

Eco-Rapid Transit, formerly known as the Orangeline Development Authority, is a joint powers authority (JPA) created to pursue development of a transit system that moves as rapidly as possible, uses grade separation as appropriate, and is environmentally friendly and energy efficient. The system is designed to enhance and increase transportation options for riders of this region utilizing safe, advanced transit technology to expand economic growth that maximizes ridership in Southern California. The Authority is composed of the following public agencies:

## AGENDA REPORT

TO: Members of Eco-Rapid Transit  
FROM: Michael Kodama, Executive Director  
DATE: June 8, 2016  
SUBJECT: **UPDATE AND/OR ACTION REGARDING ECO-RAPID TRANSIT LEGISLATIVE SUB-COMMITTEE**

### ISSUE

Eco-Rapid Transit Board Members and Staff are working on a variety of legislative issues that impact the northern and southern projects that will be presented to the Board of Directors.

### DISCUSSION

Eco-Rapid Transit Board Members and Staff are working with transportation agencies and local, regional, state and federal representatives on project issues.

### RECOMMENDATION

It is recommended that the Board:

1. Discuss information presented and offer action items; and/or
2. Receive and file the item.

City of Artesia

City of Bell

City of Bell Gardens

City of Bellflower

City of Cudahy

City of Downey

City of Glendale

City of Huntington Park

City of Maywood

City of Paramount

City of South Gate

City of Vernon

Burbank-Glendale-Pasadena  
Airport Authority

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Maria Davila  
Council Member  
City of South Gate

#### Vice Chairman

Zareh Sinanyan  
Council Member  
City of Glendale

#### Secretary

Cristian Markovich  
Mayor  
City of Cudahy

#### Treasurer

Michael McCormick  
Mayor  
City of Vernon

#### Internal Auditor

Ali Sajjad Taj  
Mayor Pro Tem  
City of Artesia

#### Executive Director

Michael R. Kodama

#### General Counsel

Teresa L. Highsmith

#### Ex-Officio

Rene Bobadilla  
City Manager Representative

# California State Senate

CAPITOL OFFICE  
STATE CAPITOL  
ROOM 5061  
SACRAMENTO, CA 95814  
TEL 916.651.4032  
FAX 916.651.4932



DISTRICT OFFICE  
17315 STUDEBAKER ROAD  
SUITE 332  
CERRITOS, CA 90703  
TEL 562.860.3202  
FAX 562.924.4802

WWW.SENATE.CA.GOV/MENDOZA

**TONY MENDOZA**  
SENATOR, 32ND DISTRICT

SENATOR.MENDOZA@SENATE.CA.GOV

June 1, 2016

The Honorable Carol Chen, President  
The Honorable Jess Talamantes, Vice President  
Los Angeles Division  
League of California Cities  
1400 K Street, Suite 400  
Sacramento CA 95814

Re: Senate Bill 1472, Board of Directors, Los Angeles County Metropolitan  
Transportation Authority (MTA)

Dear Colleagues:

I thank you for the opportunity to continue working with you to assure fair representation on the MTA's Board of Directors of all 88 of Los Angeles County's cities.

This issue has been a constant since the current MTA was constituted by state statute in 1993. Currently, the 13-member Board is heavily weighted in favor of Los Angeles County, represented by the five County Supervisors, and the City of Los Angeles, represented by the Mayor and three Mayoral appointees. The remaining four MTA Board members represent the 87 cities, other than Los Angeles City.

SB 1472 sought to add two members from the 87 smaller cities with the Speaker of the Assembly and the Senate Rules Committee making one appointment each.

You raised a concern that the bill would then remove the authority of the County-City Selection Committee to appoint the two new members and substitute the Speaker and the Senate Rules Committee.

With advice from you and the four Councils of Governments, I submitted amendments to delete the appointing authority of the two legislative leaders while keeping the two positions. To assure wider representation, my amendment required that the two appointees be from cities that were not currently represented on the Board.

Last week, the Senate Appropriations Committee took up the bill and only partially accepted my amendments.



However, the Committee did see the need to expand the Board to assure better representation of the 87 cities, other than Los Angeles, on the Board in order to strengthen and support the Board's policy and operational initiatives. As amended on May 31, 2016, the bill proposes to expand the current 14-member (13 voting) to 22 members (21 voting) in the following way:

<b>Category</b>	<b>Current</b>	<b>Proposed</b>
Supervisors	5	5
LA City	4	5
Mayor	1	1
LA City Council Members	1	1
Public from LA City, appointed by Board	2	3
Long Beach Mayor	-	1
86 cities (except LA and LB)	4	8
Speaker*	-	1
Pro Tem*	-	1
Sub-total, voting members	13	21
Governor, non-voting	1	1
<b>TOTAL</b>	<b>14</b>	<b>22</b>

- From lists of 8 submitted by the LA County City Selection Committee, 2 from each CoG/regional sector

The amendments assure that:

1. All nominees from the 86 cities are appointed through the County-City Selection Committee process. However, two of them are to be appointed by the legislative leadership and cannot be from a city that is already represented on the Board.
2. The County-City Selection Committee process must provide regional balance by selecting all nominees based on the four current regions/CoGs.
3. The Mayor of Long Beach's appointment recognizes the city's significant role in the county due its population size, economy, and transportation needs.
4. The Board's size is less than the average and matches the median number of members of the Boards in the other five southern California counties (Ventura, San Bernardino, Riverside, Orange, and San Diego).

Given these changes, I reiterate my earlier request for your recommendations regarding SB 1472's provisions as the bill moves forward. I would appreciate it if your recommendations include advice and input from the four Councils of Governments as well as the Mayor of the City of Los Angeles. To the extent possible, I would like your recommendations no later than July 15, in order for the measure to meet legislative deadlines.

I am of course available to you and your members to respond to your recommendations and questions but I have asked Saeed Ali, Senior Policy Analyst for my Cerritos Office, to assist you in this effort.

I am very appreciative of your attention and thank you for your positive consideration.

Sincerely,



**TONY MENDOZA**  
Senator, 32<sup>nd</sup> District

Copy:

The Honorable Kevin de Leon, President Pro Tem, California State Senate  
The Honorable Anthony Rendon, Speaker, California State Assembly  
The Honorable Eric Garcetti, Mayor, City of Los Angeles  
President, Gateway Cities Council of Governments  
President, San Gabriel Valley Council of Governments  
President, Westside Council of Governments  
President, South Bay Council of Governments

## Why L.A.'s \$120-billion transit plan is in danger of tanking



People board a Metro Gold Line train at the Duarte station on March 5, the station's first day of operation. (Los Angeles Times)

**Zev Yaroslavsky and Richard Katz**

[Metro](#), the Los Angeles region's transit planning and construction agency, has been on a roll. In recent years three new projects, the Expo Line to Santa Monica, the Gold Line to Azusa and the Orange Line busway to Chatsworth have been built and are now carrying tens of thousands of passengers each day. Three more — the Crenshaw Line to Los Angeles International Airport, the downtown regional connector and the Purple Line extension to the Westside — are under construction.

This momentum is now threatened by an ill-advised bill in the state Legislature, SB 1472, written by Sen. [Tony Mendoza](#) (D-Artesia). Mendoza believes the Metro board's structure gives too much power to the city of Los Angeles and too little to outlying parts of the county. He is primarily upset that a project in his southeast district is not Metro's top priority. His bill is scheduled to be voted on by the full Senate this week.

**The stakes for the Mendoza bill are high. If it passes and is signed into law, it will almost certainly tank Metro's new tax plan.**

In 1992, the state Legislature passed the law that created Metro (formally the Los Angeles County Metropolitan Transportation Authority) and established its 13-member governing board of directors. The board has four Los Angeles representatives, four council members representing the county's other 87 cities and the five county supervisors.

This structure was designed to prevent any one faction from imposing its will on the entire board, and it has worked. For Metro to succeed, everyone has to collaborate. Mendoza now proposes to pack the Metro board with eight more members: one new Los Angeles seat, one new Long Beach seat, four additional small city seats and two new members appointed by the Legislature's leadership in Sacramento. Under this scheme, Los Angeles, with 40% of the county's population, would have only 24% of the board's 21 votes, while the outlying cities would more than double their current representation.

As former Metro board members with 30 years of service between us, we know that no board structure is perfect. We also know that if the power on the Metro board isn't balanced, the small city representatives would be tempted to assert total control over the region's transit planning and spending decisions. Los Angeles, which is undeniably the region's economic and employment center, would be made largely irrelevant in Metro's deliberations. Transit decisions would be based on who had the most political muscle rather than what is in the best interest of the region as a whole.

Mendoza's power play also endangers a proposed transit tax that Metro is considering placing before the voters this November. To pass, it must win the approval of two-thirds of the voters, a high bar in any election. Bluntly, if the city of Los Angeles is marginalized on Metro's board, why would its voters support a tax over which their representatives would have little or no say? Without robust support from Los Angeles city voters, no countywide tax can muster 67% support.

The stakes for the Mendoza bill are high. If it passes and is signed into law, it will almost certainly tank Metro's new tax plan. That would stop this region's transit progress in its tracks, including the light rail that Mendoza covets for his own district. It would prevent a \$120-billion investment in transportation infrastructure, kill tens of thousands of construction jobs, increase air pollution and further frustrate everyone yearning for alternatives to mind-numbing traffic congestion.

Los Angeles County has progressed a long way toward developing a regional transit system. Until now, we have done it without meddling from the state Legislature. Led by Los Angeles Mayor [Eric Garcetti](#), the current Metro Board is attempting to build not simply a transit system, but a consensus on the region's transportation future. The Mendoza bill threatens all of that. The Legislature should vote this bad idea down, and the governor should veto it if it gets to his desk.

*Zev Yaroslavsky is director of the L.A. Initiative at UCLA's School of Public Affairs; Richard Katz is former chair of the Assembly Transportation Committee and wrote the legislation that created Metro. Both are former members of the Metro board of directors.*