

**Metro**Los Angeles County
Metropolitan Transportation AuthorityOne Gateway Plaza
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metro.net**REGULAR BOARD MEETING
FEBRUARY 27, 2014**

BILL: AB 1941

AUTHOR: ASSEMBLYMEMBER CHRIS HOLDEN

SUBJECT: LEGISLATIVE APPOINTEES TO THE METRO BOARD OF DIRECTORS

STATUS: PENDING COMMITTEE REFERRAL

ACTION: OPPOSE

RECOMMENDATION

Staff recommends that the Board of Directors OPPOSE AB 1941

ISSUE

Assemblymember Holden has introduced legislation 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.

PROVISIONS

Existing law creates the Los Angeles County Metropolitan Transportation Authority and establishes the composition of the Board of Directors as having 13 voting members and one non-voting member appointed by the Governor.

AB 1941 would:

- Expand the Metro Board of Directors from 14 to 16 by adding two voting members.
- The two new members would be appointed by the Speaker of the State Assembly and the Senate Committee on Rules.

DISCUSSION

The existing composition of the Metro Board of Directors dates back to the original creation of this agency and was the result of a locally derived consensus. That consensus was developed through extensive discussions with stakeholders throughout Los Angeles County.

Based on that principle, the Board has opposed legislation that would restructure the Board absent a locally derived consensus. Metro's State Legislative Program also includes a provision opposing any effort to restructure the Board.

According to the Author's office, the bill is needed to develop more regionally based decisions on transportation issues. However, the bill does not add similar appointees to other county transportation commissions in our region or the state.

In fact, all of the transportation funding agencies from Ventura County to the Mexican border and from the Pacific Ocean to the Arizona border meet monthly at Metro Headquarters to discuss all of the major transportation issues that affect our region. This cooperation has fostered the development of a regional commuter rail system, a regional goods movement plan, the state mandated Sustainable Communities Strategy and other regional efforts. Unfortunately, the language of the bill does not reflect the longstanding process in this region to develop consensus on major issues through a collaborative process. Additionally, it is not clear how appointees of the Assembly Speaker and Senate Committee on Rules would foster regional decision making.

Neither the Author nor his staff contacted Metro to discuss this proposal prior to its introduction.

The subset of fund sources controlled by Metro are comprised of Federal, State and Local funds. Approximately 82% of our funds come from local sources and approximately 5% come from the state. The state's commitment to transportation funding will plummet next year as the expiration of Proposition 1B funds reduces the state's investment in the transportation system by approximately 50%.

Metro, along with all of our partners in Southern California, has demonstrated that regional consensus on major transportation issues can be achieved through collaboration, not through confrontation. Metro's Board has actually demonstrated this fact through its unanimous votes on the agency's Long Range Plan, its unity on federal funding priorities and its commitment to work with the sub-regions on the development of a future sales tax measure.

DETERMINATION OF SAFETY IMPACT

Staff have reviewed the proposed legislation for impacts to safety at our agency and have determined that there is not an impact to safety.

FINANCIAL IMPACT

Staff have reviewed the proposed legislation for financial impacts. There would possibly be some costs associated with reconfiguring the Board room to accommodate more members.

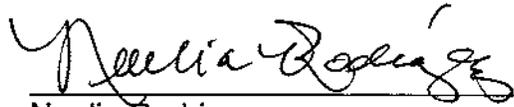
ALTERNATIVES CONSIDERED

Staff considered adopting a neutral position on the measure but this would be inconsistent with the agency's Board approved State Legislative Program and the long standing principle of the Board to oppose legislation that calls for restructuring Metro's Board of Directors.

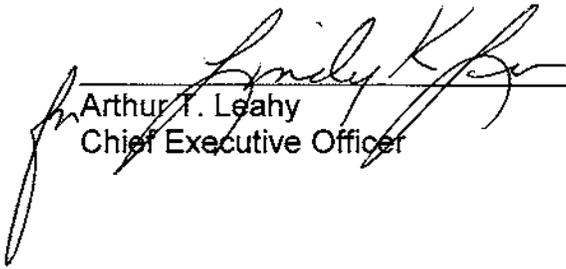
NEXT STEPS

Should the Board adopt an oppose position, staff will communicate that position and will work with local stakeholders who also share the same concerns.

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