

# BOLO

## Be On the Lookout

The Newsletter for The Los Angeles Airport Peace Officers Association

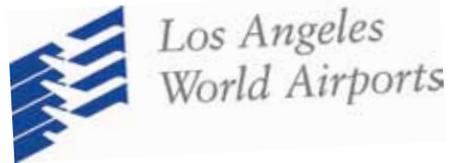


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SEPTEMBER 2012



August 14, 2012

Marshall McClain  
Los Angeles Airport Peace Officers Association  
6080 Center Drive, 6<sup>th</sup> Floor  
Los Angeles, CA 90045-9209

Dear Mr. McClain:

This is in response to your letter dated July 14, 2012 in which you suggest that I have not been responsive to your communications on the issues you have identified that are important to your membership. In addition, you advised me in your letter that the LAAPOA Board is considering a vote of "no confidence" in my leadership at LAWA.

Let me assure you that through my correspondence, our personal discussion, my communications to LAWA-PD personnel, constant dialog [sic] with my senior staff and many other methods of communication, I have responded to almost every issue we can discern from your often vague assertions and unsupported allegations. Nevertheless, in an effort to clarify any misunderstandings you may have on LAWA's position regarding your questions about LAPD and the fleet replacement, I will reiterate what has been communicated to you and the board previously.

Your June 18, 2012 letter states that there are three specific areas you feel "have been either in a circular conversation or the issue areas have never been specifically addressed." You identify three areas as "Reimbursement of LAPD payments for times when LAPD officers are redeployed for City work; Definitive timeframe for new fleet delivery; and LAPD officers serving as permanent airport employees who report to two chiefs.

LAWA's position on these items has been clear for some time. First, LAWA, through its own investigation, discovered calculation errors with some of the overhead costs for LAPD personnel. In addition, LAWA determined that some LAPD K9s had been deployed to secure other parts of the City based on a reasonable misunderstanding of the Transportation Security Administration's policies which allow K9s to be deployed outside the transportation

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**LAAPOA General Membership Meeting and Board Nominations**

Thursday, Oct. 11, 2012 | 1600 Hrs | Location TBD

## LAWA RESPONSE LETTER

*Continued from page 1*

environment 20% of the time. The overpayment for these errors has been corrected and new procedures are in place to ensure that such errors do not happen in the future. The FAA concluded that LAWA did not engage in widespread or unlawful diversion as alleged by LAAPOA to members of Congress and the FAA. LAWA will continue to reimburse the City of Los Angeles for LAPD personnel providing airport-related services including K9 assignments at LAX.

Second, with respect to your request for a definitive timeframe for the fleet replacement: As you recognize in your letter, LAWA-PD began receiving new state-of-the-art patrol cars in June. These vehicles are being deployed to the field. LAWA continues to procure, through the required processes and procedures, additional replacement vehicles for LAWA-PD officers at LAX, LA/ONT, and VNY. This includes 24 new vehicles in the next several months and approximately 91 vehicles by the end of 2013. These vehicles included patrol cars, unmarked cars, SUVs, K9 vehicles, vans, and trucks for both sworn and civilian personnel. We are also purchasing additional vehicles for LAWA-PD's Crime Task Force officers through alternative funding sources. Details regarding the phasing and types of new vehicles were included in Deputy Executive Director Arif Alikhan's memorandum distributed to all LAWA-PD personnel over six weeks ago, on June 21, 2012. His memorandum also highlights numerous additional items approved by the Board of Airport Commissioners for the 2012-13 fiscal year, including the purchase of new Tasers, Urban Police Rifles, Airport Rescue Fire Fighting equipment, police motorcycles, and new services and capabilities for LAWA-PD personnel.

Finally, your letter states that I have not addressed the issue of LAPD officers serving as permanent airport employees who report to two Chiefs. I have addressed the issue of using LAPD resources in partnership with LAWA-PD to ensure the safety and security of LAX on numerous occasions. I have made clear that your characterization of LAPD officers as "temporary" is incorrect and inaccurate. You may disagree with the presence of LAPD officers providing services at the airport and the use of LAPD resources to assist in securing LAX, but the determination of personnel, equipment, and other capabilities necessary to maintain the safety and security of LAX and other LAWA airports rests with the Board of Airport Commissioners, the executive leadership of LAWA, and the leadership of the City of Los Angeles. Your repeated objection to LAPD officers deployment has always been taken into consideration and will continue to be duly noted.

With respect to your reference that LAPD officers report to two chiefs, I am uncertain what you are asserting.

Read the full letter online at  
[www.laapoa.com/membersonly/news.php](http://www.laapoa.com/membersonly/news.php)



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*BOLO* is a publication of the Los Angeles Airport Peace Officers Association (LAAPOA). Opinions expressed by individual Board members or contributing authors in this publication do not necessarily reflect the opinions of the entire Board.

The Board of Directors meets on the third Thursday of each quarter at the LAAPOA Headquarters.

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## Inside the Exemptions

The so-called “Stop Special Interest Money Now Act” will be on the ballot in November. Its backers claim this initiative is a “simple, fair and balanced solution” to the problem of big money in Sacramento. But their claims just don’t add up.

**It’s not what it seems.** When you take a close look, it’s clear that this measure was intentionally written to create **special exemptions** for billionaire businessmen — giving them even more power to write their own set of rules. It’s an unfair, unbalanced approach, and that’s why newspapers across California are warning voters to take a look at what’s really inside.

Supporters claim the Special Exemptions Act “attacks AT EVERY POINT where money changes hands between Special Interests and California’s politicians.”

The truth? This initiative exempts secretive Super PACs, which can raise unlimited amounts of money from corporate special interests and billionaire businessmen.

The Special Exemptions Act does nothing to prevent anonymous donors from spending unlimited amounts to influence elections. It was also intentionally written to create **special exemptions** for Wall Street investment firms, hedge funds, insurance companies, real estate developers and many other powerful interests. In addition, there’s nothing to stop corporations from creating **secretive front groups** and making unlimited campaign expenditures.

Supporters claim the Special Exemptions Act solves the problems created by big money in Sacramento.

The truth? Special exemptions for corporate special interests ensure they’ll keep writing their own rules.

The large web of special exemptions would ensure that billionaire businessmen and corporate special interests can continue to write their own rules. **Only a small number of corporations would really be restricted.** Sole proprietorships, Real Estate Investment Trusts, LLCs, LLPs and many other types of companies are all intentionally exempted.

Supporters claim the Special Exemptions Act is a “simple, fair, balanced solution.”

The truth? It was intentionally written to advantage corporate special interests and disadvantage working people.

It’s not a balanced approach. There’s a reason that Wall Street investors, CEOs and big developers are lining up to support the Special Exemptions Act: **They will be able to continue funneling undisclosed money into secretive political front groups**, while everyday heroes like nurses, teachers and firefighters would lose their ability to speak out on critical issues like class size, improving patient care and protecting public safety.



### Who’s Behind the Scenes?

The so-called “Stop Special Interest Money Now Act” was written to look like a fair and even-handed solution to the problems in Sacramento. But in truth, **it’s not a balanced approach** — and when you consider who’s really behind the Special Exemptions Act, it’s clear why.

### Wall Street and CEOs

The Special Exemptions Act was carefully crafted to create exemptions for powerful, wealthy interests. They will be free to create **corporate front groups** and spend **unlimited** amounts of money, often from anonymous donors. In fact, many top supporters to the Special Exemptions Act, including the largest single donor, **are intentionally exempted** since they could still contribute under their business front groups, and the truth is that wealthy CEOs, Wall Street investors and hedge fund managers will just be given more cover to operate in the shadows.

“While restrictions such as this initiative have no practical effect on stemming the flow of money into politics, they give cover to what should be transparent.” Mark Landsbaum, *Orange County Register*, 3/26/2012

### Secretive Super PACs

The Special Exemptions Act was placed on the ballot by the right-wing Lincoln Club of Orange County, which California Watch reports was “instrumental” in the Citizens United Supreme Court decision that led to the recent explosion of secretive Super PACs onto the national political scene. **It’s not surprising, then, that the Special Exemptions Act would do absolutely nothing to stop them.** With no accountability, no disclosure and no checks and balances, Super PACs will be the law of the land in California.

“... that would just expand unaccountable independent expenditure committees, the super-PACs.” George Skelton, *Los Angeles Times*, 4/26/2012

### Corporate Special Interests

The Special Exemptions Act unfairly singles out and **limits the voices** of teachers, local nurses and the firefighters who keep us safe — and at the same time creates special exemptions for billionaire businessmen and corporate special interests. It takes away the ability of our everyday heroes to speak out on issues that matter, like cuts to our schools, police and fire response time, workplace safety and homeowner rights.

“Interestingly, the initiative is backed by business and Republican groups. If this seems counter-intuitive, it’s probably because corporate interests have concluded such a restriction would harm their union opponents more than it would harm business interests.” Editorial, *Orange County Register*, 8/11/2012



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