

Agenda Report

TO: CITY COUNCIL May 10, 1998

FROM: City Manager

SUBJECT: Oppose Senate Bill 1101 (Murray, Burton, Escutia, Hughes, Karnette, Polanco, and Solis) - *Transportation: Los Angeles County Metropolitan Transportation Authority: Local Transportation Zones.*

RECOMMENDATION

It is recommended that the City Council:

1. Adopt the attached resolution opposing Senate Bill 1101 (Murray, Burton, Escutia, Hughes, Karnette, Polanco, and Solis) - *Transportation: Los Angeles County Metropolitan Transportation Authority: Local Transportation Zones.*
2. Authorize the Mayor to send letters to the appropriate authorities stating Pasadena's position.

BACKGROUND

Existing law allows the Los Angeles County Metropolitan Transportation Authority (MTA) to establish local transportation zones where an applicant can provide more cost-effective service than the MTA. Senators Murray, Burton, Escutia, Hughes, Karnette, Polanco, and Solis authored Senate Bill 1101 which would require that transit zone operators established after January 1, 1999, must assume any obligations and collective bargaining agreements entered into by the MTA with its employees' unions. The bill also gives the MTA the final approval of any negotiated agreements affecting zone employees transferred from the MTA.

Staff recommends opposing Senate Bill 1101 because it would set a dangerous precedent not only for zones, but also for all existing transit operators who enjoy the right to negotiate and approve their own labor contracts. This bill is a direct attack on local control and could significantly affect any expansion of current zone operators and eliminate the creation of other local transportation zones. This could harm any efforts to expand the operations of the Foothill Transit in Pasadena and other San Gabriel Valley cities.


Senate Bill 1101 includes transportation zones in the definition of "organizational units" (or subsets of MTA) similar to the Planning and Programming or Rail Construction units of the MTA. This change creates confusion regarding the very nature of a transportation zone. It has always been assumed that a transportation zone was a separate public agency from the MTA. This change could be read to make transit zones merely an organizational unit of the MTA.

Several other entities have already voiced their opposition to the bill including the Foothill Transit, the MTA, and the San Gabriel Valley Council of Governments. This bill will be heard in the Senate Transportation Committee on May 11, 1999.

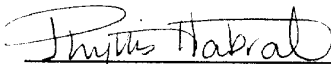
FISCAL IMPACT

Opposing Senate Bill 1101 would have not direct fiscal impact on the City of Pasadena. However, the bill would likely reduce zone applicants' such as Foothill Transit's leverage in labor negotiations, and their ability to provide a more cost-effective service than the MTA.


Respectfully submitted,


CYNTHIA J. KURTZ
City Manager

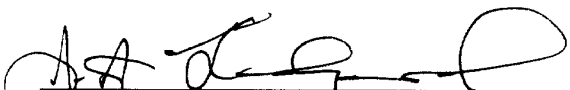
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