

Metro Board Member Composition and Appointment Structure

July 23, 2026

Metro's Board Composition & Potential Triggers for Change

Public Utilities Code §130051 (AB 152, 1992): Metro's Board — 13 voting members plus one non-voting member — is established by State statute and has been in place since Metro's formation in 1993.

County of Los Angeles — 5 voting seats

All five members of the LA County Board of Supervisors serve on the Metro Board ex officio.

City of Los Angeles — 4 voting seats

The Mayor of Los Angeles, plus two public members and one City Councilmember appointed by the Mayor.

Other 87 Cities — 4 voting seats

Mayors or councilmembers are nominated by the four sector subcommittees of the City Selection Committee (North County/San Fernando Valley, San Gabriel Valley, Southeast/Long Beach, Southwest Corridor), with votes weighted by city population.

Governor — 1 non-voting seat

One non-voting, ex officio member representing the Governor.

Statutory Triggers

Population trigger (§130051(e)):

If the City of LA falls below 35% of the combined population of all 87 cities, one mayoral public-member seat is vacated and refilled by the City Selection Committee from a city not already represented.

County expansion:

When the Board of Supervisors expands from 5 to 9 members (2032), Metro must submit a Board-composition plan to the Legislature within 60 days.

Governance reform should be locally driven, consistent with Metro's long-standing Board approved Legislative Platform.

Peer Benchmarking of Member Appointments



Agency		Voting Members	County Appointee(s)	State Appointee(s)	Major City Appointee(s)	Other Appointee(s)
Metro		13	38% (5 of 13) ex-officio members of the LA County Board of Supervisors	None	31% (4 of 13) – Mayor of City of LA + 3 Mayoral appointees	31% (4 of 13) appointed by LA County City Selection Committee representing other LA County incorporated and unincorporated areas
NYMTA*		14	29% (4 of 14) recommended by County executives	43% (6 of 14) recommended by the Governor	29% (4 of 14) recommended by New York City’s mayor	None
NJ Transit		11	None	100% (11 of 11) – Commissioner of Transportation + State Treasurer + 9 appointed by the Governor	None	None
MBTA		9	None	78% (7 of 9) – State Secretary of Transportation + 6 appointed by Governor based on specific expertise	11% (1 of 9) appointed by the Mayor of Boston	11% (1 of 9) MBTA advisory board appointee with municipal government experience
SEPTA		15	53% (8 of 15) appointed by County commissioners	33% (5 of 15) – 1 Governor appointee + 4 appointed by State Legislature Majority and Minority Leaders	13% (2 of 15) appointed by the City / County of Philadelphia	None
WMATA		8	None	75% (6 of 8) appointed by jurisdictions of MD, VA and DC	None	25% (2 of 8) appointed by the Federal Government
CTA		7	None	43% (3 of 7) appointed by the Governor	57% (4 of 7) appointed by the Mayor of Chicago	None
BART		9	None	None	None	100% (9 of 9) are elected by voters to represent the 9 BART districts

* NYMTA is considered to have 14 voting members (rather than 17 Board members), as 4 members cast one collective vote.

Key Themes from Peer Benchmarking

Board Composition

Board composition and appointment structures vary across transit agencies. Changes to board composition generally require formal legislative action at the state level.

Voting Members

Peer agency boards average 10–11 voting members, versus Metro's 13. Larger agencies (operating budgets above \$2B) average 10 voting members; smaller agencies average 12.

County Representation

Metro is unique in seating all of its elected County officials, and no peer agency seats a County Executive. County representation among peers is generally a mixture of appointees selected by the county's elected legislative body and elected officials. CTA — the only other single-county peer — has no direct county representation, nor do MBTA, BART, or WMATA.

The Committee asked that staff also look at reference agencies — only at Sound Transit are the County CEOs on the Board and have appointing authority and at Pittsburg they appoint but do not serve.

Adopted Governing Values



Legal Integrity

Maintain Metro's status as an independent legal entity governed by State statute.

Intergovernmental Balance

Balance the interests of the County, the City of LA, the other 87 cities, COGs, and the State.

Electoral Accountability

Reflect clear accountability to countywide voters.

Regional Equity

Represent the County's geographic, demographic, and economic diversity, with proportional consideration for communities that most rely on Metro.

Transparency & Public Trust

Structures should be understandable, explainable, and defensible to the public.

Fiscal Stewardship

Ground decision-making in long-term fiscal responsibility — budgets, debt, and capital programs — without new costs to taxpayers.

Functional Effectiveness

Support stable oversight, institutional memory, and timely, high-quality decisions on multi-decade investments.

Customer Experience

Prioritize riders and system performance while recognizing the full range of users, stakeholders, and assets Metro oversees.

Adaptability

Remain resilient and flexible as County and regional governance evolves.

February – May: Countywide Community Outreach

Multi-pronged countywide engagement effort

25 stakeholder organizations

9 hybrid listening sessions across LA County

13 pop-up transit intercepts

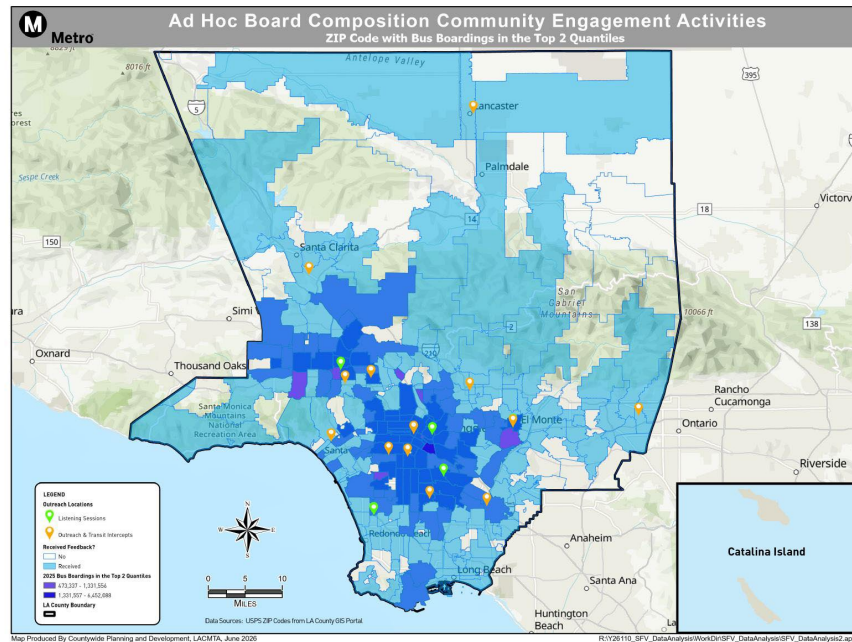
Targeted at high-ridership bus and rail locations

~90% of LA County ZIP codes

Represented in survey responses

TAP card cross-reference

Confirmed outreach reached highest-ridership corridors in South, East & Central LA



1,300+ engagement touchpoints **900+** survey responses

Governance Alternatives

A

Flexible Appointments

Expands the pool each appointing authority may draw from to include qualified public members, riders, or subject matter experts alongside elected officials. Maintains intergovernmental balance and adapts to Measure G.

B

Directly Elected Board

Reconstitutes the Board by replacing all appointment tiers with direct elections from newly drawn geographic districts. Advances electoral accountability but significantly alters intergovernmental balance.

C

Non-Voting Rider Representative

Adds a designated non-voting rider seat based on outreach calling for a formal rider voice. Brings rider perspective into deliberations without disrupting existing intergovernmental balance.

D

Maintain Existing Appointments

Retains the current structure; once the elected County CEO takes effect, the County may designate the CEO as one of its five Board seats. Preserves existing balance, transparency, and electoral accountability but limits potential eligibility of Board members.

Should the Metro Board Include a Dedicated Rider?

Community Outreach

The most consistent outreach finding across all channels was the desire for Board members who understand the day-to-day experience of riding Metro.

Peer Benchmarking

Peer and reference agency references:

- MBTA: Voting rider seat, Governor-appointed; WMATA: one federal seat requires rider qualifications
- NY MTA: Non-voting rider seats (Governor makes all nominations)

Guiding Values

The Committee's adopted Guiding Governance Values call for:

- Customer Experience: Board decisions informed by firsthand rider perspectives
- Accountability: Appointees connected to the communities they serve
- Functional Effectiveness: No new seats or added administrative burden

1

Voting Rider Seat

+ Rider voice in deliberations; equal weight in Board decisions

- One individual expected to represent rider perspective, adds costs

2

Non-Voting Rider Seat

+ Rider voice in deliberations; preserves Board structure

- Cannot call votes or formally move motions; influence depends on voting members' responsiveness, one individual expected to represent rider perspective, adds costs

3

Alternative A — Flexible Appointments ★ Staff Recommendation

+ Embeds rider voice across multiple seats; no added cost; consistent with peer norms

- Enables but does not require rider appointments; mitigated with adopted Appointment Guidelines Framework

4

Rider Representing Unincorporated Area

+ Adds a rider voice for communities outside the 87 cities

- Not raised in outreach; no peer analogue; unincorporated residents are represented by County and City Selection seats who represent geographic areas that include unincorporated communities

Should Metro Establish a Formal Labor Seat on the Board?

Metro Has One of the Strongest Labor Partnerships in the Nation

- ✓ **Agencywide Project Labor Agreement** with the LA/Orange Counties Building & Construction Trades Council — covering all projects above \$2.5M and the first transit PLA to receive FTA approval for national targeted hiring goals on federally funded projects.
- ✓ **Labor's interests are substantially represented** through established labor engagement processes.

Community Outreach: No Public Mandate

Nearly 900 survey responses and 1,300+ engagement touchpoints did not surface explicit public support for a formal labor seat. Feedback focused on rider experience, subject matter expertise, and accountability.

Peer Benchmarking: One Voting Precedent

MBTA is the only agency identified with a voting labor seat (created 2021; Governor-appointed from an AFL-CIO shortlist). Elsewhere labor representation is non-voting and tied to the agency's own bargaining units: NY MTA (rotating non-voting seat), Community Transit and Sound Transit (non-voting; codified by Washington State statute).

Inconsistency with Guiding Values & Ethics Considerations

Designating a seat for labor would prioritize that perspective over business, environmental, housing, and public health stakeholders. Under Alternative A, authorities retain flexibility to appoint labor-oriented individuals, including the Governor's appointee.

Should the County CEO Have a Dedicated Seat and/or Appointing Authority?



No Public Demand through Community Outreach

Metro's countywide outreach yielded no explicit public input calling for a CEO Board seat or CEO appointing authority. Two COGs — South Bay Cities and Las Virgenes-Malibu — formally opposed any dedicated CEO seat, citing concerns about diluting city representation.

CEO's Role Under Measure G

CEO powers are internal to county operations and is silent on CEO appointment authority over external agencies like Metro, because it is an independent regional agency, not a county department. Measure G does not assign the CEO an explicit role in intergovernmental relations or external agency governance.

Measure G Alignment

Alternative A preserves the County's flexibility to designate the future elected CEO as one of its five Board seats — responsive to Measure G without going beyond what voters approved.

Measure G Implementation Task Force

The Governance Reform Task Force is actively defining the CEO's external-agency role, with work not anticipated to conclude until December 3, 2028. Under Alternative A, the Board of Supervisors may designate the elected CEO to one of the County's five seats at any time — preserving the County's discretion on its own timeline.

Appointment Guidelines Framework

- ✓ An Appointment Guidelines Framework can create transparency and accountability in the appointment process.
- ✓ Guidance is intended to inform each Appointing Authority's independent discretion.
- ✓ Metro's Service Councils show a flexible model still attracts elected officials (36% of members are elected since 2002).

A. Appointee Qualifications & Experience

A broad, inclusive definition of rider experience (bus, rail, Metrolink, bike share, municipal operators);
Relevant subject matter qualifications (e.g., finance, law, planning, engineering, housing, ethics); and a plan to utilize transit multiple times per month.

B. Appointment Structure

Prevent duplicative coverage within a jurisdiction (e.g., multiple appointees from the same council district, supervisorial district, or city);
Fixed multi-year terms for non-elected appointees (four years, renewable and terminable).

C. Accountability & Implementation

Each Appointing Authority publicly documents how the guidelines — including the rider perspective and recommended qualifications — were considered in each appointment; Metro could collect this information and publish an annual report across all Appointing Authorities.

LA City Population Trigger



Current law (PUC §130051(e)): If LA City falls below 35% of the combined population of all 87 cities, one mayoral public-member seat is vacated and refilled by the City Selection Committee from an unrepresented city.

Committee member proposal: Raise the trigger to 43.75% — the exact proportional midpoint for the 8 non-County seats ($3.5 \div 8$). LA City's share is ~43.4% (2020 Census: 3.90M of 8.99M), so a seat would shift to the City Selection Committee immediately.

Population Is One Lens Among Several

Service & ridership: ~62% of Metro's weekly bus/rail revenue-miles and ~74% of ridership are within the City of LA, concentrated in Central, South, and East LA.

Transit dependency & funding equity: ~56% of the County's zero-vehicle households are in LA City. Sales Tax measures (per-capita local return, voter-approved expenditure plans) provide geographic equity in the use of funding, independent of Board composition. Sales tax is regressive, and tax generation is not necessarily correlated with population distribution.

Any change to the statutory threshold should take into consideration multiple factors.

SUMMARY OF RECOMMENDATIONS & NEXT STEPS

1

Adopt Alternative A — Flexible Appointments

Enable each Appointing Authority (County: 5 seats, City of LA: 4 seats, City Selection Committee: 4 seats, Governor: 1 non-voting seat) to fill their allocated seats with elected officials or qualified public members, including special interest stakeholders, transit riders, or subject matter experts.

2

Adopt the Appointment Guidelines Framework

Adopt the framework for guidelines that Appointing Authorities may use to support their appointment process under Alternative A — so that all members, regardless of prior ridership experience, build firsthand familiarity with the customer experience once appointed.

3

Next Steps

Upon approval, staff will, pursuant to State law, submit the report to the Legislature and work to memorialize the governance changes in Metro's enabling State statute (Public Utilities Code).