



MTA LEGISLATIVE BRIEF

July 8, 1997

TO: MTA BOARD OF DIRECTORS

DATE: _____

FROM: GISSELLE ACEVEDO-FRANCO

• Yesterday SB 567 (Polanco) was amended and passed out of the Assembly Transportation Committee to reflect a nine-voting member MTA Board. Supporters testifying in favor of SB 567 included the League of California Cities and the Los Angeles Mayor's Office. Those testifying in opposition to SB 567 included representatives from the MTA and the Board of Supervisors. Marc Carrel, staff for Assembly Speaker Cruz Bustamante, observed the hearing. The bill would require the authority to consist of:

- One non-elected member appointed by County Board of Supervisors from the unincorporated areas of Los Angeles County;
- Four non-elected members appointed by the Mayor of the City of Los Angeles and confirmed by the council of that city, serving for two-year terms;
- Four elected members representing the corridor cities; and
- One non-voting appointee by the Governor.

Staff is awaiting confirmation on whether SB 567 will also be heard in the Assembly Committee on Elections, Reapportionment and Constitutional Amendments. Additional information on this issue is attached. Members listed on the Assembly Transportation Committee vote tally for SB 567 as "not voting" were in attendance at the hearing.

- SB 89 (Hayden), a bill which prohibits gifts and campaign contributions to the MTA Board, staff and their families and provides the MTA Safety Bonus Program awards to be based on "recordable injuries" not "lost time," was amended yesterday in the Assembly Committee on Transportation to limit contributions to \$249 plus the cost of living increase. The provision of SB 89 relating to gifts and campaign contributions now reflects the MTA Code of Conduct. Committee staff was directed to research the issue of loss time versus recordable injuries. MTA staff will work with committee staff on this issue.
- SB 844 (Karnette), previously an Alameda Corridor bill, was amended in the Assembly Transportation Committee to include language relating to the \$135 million loan to the MTA. The language is identical to AB 1521. This action was taken to ensure that a legislative vehicle is available on this matter.

For more information regarding, please contact Claudette Moody at 213/922-2237 or Audrey Noda at 213/922-2238.



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**For Immediate Release
July 8, 1997**

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Assembly Transportation Committee Overwhelmingly Supports Polanco Bill To Restructure MTA Board

Sacramento - Late Monday evening the State Assembly Transportation committee overwhelmingly approved Senate Bill 567 which would restructure the board of the directors of the troubled Los Angeles County Metropolitan Transportation Authority (MTA). The vote was 13-5. The measure has already cleared the State Senate.

Under the restructuring bill the board would be reduced in size from 13 voting members to 9. The Mayor of Los Angeles would retain four appointments, all of whom would be non-elected public members who would serve a term of two years. The League of Cities would retain its four appointees. The members of the Los Angeles County Board of Supervisors would no longer serve on the MTA board by virtue of their position as County Supervisors. Instead, one non-elected public member who is a resident of an unincorporated area of the County would be appointed by the Board of Supervisors for a term of two years. The measure also eliminates alternate board membership.

This latest proposal is a result of negotiations between Senator Richard G. Polanco (D-Los Angeles) and Assemblymember Steven Kuykendall (R-Long Beach) who had authored competing legislation. The author of the compromise measure, Senator Richard G. Polanco, said the vote confirms his belief that SB 567 is common sense legislation and a constructive step forward. "Today's vote affirms that SB 567 is logical, fair and constructive. This legislation is a step toward equal representation and balance," said Polanco. "Let's have a board that focuses on public transportation not politics, solutions not blame," Polanco added.

"Numerous consulting firms hired by the MTA board to audit the agency have called the board "dysfunctional". Well, this bill is MTA therapy," said Polanco. Using 1/1/96 U.S. Bureau of the Census data Polanco shared with the committee the skewed nature of the current board of directors and how the new MTA board would provide more balanced representation for County residents.

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Current Board of MTA		
Members	% of county population*	(13 voting members) % of board votes
Board of Supervisors (5) (serve as government only in unincorporated areas)	10.7%	38%
(Mayor) City of Los Angeles (4)	39.8%	30.7%
League of Cities (4)	50.5%	30.7%
Governor (1) non-voting member		
Restructured MTA Board: SB567 (Polanco)		
Members	% of county population*	(9 voting members) % of board votes
Board of Supervisors (1)	10.7%	11.1%
City of Los Angeles (4)	39.8%	44.4%
League of Cities (4)	50.5%	44.4%
Governor (1) non-voting member		

** Population figures for unincorporated areas were not available for 1990. The figures for the unincorporated areas are based on the 1990 Census. Source: Bureau of Economic Planning, California Department of Transportation, 1990.*

A survey conducted by the MTA indicates that the Polanco bill will make the MTA board structure resemble the majority of America's largest transit boards.

60% of America's largest transit agencies have a board with less than 10 members.

76% of America's largest transit agencies have no alternates.

68% of America's largest transit agencies have a board that is either made up of non-elected appointees or a combination of non-elected appointees and low profile elected officials from smaller jurisdictions.