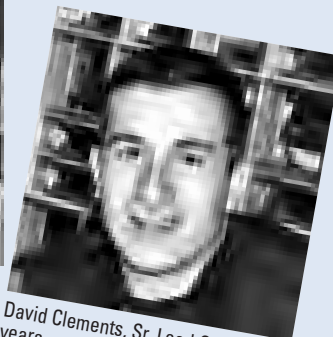
Danny Rodriguez, Port Police Cad, 5 years.



James Real, Sr. Security Officer.



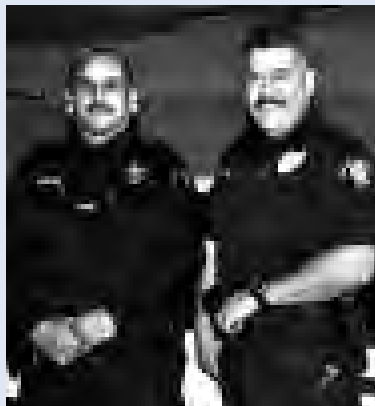
Eloina Gonzalez, Clerk Typist, Club Member.



David Clements, Sr. Lead Officer, 4 years.



From left: Sgt. Ralph Edwards, 11 years, and Rosario Ferrara, Sr. Lead Officer. According to Sgt. Edwards, the dive team comprises of two lieutenants, three sergeants, five Sr. Lead officers and six officers.



From left: Pedro Alvarez, Jr., Port Police, 25 years; and Eddie Hernandez, Port Police, 8 years.



Posing inside Roll Call room with displays of patches collected throughout the years are, from left: Sgt. Ken Hawkes, Port Police, 20 years, Club Member; and Porfirio Blas, Sr. Lead Officer, 32.5 years.



Harry Hunold, Protective Services, Port Police, 35 years, Club Member.



Jamal Turner, Port Police Security.



Ryan Mullany, Port Police Officer, 2.5 years.



Lachelle Burnett, Sr. Clerk III, 10 years, Club Member.



From left: Henry Gomez, Port Police, 34 years; and Sgt. Alan Roberts, Port Police, 30 years.



From left: Glenn Twardy, Port Police Motor Officer, 12 years; Robert Myers, Sr. Lead Officer, 16 years; and Masaki Imoto, Port Police Motor Officer, 2 years.

Port Police: Vital to Safety, Economy



Ronald J. Boyd, Chief of Police, Club Member

By Chief Ronald J. Boyd
Los Angeles Port Police

Since 1911, the Los Angeles Port Police has been serving our community and the City of Los Angeles. Very soon, Port Police will observe an anniversary reflecting 100 years of service in the Wilmington, San Pedro and Terminal Island areas.

It's been a pleasure serving as the Port Police Chief since November 2004. Our City has an amazing asset in the Port. Covering more than 7,500 acres and more than 43 miles of waterfront, the Port is a huge contributor to the economic viability of the United States. Most Angelenos (and some of our own City employees) don't know that the Port of Los Angeles handles several million containers each year, boards or disembarks more than a million cruise passengers, contributes to 16,000 jobs locally, and contributes to the employment of more than one million workers nationally. Financially, that translates to \$8.4 billion in wages. Combined with our neighboring Port of Long Beach, the San Pedro port complex is ranked as the number five port complex in the world.

Along with this impressive role in world trade comes some tradeoffs in traffic, environmental concerns, maritime safety and port security. Because of this, the Port Police is a key division within the Port of Los Angeles. The men and women assigned to the security of the Port are comprised in a variety of assignments. Commercial traffic enforcement, environmental crimes investigation, narcotics detection, cargo theft prevention, terminal security and boating enforcement are a few areas that make this job unique. Lately, the efforts against terrorist acts have increased the focus and levels of expertise required to keep the Port safe. Complementing the sworn law enforcement officers are our security officers, dispatchers, analysts and clerical support that play an important role in keeping port operations flowing. In the end, however, it is the entire community that comes together to make this effort effective.

Generally, the Port Police posture is very proactive in that officers are often able to detect problems before they occur. Patrol services include diving, boating, motorcycles, bicycles, cars and foot patrols. By conducting regular inspections of the various terminals, vessels, cargo handling facilities and traffic routes, officers become familiar with what can be considered "normal" operations and can respond quickly to a problem. When responses extend beyond our initial capabilities, our strong partnerships with surrounding first-responder agencies serve our entire community. We enjoy the fact that our City's first responders (Police Dept., Fire Dept., Transportation, ITA and others) work so well together to keep things safe.

The Los Angeles Port Police take great pride in our agency, the port and the citizens of our City. We hope this feature will not only inform you, but also invite you to come down and learn more about what the Port of Los Angeles is all about. Thank you for taking the time to have a close-up view of your Port Police!



Department of the Month

Los Angeles Port Police

RESPONSIBILITIES AT SEA, ON LAND, IN AIR

An interview with Ronald Boyd, Port Warden / Port Police Chief

In January, Club CEO John Hawkins interviewed Port Police Chief Ronald J. Boyd about a number of critical issues for the Port Police, including counterterrorism, traffic, the environment, and Shaq.

WORKING TOGETHER

Alive! You mentioned working with other departments and as sort of your backup.

Chief Boyd: Right.

Alive! Like the LAPD.

Chief Boyd: Yes, we monitor each other's channel; we talk to each other on the phone; we talk to each other in the field on a frequent basis. We work together real closely.

Alive! Do you patrol the residential areas of the Port?

Chief Boyd: We're mostly industrialized, but we have residential areas that are contained or at least they butt up against the port, so we're in very close proximity. It's probably different from other ports around the world, because usually you get to the industrialized area and there's somewhat of a berm between the community and the port or the industrial area. We've got people two blocks away from the container terminals. Part of the nature of our work takes us into the community, but we don't step onto or into the LAPD's mission unless we're asked or invited. It's usually involved in monitoring commercial truck traffic, looking for environmental infractions, looking at things that are port related and making sure that they operate securely.

MOST COMMON INFRACTIONS

Alive! What's the most typical infraction you deal with on a regular basis?

Chief Boyd: Traffic in and around the port is important.

Alive! Truck traffic?

Chief Boyd: Truck traffic's important. We have to enforce the laws equally as far as traffic so there's no disparity. If they see a vehicle and it's an infraction, they'll stop and take some sort of enforcement action. But there are also regulations to keep commercial truck traffic off of the City streets in the the Wilmington district of the City of L.A. And, therefore, I've got motorcycle units and patrol units who focus on going in, patrolling those streets, responding to calls from the citizens and keeping the trucks off of the routes. They have designated routes that they should be on. Every once in a while, because of congestion or whatever personal reason, a truck driver will end up tooling up somebody's residential street and making noise, and every once in a while these guys will get so bold as to try to pull a convoy to try to get around traffic. Well, it's illegal. So we curb that truck traffic. To do that, again, we work in unison with South Traffic Division of LAPD and the California Highway Patrol, and we put together many enforcement days and we put together inspection routes where we stop the truckers and we try to enforce it. And then we also spearhead the charge for getting penalty enhancements and legislation so that we can improve the designated routes or the enhancements for the repeat offenders, for the guys who just continually do it because they don't care what the community wants.

Another thing you would find is illegal dumping in the Port – people from all areas of the community, county-wide, assuming that it's okay to bring stuff that's unwanted, whether it's pure hazmat or just things that they don't recognize what the contaminants might be if it gets into the water table, and either dumping it land side or trying to dump it in the sewage system. We have one of the cleanest ports in the world as far as the water. But air and water are huge concerns of the community. The board meeting that went on last night and that's being televised right now on City View, is focusing a large amount of attention on the Port's efforts to keep the air, water and the community clean and to minimize the health risks inherent to a Port. And the large ships coming in and out of here continually, they contribute greatly to the pollution in the L.A. basin. Now, is it the Port's fault? No. But, do we have an obligation to work with the folks who are the violators? Yes, to identify them and to pull them in.

SPECIALISTS FOR A SPECIAL SITUATION

Alive! What are the challenges of bringing new officers on board?

Chief Boyd: We need to teach them how to be policemen first and then port policemen next. A typical municipal police officer for Anywhere, U.S.A., is going to operate out of maybe about six or eight code books or regulation books. Our guys have nineteen. We have the Penal Code, the Vehicle Code, Health and Safety, Welfare and Institution Code ... our guys are [also] doing the Fish and Game Code, the Harbor Navigation Code, and the Code of Federal Regulations, and enforcing sections of the tariff. They've got an additional responsibility. They've got to go to a basic boarding officer school sponsored by the United States Coast Guard. They've got to learn harbor and navigation rules. For us to do the extra thing that is required to keep this campus secure, they've got to do a little bit above and beyond what a regular municipal cop would learn as far as having a skill set. It doesn't mean that the job is any tougher or worse, because I respect and admire what our City police guys do. It just means that you've got to come in and become a specialist here and take on that extra skill set. Things that happen here make news in Shanghai, China. It makes an impact on the business decisions of the folks who ship cargo through the Port. This is the number one port in the nation. We're feeding the nation here. And so we do have a different spin on it. You could shut down an intersection because of an event in the City and maybe reroute traffic. It's going to be a hassle; folks are going to be put off. You can't do that here. We can't shut down the main channel. We may try to shut down a portion of it because we've had an unfortunate event where we're looking for a floating body or we have something else going on. But you can't just arbitrarily come out and say, "We're shutting down the port," or "We're closing down portions of it for x, y, or z activity."

RECRUITING

Alive! How many officers do you have?

Chief Boyd: As of this morning, there are 88 of us. But I'm taking us to 120.

Alive! 120?

Chief Boyd: Yeah. We have a long way to go as far as that's concerned.

Alive! Is that your five-year game plan? Three-year, two-year?

Chief Boyd: It's three years. We're trying to aggressively recruit. Recruiting means not only recruiting and getting the bodies in, but it also means getting them trained through the academy and getting them acclimated here, which means that I have to have the infrastructure here – field training officers to orient them and train them to deploy them in the field.

OFFICER SHAQ

Alive! How well do you know [Reserve Port Police Officer] Shaquille O'Neal?

Chief Boyd: Pretty well.

Alive! Good guy?

Chief Boyd: He said, "I want to work. I want to be treated like a recruit. I don't want to be around people who are afraid to holler at me because I'm a celebrity or whatever. I've got to take the real test. I don't want anybody to take it for me." So a curriculum was put together. We did have to make some allowances because of his NBA schedule. But he went through a regular basic academy. He completed all the initiatives. The State sent surprise inspectors down to make sure that we weren't cooking something up. They would come in while he was taking a test to see if he was actually taking the test. And he went through what he was supposed to go through. He joined as a reserve member, so he went through a background and selection process. He wanted to be at reserve level one, which required him to have to go through a basic academy. A Level One Reserve is basically – once they go through a certain amount of training and being chaperoned around, they're able to work on their own.

Alive! You'd think his agent would be worried stiff.

Chief Boyd: Initially, the NBA was worried stiff. Initially [his] family and the NBA saw that they weren't getting through to him. So they pulled me in, and they said, "Look, you guys don't understand. We can't do this. You're not going to do this. You've got to make him stop." You can't make him stop. In fact, he told us if we weren't going to do it, he was going to find somebody.

Alive! Does Shaquille's presence ever detract from the job?

Chief Boyd: Initially, it did, and it worried me because I said, "This can't go on; this is too much." I saw just what it would do to the operation at the airport; here at the Port; at the Sheriff's Department; at the LAPD, at various

stations when he was out doing some of the ride-alongs. And then I watched Shaquille. He was like, "Let it keep going. Let them get used to me. Once they're used to me, it'll be business as usual." He was absolutely right. The more he would show up, he just started to blend in. So, the minimal amount of disruption that first year or so was worth it for the long-term benefit. So it was cool. And so then, sending him down to Miami to Chief Deluca's, Donnie was a little worried at first. And I said, don't worry. It'll settle in. And so he's been down there. He's had his first year down there, and they're working on their second season. And things are starting to settle out. People are used to it, to seeing him coming into the police station. It's not stopping any work. It's good. It's good stuff.

CHALLENGES

Alive! What is the biggest challenge for you right now?

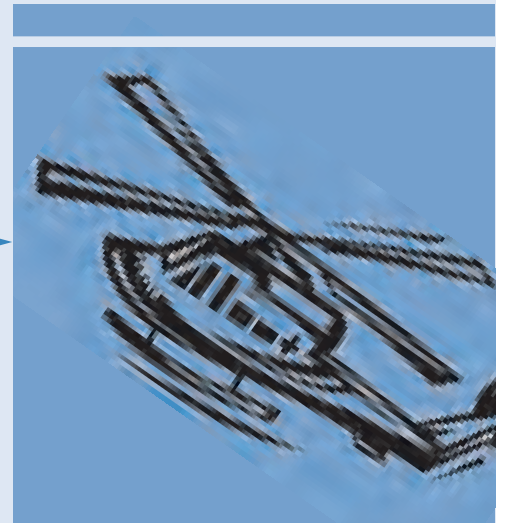
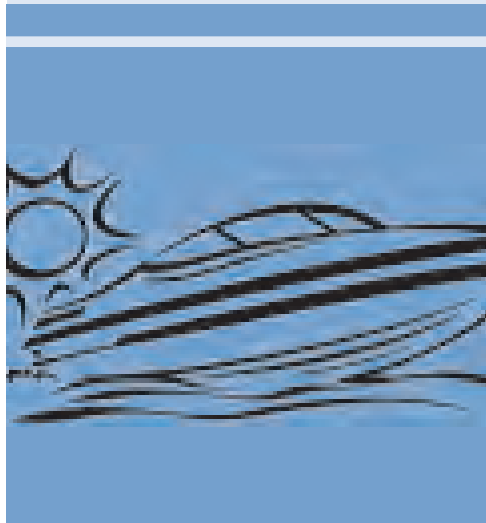
Chief Boyd: a) Port security and our counterterrorist efforts; and b) our presence in the environmental concerns of this community. That includes the air-, land- and water pollution and making sure that it stays clean. And c), the traffic, because that's also an environmental concern. That's part of the mission of the officers. So, again, that's somewhat different than what the traditional officers traveling the streets would do.

We have several thousand folks who live in the Wilmington and San Pedro marinas on board their vessels. Naturally, the population goes up during the summer months, in the spring and summer. It's not as heavy or concentrated during the winter months. But there are folks who do live there. And there are people who have, if they aren't living there now, they still have property and assets there; it's their summer home. We have a primary responsibility to take care of them. Those first phone calls come to us even when they go to the complaint board downtown. The Port Police have the responsibility. We have the first response.

And the Port community is just not the water-side assets. We need a robust counterterrorist program because we're the first line of defense for the nation in regards to port security. It's qualified by the fact that we're the number one port in the nation. Forty-three percent of the goods that come into the country come here. Sixty-two percent of those goods don't stop here when it comes off the ship in Southern California; they're going east. So we have a large responsibility towards national economy.

And yet we have water assets out there, too. And land assets out there. We're continually patrolling and being proactive as much as we can be, which is something we pride ourselves in; that's an internal thing. It's nice to be able to get into a radio car and go look for trouble and prevent it before it happens, as opposed to being reactive. Our interactions with the community are different. And that's been excellent for us. Our local homeowners' associations, chambers of commerce and other community groups are fully dependent upon and appreciate the Port Police and our presence. And that's a good thing.

Los Angeles Port Police

Department
of the Month**COUNTERTERRORISM**

Alive!: What about terrorism? The first thing that comes to my mind when I think about port security is terrorism.

Chief Boyd: Right.

Alive!: Is that on the top of every one of your officers' minds?

Chief Boyd: It is. One of my focuses when I came down here was to make sure that our operational awareness was focused towards terrorism, both international and domestic terrorism; that the officers had the mind set, too. Because it's one thing for me to go out and tout it and write nice papers and speak about it and stand next to [LAPD] Chief William Bratton and [County] Sheriff Lee Baca, saying we're united against terrorism. But the common denominator is the patrolman in the streets. And if he's so busy looking for drunk drivers, he's not focused on the unusual-look-

ing package that's left at the fence that could be easily swallowed up amongst all these containers, or the group of guys that are taking pictures of the critical infrastructure around the Port district.

Alive!: Or that fast-moving small boat coming in.

Chief Boyd: Right.

Alive!: What about the port pilots? The port pilots board the ships.

Chief Boyd: Right. We're collateral. Within the operations group of the port of Los Angeles, you have the port police, the port pilots and Homeland Security Division. The port pilots have an equally significant, dangerous function, because they're the guys who guide those big ships in and out of here, keeping the port facilities from being damaged, making sure the vessels don't get damaged or nothing goes wayward. We actually go out with them on [some] cases. We have a Sea Marshal program here, one of the first in the nation. The air mar-

shal program is staffed by Federal people. For sea marshals, the Coast Guard solicited our participation. And so I have policemen with special weapons and special training who accompany the port pilot, and they serve as a security team for our pilot and for whatever's about to enter into the Port. They go up ladder, secure the engine room and secure the bridge; we have put a rover out, and then the pilot can come do his job.

Alive!: When would you do that?

Chief Boyd: All of the cruise ships that come in and out of the Port of L.A. for the safety of the passengers coming in and out of the City of L.A.

Alive!: All the cruise ships coming in have?

Chief Boyd: Yeah. Just like there's sky marshals secreted on various aircraft in the country, we have sea marshals.

Alive!: Every cruise ship that comes in?

Chief Boyd: Every one. Part of their normal routine. This is a special detachment taken out of patrol, and their job is every cruise vessel.

Alive!: Are they in uniform?

Chief Boyd: Yes. These are uniformed officers that go on. The spectrum of counterterrorist efforts spans from the small watercraft high-speed boat that's loaded with explosives that could end up anywhere, all the way up to the large oceangoing cargo and passenger vessels, and making sure that they're operating safely as they come in and out. So it goes a long way. And right now, only 90 people are doing it.

Alive!: All this work and only 90 people are doing it?

Chief Boyd: Right, it's not enough people.

Alive!: Is one hundred twenty your goal?

Chief Boyd: My goal would be even larger, but 120 is where I'm going.

ABOUT RONALD BOYD, Port Police Chief

AGE: 48

HOMETOWN: Los Angeles

MARITAL STATUS: Married; five children; grandchildren.

EDUCATION: Los Angeles High School; Cal State L.A.; UCLA (teaching credential).

ON BECOMING CHIEF:

"I had been traveling around on the road out of a suitcase all my life. I came to Port Police in April 1982. I had been at the Airport for almost two years; it was a good assignment. [When] the Olympics headed this way in 1983, I got assigned to a task force that was mapping out strategic locations. We were doing a detachment with the Dept. of Defense and we were doing secret stuff, trying to get ready for possible venues that could have been in the Port of L.A. or Long Beach ... 7-11 and a few other corporations also had some berthing rights on some

cruise vessels, and they were going to be out here so I got spun up on this neat task force.

"I came off of that and went to Major Violators Narcotics Task Force, which was a Marine squad down here and was one of the first in the country and it was led by LAPD. All of the maritime focus on narcotics and interdiction was through this squad. Then I came inside and my title was Port Warden up until 1991, then it became Port Warden/Port Police Chief."

ON RAY CHARLES:

"Prior to graduating from high school I went to L.A. City College and was taking radio broadcasting. I thought I was going to be a broadcasting major or do something like that. Then, I got a job with Ray Charles and went with him; I interrupted school and went on the road with Ray Charles for five years.

"I was in high school waiting for the semester to end. To get a jump-start on school I was going to go to Cal State L.A. To make a long story short, I ended up working at Universal Studios in the security department. I met a guy who had a history of working in the entertainment industry. He worked with a bunch of entertainers, being the road manager and doing stuff, and when I met this guy he said, 'I'm only going to be here for a while kid, but when I leave I'm taking you with me.' That's literally what he said. When he left he called back about a week later and told me to get over to an office on Washington and Westmoreland. I said, 'Well, I'm at school,' and he said, 'Look I went out on a limb, you get your hips up here.' So I was maybe a few weeks from 18th birthday. I left school, went to Ray Charles' office

just because this man had told me that I had better show up. I hadn't even told my parents, and I walked out of there as Ray Charles' personal aide. That was a real Reader's Digest version of it; it was incredible. I was out there for five years.

"Ray knew how old I was, and the way he managed me was, I had a curfew. I wasn't to associate with the band members; I wasn't to be around anybody who was doing anything that was illegal, immoral or unethical. I couldn't hang with the guys. He did not let me run the streets, so I had things to do. And if it wasn't work-related, basically I had homework. It was an internship with a millionaire back in the late '70s, when there weren't many millionaires, let alone black millionaires. I did learn and he held me accountable and it was a nice deal, it was as good deal."

HIS HEROES:

"Mom and dad. I was a kid growing up in L.A. I could have gone a number of ways, as did kids that I grew up with. [My parents] saw to it that I didn't. They were strong first role models in my life. In addition, Ed Henry was a good business role model. Ray Charles was, for personal reasons that most people wouldn't understand. He, by default, had to take up where my parents left off. I was 17 years old and out of the country, and he made sure that I was doing homework. If I wasn't doing work for him or if I wasn't picking up his clothes from the cleaners, my behind better be doing something constructive. And if there was nothing else for me to do, then I better get a little camera and go out and go on a sightseeing tour and come back and report to him what I learned and have some intelligent dialogue for him."





Department of the Month

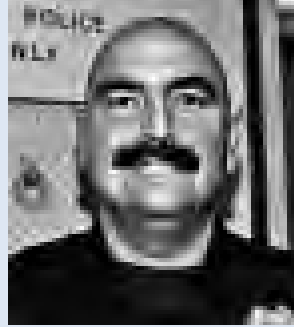
Los Angeles Port Police



Lt. Titus Smith, Port Police, Club Member.



Robert Reynolds, Port Police, 20 years.



Rudy Meza, Sea Marshall, Port Police, 24 years.



From left: James Nua, K-9, Port Police, 13 years, with his partner, Sammy, who specializes in explosives; Sgt. Mike Capodanno, 12 years, Club Member; William Yochum, 5 years, with his partner, Bear, who also specializes in explosives; and Dan Dayton, K-9 Officer, with Bo, a patrol dog.



Ian Schunke, Port Police, Motor Officer, 5 years.



From left: David Armijo, Port Police Officer, 19 years; and Brandon Smith, Port Police Officer, 6 years.



From left: Alex Castillo, Port Police, Club Member; and Ryan Strauss, Sr. Lead Officer, Club Member.



Officer Martinez checks out an abandon vehicle during his routine patrol.



Bill Paxson, Port Police Officer, 25 years.



Vernon Phifer, Port Police Security Officer, 1 year.



Tony Guerrero, Sr. Lead Officer, 23 years.



Christine Rodriguez, Police Cadet, 5 years.



Myra Heredia, Port Police Security Officer, Club Member.



Brandon Smith, Police Officer, 6 years.



Linda Wyatt, Sr. Clerk Typist III, Port Police Dispatcher, 32 years, Club Member.



Keeping the Port safe requires a tight coordination of City departments, including with the Los Angeles Police Department.

Los Angeles Port Police

Some of the photos in this section are courtesy the Los Angeles Port Police; the rest were taken by Club staffers.

Department of the Month



Fernando Flores, Port Police, 7 months.



Skip Staal, Port Police, 18 years.



Officer Staal writes his reports



Fernando Martinez, Port Police, 6 months, standing next to his patrol car.



Albert Alvarado, Port Police, 6 years.



Tom Yamamoto, Patrol Officer, Port Police, 11 years, on a "586" call, also known as an illegal vehicle stop.



Luis Tapia, Port Police Security. Luis Tapia, Port Police Security.



Regina Grant, Management Analyst, 25 years, Club Member.



Rosa Reynoso, Detective Sergeant, Investigations, Officer in Charge, 16 years.



Maria Corona, Sr. Clerk Typist III, Port Police Dispatcher, 16 years, Club Member.



Erika Cabrera, Student Intern, 2 years.



Cheryl Morris, Sr. Lead Officer, 11 years, Club Member.



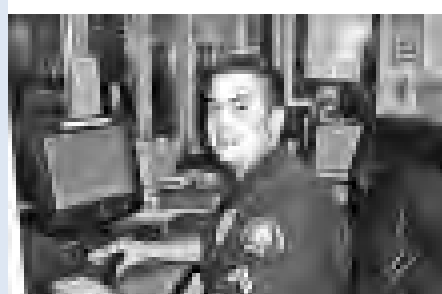
Kevin Jennings, Port Police Security Officer, 4 years, Club Member, stands next to a thermal body scan.



Damon Lankford, Acting Lead Officer, Port Security, 5 years, Club Member.



Richard Rand, Port Police Security, Club Member.



Sgt. Al Guerrero, Port Police, Club Member.



Cargo Theft Interdiction Program (CTIP).



Los Angeles Port Police Underwater Operations.

LOS ANGELES PORT POLICE

Dept. Head:

Chief Ronald Boyd

Department Motto:

"Sworn to Protect, Dedicated to Serve"

Mission Statement:

The mission of the Los Angeles Port Police is to ensure the safety and security of the Port of Los Angeles through diligence of duty, proactive law enforcement and a partnership with our customers and community.

Responsibility:

Safety, security and counterterrorism first response within Port communities

Patrol Modes:

Under water; on water, land and air

Deployed nation's first:

- Seaport cargo theft team
- Sea marshal team
- Cruise passenger terminal canine team

One of only three port complexes in nation leading studies in supply chain security

Founding member of Port Dive Operations Group (also includes FBI, LAPD, LAFD, Long Beach Fire, U.S. Coast Guard)



Arlene Herrero, Member Services Counselor

Hey, Los Angeles Port Police:

I'm Your Counselor!

Hi, I'm **Arlene Herrero**, your Club Member Services Counselor. I can help you with insurance products ... advice ... ticket discounts ... and all your Club benefits. It's my job!

I'm in the Port all the time. Call or e-mail me to schedule an appointment: (800) 464-0452, or aherrero@cityemployeesclub.com