



Metro Service Councils Bylaws Update

October 2024



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September 26, 2002: Metro Board establishes Service Sector Governance Councils to provide budgetary and operational oversight and collect community input on proposed bus service changes.

May 27, 2004: Board modifies bylaws to clarify Governance Council authority, allow the Board to remove or replace members, and to amend bylaws by a majority vote.

September 9, 2005: Bylaws and Policy clarify that Sector Governance Councils will call public hearings for all bus route changes within the Sectors.

March 24, 2011: Operations recentralized, name changes to Metro Service Councils. Primary role of oversight of major service changes, original nomination and appointment structures retained.

March 2024: Draft revisions have been reviewed by relevant departments (Operations, County Counsel, Board Clerk, Office of Equity and Race, Ethics), share with Councils for approval.

October 2024: Revised Bylaws have been reviewed and approved by a supermajority of all five Service Councils and can be adopted upon Board approval

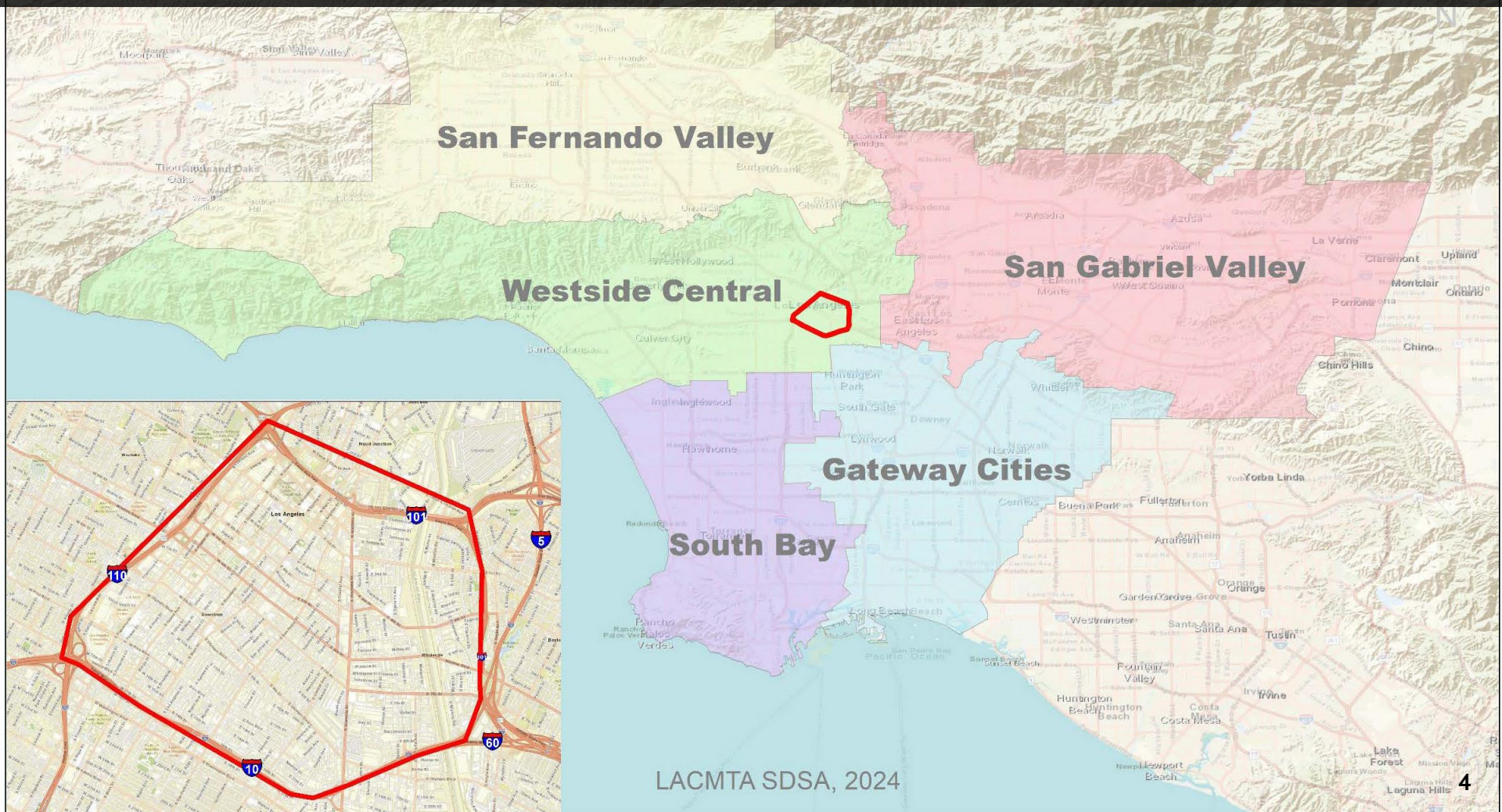


Overview of Proposed Changes

- Reduce repetitive language
- Update to reflect staff roles, titles, workflows
- Update line authority to reflect NextGen Bus Plan Network
 - ✓ Central Business District/Downtown LA reference map
- Incorporate Metro policy
 - ✓ Advisory Board Compensation Policy - reclassify from “Advise” to “Advise and Prepare”
 - ✓ Equity Platform
 - ✓ Ethics requirements (Form 700, AB 1234)
 - ✓ Public Participation Plan
- Clarify expectations and requirements
- Acknowledge and formalize Service Councils role
 - ✓ Further define requirements for public hearings
 - ✓ Clarify line authority definitions
 - ✓ Incorporate periodic updates to the Board

Service Councils are responsible for Metro bus lines operating more than 30% of revenue service miles excluding downtown LA.

- Councils share responsibility for lines that operate more than 30% in more than one region.
 - ✓ The region with the larger share of one-way route mileage assigned primary authority; region with the next largest portion assigned secondary authority.
 - ✓ Where a line does not have at least 30% of its revenue miles within any Council region, that line would be allocated to the region(s) with the largest shares over 25%, and the region with the largest share would be designated as primary.





Next Steps

- Bylaws must be approved by Metro Board
- Newly adopted bylaws to be shared with nominating authorities and Service Councils
- Implementation of ABC Policy, reporting cycle

Questions?