

# REPORT OF THE CHIEF LEGISLATIVE ANALYST

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May 06, 2016

TO: Honorable Members of the Rules, Elections, Intergovernmental Relations, and  
Neighborhoods Committee

FROM: Sharon M. Tso *Sharon M. Tso* Council File No.: 15-0002-S161  
Chief Legislative Analyst Assignment No.: 16-04-0366

SUBJECT: Composition of the Los Angeles County Metropolitan Transportation Authority  
(Metro) Board of Directors.

CLA RECOMMENDATION: Adopt the attached Resolution to include in the City's 2015-16 State Legislative Program OPPOSITION to SB 1472 (Mendoza) that would expand the Metro Board of Directors.

## SUMMARY

On May 19, 1992 the governor signed AB 152 (Katz) into law which merged the Los Angeles County Transportation Commission with the Southern California Rapid Transit District to create Metro. Metro serves as transportation planner and coordinator, designer, builder and operator for Los Angeles County. In 1993, the structure of the Board was established under Public Utilities Code Section 130050.2 requiring the current 14 member Board Structure to be comprised of:

- The five Los Angeles County Supervisors;
- Four members representing the City of Los Angeles (the Mayor; two public members and one member of the Los Angeles City Council all appointed by the Mayor);
- Four city council members selected by the Los Angeles County City Selection Committee to represent other cities in the County; and
- A non-voting member appointed by the Governor of California.

On February 19, 2016, Assembly Member Mendoza introduced AB 1472 that made nonsubstantive changes to existing law relative to the construction of flood control projects. On April 11, 2016, the bill was amended to expand the Metro Board of Directors to 16 members by adding two voting members that reside in the County of Los Angeles, one member appointed by the Speaker of the Assembly and one member appointed by the Senate Committee on Rules. The bill would also prohibit these members from residing in the same city as another member of the Board.

According to the author, the current composition of the Board does not equitably reflect Los Angeles County. Additionally, transportation decisions and investments made by Metro must be aligned with the California Transportation Plan in an effort to meet statewide transportation needs.

There is currently no local transportation or transit governing board that has a state-appointed voting board member.



## BACKGROUND

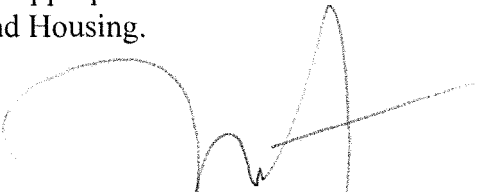
The structure of the Board was established to represent the affected jurisdictions in Los Angeles County. Over the years, there have been several legislative efforts to change the composition of the Metro Board to reduce the City of Los Angeles's representation. Each effort has been opposed by the City Council.

- In 2001, then-Senator Alarcon introduced SB 18 proposing to revise the composition of the Metro Board by requiring, among other provisions, that six of the fourteen members be elected.
- In 2003, then-Assembly Member Nakano introduced AB 1652 that proposed to expand the Metro Board structure by adding two additional members appointed by the Los Angeles County City Selection Committee.
- In 2006, then-Senator Bob Margett introduced SB 1507 which attempted to increase the representation from cities in Los Angeles County to the Metro Board from four to five by creating a fifth sector, the South Bay Sector. In addition, it would have reduced the number of public members appointed by the Mayor of the City of Los Angeles from two to one.
- In 2009, then-Assembly Member Knight introduced AB 251 that attempted to revise the Metro Board composition by deleting one of the public members appointed by the Mayor of the City of Los Angeles and replacing this seat with an appointment by the City Councils of Palmdale, Lancaster, and Santa Clarita.
- In 2014, Assembly Member Holden introduced AB 1941 that would expand the Metro Board of Directors to 16 members by adding two voting members who would be appointed by the Speaker of the State Assembly and the State Senate Committee on Rules.

The City Council opposed all of the above bills on the grounds that they proposed unnecessary changes to the Metro Board and would directly diminish the ability of the City of Los Angeles to effectively participate in regional transportation discussions and decisions. Opposition to AB 1472 is consistent with the City's past efforts to effectively provide public transit services and address transportation issues affecting the most populous jurisdiction in Los Angeles County by retaining its voting strength on the Metro Board.

## BILL STATUS

4/20/2016	From committee: Re-referred to the Committee on Appropriations.
4/11/2016	Re-referred to the Committee on Transportation and Housing.
3/10/2016	Referred to the Committees on Rules.
2/19/2016	Introduced. To print.



Maria Souza-Rountree  
Analyst

Attachment:  
1. Resolution

SMT:msr



# RESOLUTION

WHEREAS, any position of the City of Los Angeles with respect to legislation, rules, regulations or policies proposed to or pending before a local, state or federal governmental body or agency must have first been adopted in the form of a Resolution by the City Council with the concurrence of the Mayor; and

WHEREAS, existing law creates the Los Angeles County Metropolitan Transportation Authority (Metro) and establishes the composition of the Board of Directors (Metro Board) as having 13 voting members and one non-voting member appointed by the Governor, which includes four members who represent the City of Los Angeles; and

WHEREAS, the current Board of Directors structure was developed from a locally-derived consensus and reflects the longstanding process to develop consensus on major issues through a collaborative process; and

WHEREAS, Senator Mendoza has introduced SB 1472 that would expand the Metro Board of Directors to 16 members by adding two voting members who would be appointed by the Speaker of the State Assembly and the State Senate Committee on Rules; and

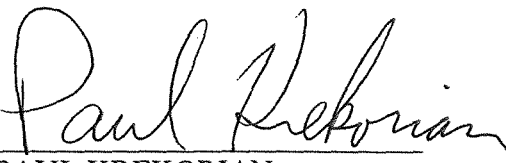
WHEREAS, with the State's declining investment in the transportation system, it is unclear how additional appointees from the State would positively affect decisions relative to the region's programs and projects; and

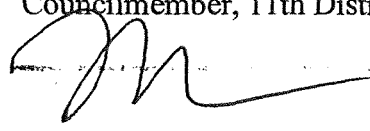
WHEREAS, this bill sets a dangerous precedent for state control of local government decision making; and

WHEREAS, additional appointees to the Metro Board would diminish the City's influence and lead to less effective representation on major transportation policies and projects directly affecting the residents of the City of Los Angeles;

NOW, THEREFORE, BE IT RESOLVED, with the concurrence of the Mayor, that by the adoption of this Resolution, the City of Los Angeles hereby includes in its 2015-16 State Legislative Program OPPOSITION to SB 1472 (Mendoza).

PRESENTED BY:   
MIKE BONIN  
Councilmember, 11th District

  
PAUL KREKORIAN  
Councilmember, 2nd District

SECONDED BY:   
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RULES, RESOLUTIONS & INTER-GOVERNMENTAL RELATIONS

