

Attachment B: Summary of Findings (Peer Agencies)

								
Service Region	LA Metro serves one county, 88 cities, and unincorporated county areas, organized into nine subregional planning areas.	MTA serves 12 Counties in NY and 2 Counties in CT (partial), with 250+ cities, towns and municipalities including New York City	NJ TRANSIT operates across the entire state of New Jersey, serving 21 counties, 564 municipalities	MBTA serves the Greater Boston area with 176 cities and towns across 8 counties in Massachusetts	SEPTA serves 5 primary Pennsylvania counties, with cross-state connections into New Jersey and Delaware, covering over 300 district municipalities	WMATA serves 1 federal district (District of Columbia), 2 states (Maryland, Virginia), 5 counties and 4 cities	CTA operates in Chicago and 35 surrounding municipalities, primarily within Cook County, Illinois.	Service across San Francisco Bay Area, serving 5 counties, (Alameda, Contra Costa, San Francisco, San Mateo, and Santa Clara) and 22 cities
Service Area Population	10.4 million	15 million	8.46 million	4 million	4 million	4 million	3.4 million	3 million
Operating Budget (FY2024)	\$9 billion (July 1, 2023 – June 30, 2024)	\$19.29 billion (January 1, 2024 – December 31, 2024)	\$2.86 billion (July 1, 2023 – June 30, 2024)	\$2.21 billion (July 1, 2023 – June 30, 2024)	\$1.69 billion (July 1, 2023 – June 30, 2024)	\$2.4 billion (July 1, 2023 – June 30, 2024)	\$1.99 billion (January 1, 2024 – December 31, 2024)	\$1.08 billion
Service Area	1,433 sqm	5,000 sqm	5,325 sqm	3,244 sqm	2,200 sqm	1,500 sqm	283 sqm	2,073 sqm
Annual Ridership (2024)	311 million	1.75 billion	222.5 million	235.7 million	198 million	242.1 million	309.1 million	50.66 million
Modes	<ul style="list-style-type: none"> • Heavy Rail • Light Rail • Bus • Paratransit 	<ul style="list-style-type: none"> • Heavy Rail • Commuter Rail • Bus • Paratransit 	<ul style="list-style-type: none"> • Commuter Rail • Light Rail • Bus • Paratransit • Vanpool 	<ul style="list-style-type: none"> • Heavy Rail • Commuter Rail • Light Rail • Bus • Paratransit • Ferry 	<ul style="list-style-type: none"> • Heavy Rail • Commuter Rail • Light Rail • Bus • Paratransit 	<ul style="list-style-type: none"> • Heavy Rail • Bus • Paratransit 	<ul style="list-style-type: none"> • Heavy Rail • Bus 	<ul style="list-style-type: none"> • Heavy Rail
Board Composition	13 voting 1 non-voting	14 total votes (1 collective vote between 4 county-appointed members) 17 voting members 6 rotating non-voting members (including 4 alternate non-voting members)	11 voting members Members primarily appointed by Governor or State representatives	9 voting members Members appointed by Governor based on areas of expertise plus agency and mayor appointees	15 voting members Members based on geographic representation plus legislature appointees	8 voting members Members based on signatories (Maryland, the District of Columbia and Virginia) plus federal appointees	7 voting members <ul style="list-style-type: none"> • 4 appointed by the Mayor of Chicago • 3 appointed by the Governor of Illinois 	9 members Members elected from geographic districts
Selection Process	<ul style="list-style-type: none"> • 38% (5 of 13 members) represent the Los Angeles County Board of Supervisors • 31% (4 of 13 members) being mayors or council members appointed by the LA County City Selection Committee • 31% (4 of 13 members), including Mayor of City of LA and 3 Mayoral appointees 	<ul style="list-style-type: none"> • 29% (4 of 14 votes) recommended by County executives, including one collective Hudson Valley vote • 43% (6 of 14 votes) recommended by the Governor • 29% (4 of 14 votes) recommended by New York City's mayor <p>All members confirmed by the NY State Senate.</p>	<ul style="list-style-type: none"> • 100% (11 of 11 votes) are State appointments including NJ Commissioner of Transportation, State Treasurer and 9 members appointed by the Governor 	<ul style="list-style-type: none"> • 67% (6 of 9 members) appointed by the Governor based on specified areas of expertise • 11% (1 of 9 members) appointed by the Mayor of Boston • 22% (2 of 9 members) being: the State Secretary of Transportation and 1 MBTA advisory board appointee with municipal 	<ul style="list-style-type: none"> • 53% (8 of 15 members) appointed by County commissioners of each of the four counties, 2 per county • 13% (2 of 15 members) appointed by the City/County of Philadelphia • 7% (1 of 15 members) appointed by the Governor, they may be an ex-officio • 27% (4 of 15 members), appointed by State 	<ul style="list-style-type: none"> • 75% (6 of 8 members) appointed by jurisdictions of Maryland, Virginia and District of Columbia, 2 each • 25% (2 of 8 members) appointed by the Federal Government 	<ul style="list-style-type: none"> • 43% (3 of 7 members) appointed by the Governor of Illinois • 57% (4 of 7 members) appointed by the Mayor of Chicago 	<ul style="list-style-type: none"> • 100% (9 elected officials) from the nine BART districts, each representing a geographical district within the BART system <p>Directors are directly elected by voters in their respective districts to four-year terms and must be registered voters and reside in the area they seek to represent.</p>



Board Representation	<p>Voting (13) includes:</p> <ul style="list-style-type: none"> 5 members represent 1 from each of the 5 supervisorial districts. One Mayor of the City of LA 3 appointed by the Mayor of the City of LA. At least one must be a member of the LA City Council. 4 appointed by the LA County City Selection Committee to represent the other incorporated and unincorporated areas in LA County. <p>1 non-voting, appointed by the Governor of California. Traditionally, represented by the Caltrans District 7 Director</p>	<p>Voting (17) includes:</p> <ul style="list-style-type: none"> 6 recommended by the Governor 4 recommended by NYC mayor 7 recommended by county executives (4 votes) <p>6 non-voting members from organized labor and citizen committee.</p>	<p>Voting (11) includes:</p> <ul style="list-style-type: none"> NJ Commissioner of Transportation (ex officio) State Treasurer (ex officio) 1 Executive Branch member chosen by the Governor (ex officio) <p>8 public members appointed by the Governor:</p> <ul style="list-style-type: none"> Appointments with advice and consent of the Senate Appointments based on recommendations from the President of the Senate and Speaker of the General Assembly Appointments recommended by regional planning organizations (NJTPA and DVRPC). <p>2 non-voting labor representatives appointed by Governor upon recommendation of labor unions representing:</p> <ul style="list-style-type: none"> Rail Bus 	<p>Includes:</p> <ul style="list-style-type: none"> Secretary of Transportation 1 appointed by Mayor of City of Boston 1 appointed by MBTA Advisory Board <p>6 members appointed by the Governor include:</p> <ul style="list-style-type: none"> 1 with safety experience 1 with experience in transportation operations 1 with experience in public or private finance 1 rider of MBTA and a resident of an environmental justice population 1 municipal official representing a city/town in the service area 1 from a list of 3 recommended by the president of Massachusetts State Labor Council, AFL-CIO 	<p>government experience</p> <p>Legislature Majority and Minority Leaders</p> <p>Includes:</p> <ul style="list-style-type: none"> 2 Bucks County Members 2 Chester County Members 2 Delaware County Members 2 Montgomery County Members 2 Philadelphia County Members 1 Governor's Appointee 1 Senate Majority Leader Appointee 1 Esquire Senate Minority Leader Appointee 1 Esquire House Majority Leader Appointee 1 House Minority Leader Appointee 	<p>Voting (8) includes:</p> <ul style="list-style-type: none"> 2 from District of Columbia 2 from State of Maryland 2 from Commonwealth of Virginia 2 from Federal Government <p>Alternate (8) includes:</p> <ul style="list-style-type: none"> 2 from District of Columbia 2 from State of Maryland 2 from Commonwealth of Virginia 2 from Federal Government 	<ul style="list-style-type: none"> 4 appointed by the Mayor of Chicago. Each appointment must be approved by both the Chicago City Council and the Governor of Illinois. 3 appointed by the Governor of Illinois. Appointments require confirmation by the Illinois State Senate and approval by the Mayor of Chicago. <p>The Governor of Illinois must appoint at least one metropolitan area resident living outside Chicago's city limits; all appointments need Senate confirmation and approval from Chicago's Mayor.</p>	<p>9 members, each representing a geographical district within the BART system,</p> <ul style="list-style-type: none"> District 1–3: largely Contra Costa County District 4–6: mainly Alameda County District 7–9: primarily in San Francisco
Statutory Authority	<p>Established by the California Legislature under the California Public Utilities Code (Division 12, § 130051 et seq.)</p>	<ul style="list-style-type: none"> Established as a public benefit corporation New York Public Authorities (PBA) Law, Article 5, Title 11 (§1263) 	<p>Established under the New Jersey Public Transportation Act of 1979 (N.J.S.A. 27:25-1 et seq.), which created the New Jersey Transit Corporation as a public transportation authority.</p>	<p>Established under Chapter 161A of the Massachusetts General Laws as a body politic, corporate and a political subdivision of the Commonwealth of Massachusetts</p>	<ul style="list-style-type: none"> Formed by the Pennsylvania General Assembly as a state-created authority 74Pa. Consolidated Statutes (§1713) 	<ul style="list-style-type: none"> Governed under an interstate compact approved by Congress WMATA Compact (Article III, Paragraph 5) 	<ul style="list-style-type: none"> Created by the Metropolitan Transit Authority Act (70 ILCS 3605), which provides the legal framework for its governance. 	<ul style="list-style-type: none"> Established in accordance with California Public Utilities Code, as a special purpose transit district California Public Utilities Code Section 28500, Division 10, Part 2
Voting Authority	<p>Quorum: Majority of voting members</p>	<p>Quorum: Majority of voting members</p> <p>Majority voting with the four Hudson Valley members' vote counting as one vote</p>	<p>Quorum: Majority of voting members</p> <p>Majority of members present</p>	<p>Quorum: Presence of 4 members</p> <p>Majority of members present</p> <p>Statutory quorum requirement did not change in 2013 when Board size increased from 7 to 9 members</p>	<p>Quorum: Majority of Board</p> <ul style="list-style-type: none"> Majority voting of all members Enhanced voting protection for highly populated counties' appointees having veto power unless overridden by 75% of the full board 	<p>Quorum: Presence of 4 members, at least one from each signatory</p> <ul style="list-style-type: none"> Majority voting including at least one affirmative from each signatory Except for actions of a plan of finance or the adoption, revision or amendment of mass transit plan, unanimous vote of 	<p>Quorum: Majority of Board (4 out of 7 members)</p> <ul style="list-style-type: none"> Board actions need at least four affirmative votes Chair must sign for effectiveness. <p>If vetoed by the Chair, the Board can override with five affirmative votes</p>	<p>Quorum: Presence of 5 members</p> <p>Majority voting of all the board members (5 of 9 members)</p>



						<p>Directors representing any two Signatories is required</p> <ul style="list-style-type: none"> Jurisdictional veto (e.g. one signatory does not affirm) requires advance notice of intent 		
Board Compensation	Per Diem allowance plus direct expenses	No member compensation except for direct expenses	No member compensation except for direct expenses	No member compensation except for direct expenses	No member compensation except for direct expenses	No member compensation except for direct expenses	Annual Salary plus direct expenses	Monthly stipend plus direct expenses.
Chair Appointment Process	The Metro Board Chair serves a one-year term rotating annually between the Los Angeles Mayor, a member of the LA County Board of Supervisors, and a City Selection Committee member.	Per legislative amendments enacted in 2009, NYMTA Board Chair is also the Chief Executive Officer of the NYMTA and is appointed by the Governor, subject to State Senate confirmation.	The New Jersey Commissioner of Transportation serves as Board Chair (ex officio). The Board designates a Vice Chair and Secretary annually.	The MBTA Board of Directors chair is appointed by the Governor of Massachusetts.	The Board elects a Chair and Vice Chair from among its members for one-year terms, and their authority and duties are defined by board resolution rather than statute.	The WMATA Board of Directors annually elects a Chair, a First Vice-Chair, and a Second Vice-Chair, typically during their January meeting, according to WMATA Board Bylaws. These officers are elected from the existing board membership without regard to their jurisdiction of residence or representation.	The Chair may be a member of the Board of the Regional Transportation Authority (RTA) and is selected by the Board from among its members.	The Chair of the BART Board of Directors is elected by the 9-member Board from among its members during the Board's annual reorganization meeting. The Chair presides over meetings and represents the Board but holds the same voting authority as other members.
Areas of Authority	Key regional transit, highway, and funding decisions, directing sales tax revenue, and overseeing infrastructure projects	Long-term strategic planning, budget approvals (operating and capital), issuance of bonds and notes, major service contract procurements, labor relations, and agency performance	Responsible for overseeing and approving Agency policies, strategic direction, operating and capital budgets, major contracts and procurement decisions, transit service levels, fare structures, and infrastructure investments. Hiring and oversight of the President & CEO of NJ Transit	Strategic oversight, safety, financial stability (operating budget and Capital Investment Plans), major contracts and procurements, service improvements, appointment of the General Manager	Operating and capital budgets, fare policies, service standards, hiring or evaluating the agency's General Manager/CEO and conducting comprehensive reviews of SEPTA's services, technological applications, and overall organizational structure	Policy making, financial oversight, governance, and managing WMATA's relationships with its customers, jurisdictional partners, and signatories	Approving annual budgets, capital improvement programs, service standards, and key contracts, while overseeing management's performance in safety, hiring, and service delivery	District policies, strategic goals, annual budget, major contracts, setting fares, safety initiatives, and long-term system planning
State Oversight	<p>State authority</p> <p>If Board of Supervisors expands, the authority must submit a plan to the Legislature within 60 days, detailing necessary changes to reflect the new board structure.</p>	<p>State authority</p> <p>Its board size, membership, appointment rules and core governance are set in the Public Authorities Law, so changes to the board structure require state legislative action.</p>	<p>State authority</p> <p>Board structure is established in state statute (N.J.S.A. 27:25-4), so changes require legislative amendment. The Governor can appoint or remove members within the existing statutory structure but cannot change the board structure itself without legislative action.</p>	<p>State authority</p> <p>Any change to the Board structure requires State Legislative Approval.</p>	<p>State created regional authority</p> <p>Any changes to SEPTA's Board of Directors, size, composition, or appointment methods must be made through amendments to Pennsylvania's enabling legislation, specifically Title 74 (Transportation) of the Pennsylvania Consolidated Statutes</p>	<p>District and State oversight</p> <p>Amendments to the Board Structure become effective after approval by the Mayor (or Council override of a veto), a 30-day congressional review per D.C. Code § 1-206.02(c)(1), and publication in the District of Columbia Register.</p>	<p>State oversight</p> <p>Changes to the CTA board require approval from the Illinois legislature. Governed by state law under the Metropolitan Transit Authority Act, the CTA is now overseen by the newly created Northern Illinois Transit Authority (NITA), established in 2025 through SB 2111 to replace the RTA.</p>	<p>State and Federal oversight</p> <p>State law defines district boundaries, powers, and legal framework</p>
Funding	State dedicated funding plus local voter-enacted countywide sales taxes	State dedicated funding plus local taxes/subsidies	State dedicated funding plus statutory state contributions, passenger fares, and federal transit funding	State dedicated funding plus local assessments	State dedicated funding plus small local contributions from Philadelphia and the four suburban counties	Subsidies from the jurisdictional partners in the Commonwealth of Virginia, the State of Maryland, and the District of Columbia	State dedicated funding plus statutory local required contributions	State provides dedicated transportation funding and allows local revenue options