



June 1, 1995

Los Angeles County
Metropolitan
Transportation
Authority

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MEMO TO: MTA BOARD MEMBERS AND ALTERNATES
THROUGH: FRANKLIN E. WHITE
FROM: BARRY ENGELBERG
SUBJECT: STATUS OF SB 1152 (POLANCO) AND SB 736 (HAYDEN)

ISSUE

On May 31, the California State Senate passed SB 1152 on a 28-11 vote. SB 1152 is the measure authored by Senator Richard Polanco which would mandate an elected board for the Los Angeles County Metropolitan Transportation Authority (MTA).

SB 1152 is sponsored by at least two of the MTA unions, specifically the United Transportation Union and the Amalgamated Transit Union. These unions were particularly effective in securing aye votes from the Democratic Senators.

Additionally, Senator Quentin Kopp (I-SF) and Senate Pro Tempore Bill Lockyer (D-Hayward) worked on the floor in favor of SB 1152. Despite this formidable support, the bill was still just able to secure the necessary two-thirds vote for passage, and that was after much "vote-trading" and "arm twisting." Senator Newton Russell (R-Glendale) spoke in opposition to the bill on the floor and Senator Ralph Dills (D-Gardena) held firm with his "no" vote. Several Republicans indicated privately that they voted in favor of SB 1152, despite a Senate Republican staff floor analysis recommendation of oppose, because of the negative publicity generated in the press on various MTA-related issues.

SB 1152 is now in the Assembly where it will most likely be heard in the Assembly Transportation Committee in the latter part of June. In anticipation of this assignment, the attached call lists have been prepared specifically for members of the MTA Executive Management Committee members, except where noted.

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MTA staff also continues to secure opposition from local groups and organizations which are being urged to contact members of the Assembly. MTA staff and contract lobbyists will also be meeting with the Democratic and Republican staff of the Assembly Transportation Committee during the next two weeks to provide input on the committee analysis on SB 1152. MTA lobbyists will also be speaking with the Governor's staff. The MTA letter of opposition has been sent to all Assembly Transportation Committee members. Individual MTA staff is making contact with others close to members of the committee.

SB 736, the measure introduced by Senator Tom Hayden to institute strict gifts and campaign regulations for the MTA will most likely be considered by the Assembly Transportation Committee in the same time frame as SB 1152. As you may know, this measure has been amended to place the question of these regulations before the voters of California at the Presidential Primary election in March 1996. Voters throughout the state will, therefore, be voting on what is best for a Los Angeles County transportation agency. A MTA staff effort similar to the one noted above for SB 1152 is underway in opposition to this measure.

We would appreciate your assistance. If you choose to participate in this legislative effort, please contact Claudette Moody at (213) 244-6525 as soon as you have contacted the noted offices so we may monitor members' responses. If you have any changes or comments regarding the lists, contact Claudette and she will implement your suggestions.

Attachments

PREPARED BY:

CLAUDETTE A. MOODY
Administrator, State Affairs

CONCUR:

GARY CLARK
Deputy Director, Intergovernmental Relations

CALL LIST FOR MTA DIRECTORS ON EMC

OPPOSE SB 1152

OPPOSE SB 736

EMC DIRECTORS

ASSEMBLY COMMITTEE ON
TRANSPORTATION MEMBERS

Michael Antonovich

Marilyn Brewer (R-Newport Beach)
(916) 445-7222
Brooks Firestone (R-Santa Barbara)
(916) 445-8292
Pete Knight (R-Palmdale)
(916) 445-7498

Richard Riordan

Larry Bowler (R-Elk Grove,
Vice Chair Assembly Transportation
Committee)
(916) 445-7402
Brett Granlund (R-Yucaipa)
(916) 445-7552

Richard Alatorre

Bob Campbell (D-Martinez)
(916) 445-7890
Dominic Cortese (D-San Jose)
(916) 445-8243
Grace Napolitano (D-Norwalk)
(916) 445-0965

John Fasana/Phyllis Papen

Fred Aguiar (R-Chino)
(916) 445-1670

Assembly Committee on Transportation Members: Richard Katz (Chair), Larry Bowler (Vice Chair), Fred Aguiar, Marilyn Brewer, Bob Campbell, Dominic Cortese, Susan Davis, Martha Escutia, Brooks Firestone, Jon Goldsmith, Brett Granlund, Dan Hauser, Pete Knight, Kerry Mazzoni, Bill Morrow, and Grace Napolitano.

OTHER REQUESTED CALLS BY MTA DIRECTORS

MTA DIRECTORS

Larry Zarian

Richard Alatorre
(Please contact Claudette Moody
before this call)

Michael Antonovich
(Please contact Claudette Moody
before this call)

ASSEMBLYMEMBER

Larry Bowler
(916) 445-7402
Jim Brulte
(916) 445-8490

Martin Gallegos (D-Baldwin Park)
(916) 445-7610

Bill Hoge (R-Pasadena)
(916) 445-8211



LEGISLATIVE ALERT SB 1152 - AN ELECTED MTA BOARD?

ISSUE

SB 1152 (Polanco) would provide for an elected board of fourteen board members for the MTA by June 1998. These board members would be elected from seven districts devised by the Los Angeles County Board of Supervisors. The bill also incorporates the provisions of SB 736 (Hayden) which would severely restrict gifts and campaign contributions to MTA directors and staff.

The Los Angeles County Metropolitan Transportation Authority (MTA) strongly opposes this union-backed legislation. The MTA unions introduced SB1152 because the Authority's board did not back down during the two week strike in the summer of 1994. Indeed, MTA management continued to keep the buses rolling for the citizen's of Los Angeles county. The MTA Board does not believe that SB 1152 is a practical answer to any perceived concerns regarding Los Angeles County transportation programs and policies.

WHY OPPOSE AN ELECTED BOARD

- The MTA Board membership of elected officials (Supervisors; City of L.A. Mayor, representatives of other cities in L.A. County) was carefully crafted to assure balanced representation and visible, accountable decision-making. There is no need to scrap that system.
- SB 1152 wipes out the current system of participation by city governments in the development of transportation policy, which ensures balance between the County of Los Angeles, the City Los Angeles and the other cities in the county and the coordination of transportation planning and services between the local governments. A "Balkanized" board of representatives with no formal ties to any other governmental entities or organizations does not ensure this coordination, and, indeed, may result in decision-making occurring in a vacuum.
- SB 1152 could cost the taxpayers in excess of \$1 million for the election of fourteen directors on the county ballot. Yet the bill does not provide for salaries and benefits for these individuals and limits campaign contributions to them. Who will run for these offices? Does this really provide greater accountability with over one million voters in each district?
- SB 1152 needlessly creates another layer of government with another bureaucracy. This is exactly what AB 152 corrected with the consolidation of the SCRTD and LACTC.

The MTA is only two years old. SB 1152 is, at best, premature and most likely, unnecessary.

ACTION NEEDED

Write or call your State Senator and Assemblymember to oppose SB 1152. If you need more information on this bill, contact Claudette A. Moody at (213) 244-6525.



A STATE MANDATE ON ONE LOCAL AGENCY

ISSUE

SB 736, introduced by Senator Tom Hayden, would impose stringent gift and campaign contribution guidelines on the Los Angeles County Metropolitan Transportation Authority (MTA). No other transportation agency in the State, indeed, no other governmental entity, would have to follow these guidelines. Now, SB 736 has been amended to provide that the provisions of the bill would take effect upon voter approval at a statewide election. California voters from around the state would be determining what is best for Los Angeles County.

In essence, the bill would MTA prohibit members, staff and their family members from receiving gifts of over \$10 or campaign contributions of any amount from prospective or current contractors' with the authority.

While SB 736 provides excellent editorial copy, the measure singles out one local agency for "campaign reform" without holistically addressing the problems associated with campaign contributions in the larger political arena. Recent amendments to the bill regarding the MTA staff and outside employment opportunities, while welcome, do little to address this core issue.

THE FACTS

- The MTA **strongly** supports ethics guidelines. The agency worked cooperatively with Assemblyman Richard Katz to develop AB 3547 (1992), a measure which required the MTA to adopt an Ethics Policy and adhere to state guidelines in regard to campaign contributions. No other transportation agency in the state has an ethics policy. Very few transportation agency boards must follow state campaign contribution law. In the two years it has existed, the MTA Board members, alternates and staff have followed both the spirit and the letter of our Ethics Policy and state law in regard to campaign contributions. It is the most comprehensive locally adopted policy for any local agency in the State.
- A record of all campaign contributions to MTA board members, who in the majority of cases are elected officials from general service governments, is updated on a quarterly basis and maintained at the MTA's headquarters for public review. Board members are notified prior to a contract award whether or not they, or their representative, can participate in a contract decision.
- The MTA Ethics Policy also covers staff activity. Any suspected impropriety on the part of staff is thoroughly investigated and, if necessary, corrective action is taken immediately.
- In addition to the MTA Ethics Policy, the MTA's enabling legislation (AB 152/1992) created an independent Office of the Inspector General. The Inspector General reports directly to the MTA Board of Directors. Employees, and, indeed, private citizens are encouraged to report any suspected problems with authority programs and projects including, but not limited to, fraud, misuse of funds, and concerns with prospective or current contractors.

These regulations were determined locally after public meetings. The MTA board strongly believes that these local measures are effective in ensuring that the work of the MTA is conducted in the most cost-effective and ethical manner possible.

ACTION NEEDED

Share your opposition to SB 736 with your Senator and Assemblymember. If you need more information on this bill, please feel free to contact Claudette A. Moody, Administrator of State Affairs at (213) 244-6525.

FACTS ON THE MTA

During a recent hearing on SB 736, several Northern California legislators, many of whom have never experienced MTA's diverse and comprehensive family of services, registered several unspecific charges about the transportation system in Los Angeles County. Although a fledgling agency like the MTA has never claimed perfection, we are proud of the many transportation achievements in Los Angeles County. We invite all legislators to come and take tours of our bus and rail operations and rail construction. The following is a partial list of several worthwhile projects and accomplishments to tour or observe:

- * *Daily Metro Bus boardings totalling 1.179 million, with annual boardings totalling over 378 million;*
- * *The most comprehensive graffiti abatement program in the state;*
- * *An award-winning educational program for K-12 students on rail safety;*
- * *Exceeding Metro Blue Line ridership estimates with 36,000 daily riders;*
- * *Metro Red line passengers totalling 16,500 daily on the starter segment of just over 4 miles;*
- * *The only transit system in the country to stay in operation and provide service during a major strike of its employee unions;*
- * *Coordination of transportation services following the January 17, earthquake;*
- * *The first and most responsive Freeway Service Patrol in the State, still funded 75 percent with local funds;*
- * *The first and most responsive call box system in the country;*
- * *In partnership with other members of the SCRRA [Metrolink], the development and operation of an entire commuter rail network in a two-year time period, and the strong service provided by that network after the January 17, Northridge earthquake;*
- * *The start-up of the Metro Green Line in 1995;*
- * *The most comprehensive alternative fuels program in the country;*
- * *The first local sales tax for transportation in the state (Proposition A, 1980) and continued support for the operation and further development of local transportation programs (Proposition C, 1990);*
- * *The first and only transportation agency in the state to adopt and implement an Ethics Policy;*
- * *One of the most comprehensive and responsive transportation network for the elderly and the disabled in the country; and,*
- * *The operation of service during the 1992 civil unrest.*