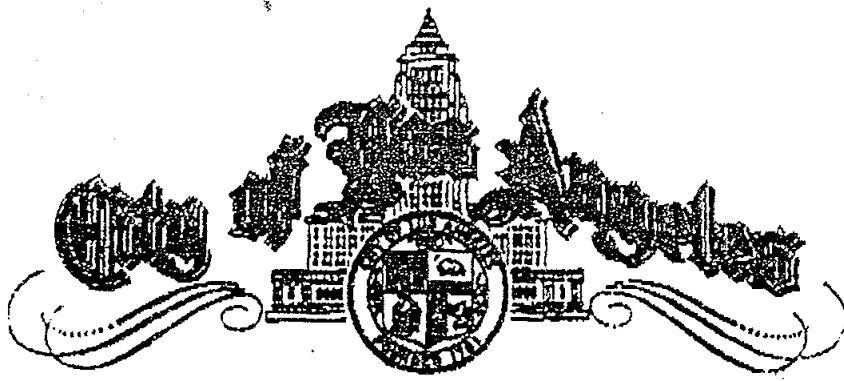


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CITY HALL
LOS ANGELES, CALIFORNIA 90012
(213) 647-2499

OFFICE OF THE MAYOR

RICHARD J. RIORDAN
MAYOR

August 17, 1995

The Honorable Larry Zarian
Councilmember, City of Glendale
613 E. Broadway, Suite 200
Los Angeles, CA 91206

Dear Councilmember Zarian:

I am writing to propose what I believe is the critical first step in getting the MTA on course. Next week, I will seek the introduction of legislation in Sacramento to change the structure of the MTA Board. My proposal calls for a nine-member appointed board that features no alternates or elected officials. The new MTA Board would consist of three members appointed by the Los Angeles County Board of Supervisors; three members nominated by the Mayor of Los Angeles confirmed by the City Council; three members appointed by the League of Cities; and one ex-officio member appointed by the Governor.

My plan builds on our discussions during last month's Board retreat, as well as a review of best practices of other transportation agencies around the country. An appointed Board of non-elected officials would be liberated from the inherent conflicts faced by politicians as they juggle the interests of multiple constituencies. In contrast, recent proposed legislation to create an elected MTA Board would further politicize and paralyze transportation planning in Los Angeles at a time when we need to move forward with a common vision.

Our priorities must be to improve services for the transit-dependent and to reform the MTA's rail construction program. To that end, I will also seek the introduction of legislation to give the new MTA Board the flexibility to respond to the need for focus, leadership, and accountability in all its activities.

August 17, 1995

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The MTA is responsible for overseeing the largest public works project in the country, operating the largest bus fleet west of the Mississippi and creating an innovative transportation policy which meets the needs of the people of Los Angeles. Quite simply, the current MTA structure does not allow the agency to effectively meet these responsibilities.

Quite simply, it's impossible to expect that the current MTA structure can engage in the largest public works project in the country, operate the largest bus fleet west of the Mississippi, and still create innovative transportation policy which meet the needs of the people of Los Angeles.

We must examine the creation of a new structure which provides for strong fiscal, administrative, and construction oversight of subsidiary business units which focus on bus operations, rail construction and transportation policy, planning and programming.

In order for the MTA to provide an effective transportation system for the Los Angeles region, we need to appoint a Board of non-elected officials and reorganize the agency. Change requires courage and commitment. We must act now. Otherwise, we may never emerge from the sea of controversy. Ultimately, all Angelenos will pay the price, particularly our transit-dependent residents.

I am calling on my colleagues on the Board, MTA management and staff, and the people of Los Angeles to support me in this crucial first step towards reforming the MTA. Together, we can create a transportation system that works for everyone. Together, we can make the MTA the finest transportation agency in the country.

Sincerely,



Richard J. Riordan

Mayor

RJR:dc



Board of Supervisors County of Los Angeles

MICHAEL D. ANTONOVICH
SUPERVISOR FIFTH DISTRICT

August 17, 1995

The Honorable Pete Wilson
Via Fax (916) 445-4633

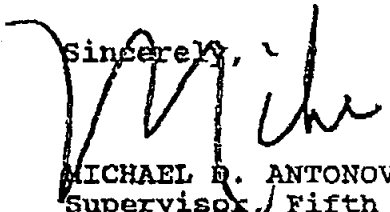
Dear Governor Wilson:

The composition of the MTA Board has resulted in parochial transit investments that benefit special interests, and not the county-wide needs of the taxpayers who require a comprehensive transit system.

I recommend that legislation be introduced to reconstitute the MTA Board to reflect the interests of the county's dispersed population and employment centers--its 88 cities and vast unincorporated areas. An 11-member board consisting of the five County Supervisors, the Mayor of Los Angeles, one Los Angeles City Council member and four City Council members representing the county's other 87 cities, will reflect the county's diverse needs.

A board of elected officials with this composition would represent a county-wide approach to transit, resulting in an equity based approach to our transit investment for the future.

Sincerely,


MICHAEL D. ANTONOVICH
Supervisor, Fifth District
Member, Los Angeles County Metropolitan Transportation Authority
Board of Directors



**BOARD OF SUPERVISORS
COUNTY OF LOS ANGELES**

500 WEST TEMPLE STREET, 866 KENNETH HAHN HALL OF ADMINISTRATION
LOS ANGELES, CALIFORNIA 90012
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MEMBERS OF THE BOARD

CLORA MOLINA
YVONNE BRATHWAITE BURKE
ZEV YAROSLAVSKY
DEANE DANA
MICHAEL D. ANTONOVICH

YVONNE BRATHWAITE BURKE
SUPERVISOR, SECOND DISTRICT

August 23, 1995

Mayor Richard Riordan
City Hall
City of Los Angeles
Los Angeles, CA 90012

Dear Mayor Riordan:

I received your proposal for the reorganization of the governing board of the MTA. While I applaud your efforts to reconstruct the MTA in a new and more effective structure, I do have reservations over the diminution of the representation of the Board of Supervisors, the only regional presence on the Board. Admittedly, I have not been as critical of the MTA as some, probably because of my experience as a State Legislator during the formative years of BART. I remember the criticism and skepticism within the Legislature at that time.

I share your sensitivity to the political fallout we all face as part of an agency that is constantly in the headlines for construction and budgetary failures. Unfortunately, the press must always have a villain, and MTA has accommodated the press and some of my colleagues in providing an available target.


Your proposed revision of the Board of the MTA has a number of elements that I find of particular merit. I believe the Board must be smaller, and a 10-member Board appears to be closer to the appropriate size. I also agree that we should eliminate Alternates. The balance of the Board I believe should reflect population.

I am concerned that an appointed Board would not be able to devote the time that is required under the present responsibilities and roles that we have assumed. The number of meetings would make it literally impossible for anyone, unless they were retired, to devote the necessary time. The one thing we have as elected officials is a certain flexibility of time. The other problem I have with an appointed Board is the lack of staff. Even if we provide hired staff, the cost of providing the level of staffing would be highly criticized.

Mayor Richard Riordan
August 23, 1995
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Hopefully, we can continue to discuss this and other proposals as the issue is considered by the Legislature.

Very truly yours,



Yvonne B. Burke
Supervisor, Second District

YBB:kl