



Metro

Los Angeles County
Metropolitan Transportation Authority

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**REGULAR BOARD MEETING
MAY 3, 2006**

SUBJECT: STATE LEGISLATION

ACTION: APPROVE STAFF RECOMMENDATION ON STATE LEGISLATION

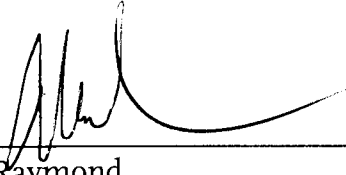
RECOMMENDATION

Adopt position on SB 1507 (Margett) – Metro Board Composition which would restructure the Metro Board of Directors membership. **OPPOSE.**

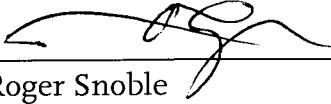
ATTACHMENT

Attachment A1: SB 1507 Analysis

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Roger Snoble
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BILL: SB 1507

AUTHOR: STATE SENATOR BOB MARGETT
(R-ARCADIA)

TITLE: METRO BOARD COMPOSITION

STATUS: PENDING HEARING IN SENATE TRANSPORTATION AND
HOUSING COMMITTEE

ACTION: OPPOSE

RECOMMENDATION

Adopt an oppose position on SB 1507 (Margett) – Metro Board Composition which would restructure the Metro Board of Directors membership.

ISSUE

SB 1507 would restructure the Metro Board by requiring that one public member seat currently appointed by the Mayor of the City of Los Angeles be appointed by the Los Angeles County City Selection Committee. SB 1507 is returning to the Board because the Board did not adopt a position at its March meeting.

PROVISIONS

Current law establishes the Metro Board of Directors and establishes that the Board is to be composed of 13 voting members including the five members of the Los Angeles County Board of Supervisors, the Mayor of the City of Los Angeles, two public members and one member of the Los Angeles City Council appointed by the Mayor, and four representatives of the cities other than the City of Los Angeles to be appointed by the Los Angeles County City Selection Committee by defined sectors. The sectors are: North County/San Fernando, Southwest, San Gabriel and Southeast Long Beach. Current law also allows for one public member appointed by the Mayor to be appointed by the City Selection Committee should the population of the City of Los Angeles fall below 35% of the combined population of all cities in the county.

SB 1507 is a measure introduced by State Senator Bob Margett which would modify the composition of the Metro Board of Directors in the following manner:

- One public member appointed by the Mayor would then be appointed by the Los Angeles County City Selection Committee.
- The sectors from which these members are to be selected would be redefined to: San Fernando, Westside/Central, San Gabriel, Gateway and South Bay.

- Retain the current provision allowing the remaining public member to be appointed by the City Selection Committee should the population shift accordingly allowing for another representative from the City Selection Committee.

IMPACT ANALYSIS

The existing structure, as created by AB 152 (1992), was balanced to ensure the best representation of all interests within Los Angeles County. The composition of the Metro Board of Directors was the result of a locally derived consensus regarding governance of the agency. Since the day the agency was created, numerous proposals have been presented to change the structure of the Board. The Metro Board of Directors has opposed every measure to restructure the Board absent a locally derived consensus.

Included in this is a mechanism that allows for such a change based on population shifts in the county. Staff are concerned that SB 1507 not only makes such a change without those population shifts, it continues to allow another shift of appointment with future population changes. This would further modify the balance in board governance.

SB 1507 is a divisive measure that could potentially threaten Metro's ability to convey a unified message in Sacramento at a time when key funding decisions are being made. Its very effort could be damaging to the delivery of transportation services and programs and detrimental to the agency's ability to solicit additional transportation funding at the state and federal levels. SB 1507 does not increase funding nor does it assist in the provision of additional services. Instead, the bill would increase the likelihood of parochialism in local transportation decision-making.

Senator Margett's office indicates that some concern has arisen with respect to the way in which the new corridors were identified in the bill. Designating corridors in legislation absent a local process could be problematic in that it is not clear if all subregions are treated equally under a new configuration. Overall staff is concerned that modifying the board structure absent a local process and a local consensus will upset the balance on the board and could lead to further divisiveness. The problems created by attempting to redefine subregions without a local process is indicative of the types of problems created by this type of legislation.

SB 1507 was originally scheduled to be considered in the Senate Transportation and Housing Committee on April 18, 2006. As of the writing of this report, SB 1507 has been removed from the agenda for that date and is expected to be considered at a later time.

Senator Margett's office indicates he is the sponsor of this measure.