

LOS ANGELES METROPOLITAN AUTHORITY ENABLING LEGISLATION

Relevant section of Public Utilities Code, emphasis added. Also, possibly LA City's percentage of the overall population has increased since this was written.

130051. The Los Angeles County Metropolitan Transportation

Authority consists of 14 members, as follows:

(a) Five members of the Los Angeles County Board of Supervisors.

If the number of members of the Los Angeles County Board of Supervisors is increased, the authority shall, within 60 days of the increase, submit a plan to the Legislature for revising the composition of the authority.

(b) The Mayor of the City of Los Angeles.

(c) Two public members and one member of the City Council of the City of Los Angeles appointed by the Mayor of the City of Los Angeles.

(d) Four members, each of whom shall be a mayor or a member of a city council, appointed by the Los Angeles County City Selection Committee. For purposes of the selection of these four members, the County of Los Angeles, excluding the City of Los Angeles, shall be divided into the following four sectors:

(1) The North County/San Fernando Valley sector.

(2) The Southwest Corridor sector.

(3) The San Gabriel Valley sector.

(4) The Southeast Long Beach sector.

The League of California Cities, Los Angeles County Division, shall define the sectors. Every city within a sector shall be entitled to vote to nominate one or more candidates from that sector

for consideration for appointment by the Los Angeles County City Selection Committee. A city's vote shall be weighted in the same proportion that its population bears to the total population of all cities within the sector.

The members appointed pursuant to this subdivision shall be appointed by the Los Angeles County City Selection Committee upon an affirmative vote of its members which represent a majority of the population of all cities within the county, excluding the City of Los Angeles.

The members selected by the city selection committee shall serve four-year terms with no limitation on the number of terms that may be served by any individual. The city selection committee may shorten the initial four-year term for one or more of the members for the purpose of ensuring that the members will serve staggered terms.

(e) If the population of the City of Los Angeles, at any time, becomes less than 35 percent of the combined population of all cities in the county, the position of one of the two public members appointed pursuant to subdivision (c), as determined by the Mayor of the City of Los Angeles by lot, shall be vacated, and the vacant position shall be filled by appointment by the city selection committee pursuant to subdivision (d) from a city not represented by any other member appointed pursuant to subdivision (d).

(f) One nonvoting member appointed by the Governor.

November 19, 2014

TO: Los Angeles County Division - Board of Directors
FROM: John Mirisch, Council Member, City of Beverly Hills

RE: **FIXING LA COUNTY CITIES' UNDERREPRESENTATION ON THE METRO BOARD**

Equal representation is one of the fundamentals of our democratic system. However, 87 cities in LA County (i.e. each city outside of the City of Los Angeles) are currently underrepresented on the Metro Board by 57.8%. The Division should work to try to secure fair and equitable representation on the Metro Board for all cities in the County.

Facts:

Population of LA County (US Census, 2013 – estimated)

10,017,068

Population of the City of Los Angeles (same source)

3,884,307

In addition to the County Supervisors (who represent the entire County proportionally), the City of Los Angeles has 4 representatives on the Metro Board. The rest of the County has a total of 4 representatives on the Metro Board.

Each LA Metro board member represents 971,076 residents.

Each non-LA Metro board member represents 1,533,196 residents.

The League's Los Angeles County Division should work towards a long-term fix. There are a number of potential solutions which should be explored, but perhaps the simplest and fairest would be to add two additional members to the Metro Board, so that apart from the Supervisors, the Board would consist of 4 representatives from the City of Los Angeles, and 6 from the other 87 cities.

The Division may have a unique opportunity to address this now: Metro is currently in the process of trying to gather support for a transit-oriented countywide sales tax increase/extension. Such a tax would generate tens of billions of dollars for Metro over the next several decades. The Los Angeles County Division should not even consider supporting such a tax increase/extension unless and until the disproportionate representation on the Metro board has been rectified.

Transportation is a hugely important issue for the entire County, and the principles of local control are best served when all the cities in LA County have fair and equal representation on the Metro Board, especially with billions of taxpayer dollars at stake. Solving this problem should be one of the County Division's top priorities.

Director O'Connor Motions
"Initiative and Collaboration"
A short Chronology of South Bay Issues and Goals

1. November 13, 2014 – O'Connor, Knabe, Garcetti & Bonin: **South Bay Boundary Restoration Motion.**
2. November 5, 2014 -- O'Connor, Garcetti, & Ridley-Thomas: **First & Last Mile Wayfinding Signage Pilot Grant Program.**
3. October 23, 2014 O'Connor: **Car Share Motion Amendment to include South Bay**
4. October 15, 2014 O'Connor & Dubois: Develop Active Transportation Travel Demand Modeling for Pedestrian, Bicycle and Slow Speed Lanes. (relates to #26)
5. October 23, 2014 – O'Connor, Dupont-Walker, Najarian, Dubois & Bonin: **Revise and Improve Metro Call for Projects. (Major Goal for new Metro term) (relates to #19)**
6. September 18, 2014 Garcetti, Bonin, Knabe, and Ridley-Thomas & O'Connor: Motion recognizing that LAWA is a countywide "regional" entity with need of separate Mobility Matrix study. (Relates to #1 – created the justification for Boundary restoration Motion).
7. September 18, 2014 – O'Connor, Yaroslavsky & Krekorian: Valley-Westside Express bus on I-405 to include study to extend to South Bay.
8. July 16, 2014 – O'Connor/Fasana: Rescind funding Express Lane funding for Metrolink and retain in I-110 Corridor.
9. July 16, 2014 – O'Connor, Dubois & Knabe: Amendment to SFV/SGV High Capacity Transit Corridor Motion --- provide that such a study be part of LRTP Update. (relates to #18)
10. July 16, 2014 – O'Connor, Bonin & Garcetti: Developing an Active Transportation Finance Strategy – define performance metrics, (one size does not fit all sub-regions). (relates to #s 4 & 26)
11. July 16, 2014 – O'Connor, Garcetti & Bonin: Systemwide Parking / Car Share – include South Bay Green Line and Car2Go

12. April 24, 2014 – O'Connor, Knabe & Ridley Thomas: Way finding at Stations within First and Last Mile (of Metro stations).
13. March, 2014 -- O'Connor/Knabe Amendment: Prepare studies for extending Line 588 from SFV to South Bay.
14. March 2014 – O'Connor/Dubois: Community Infrastructure Partnership Program – allowing small cities to participate in bond pool.
15. February, 2014 – O'Connor, Najarian & Dubois: concerns over **Transfer of Caltrans Park `n Ride Lots – HGTC**
16. January 2014 – O'Connor, Knabe & Dubois – Grant Application Amendment for SBCC Grant application.
17. January 2014 – O'Connor & Yaroslavsky: Metro Parking Utilization
18. January 2014 – O'Connor, Knabe & Dubois: **Strategic growth Council Grant Opportunity for SBCC** – Metro provide the \$100K local match for SBCC.
19. November, 2013 – O'Connor, Najarian & Dubois – **Substitute Motion creating Mobility Matrix studies for all sub-regions. (Created the methodology for greater participation for sub-regions in the LRTP Update and Ballot Measure preparation process.) Full sub-region participation of sub-regions is continuing major goal for new Metro term)**
20. November 2013 – O'Connor, Bonin & Fasana: Metro to Draft First and Last Mile Strategic Plan.
21. October 2013 – O'Connor, Knabe & Bonin: Airport Metro Connector – Monthly reports on accelerating Metro LAX Connector Project.
22. October 2013 – O'Connor, Garcetti, Bonin Knabe & Yaroslavsky: Initiative Countywide Bikeshare Program.
23. June 2013 – O'Connor, Knabe, Dubois & Katz – Substitute Motion to backfill Crenshaw LRT Life of Project Budget and protect South Bay Measure R Funds.
24. **June 2013** – O'Connor, Knabe, Najarian & Dubois: ***The Highway Capital Subfund Protection Policy 2013 – An Amendment to the 2011 Measure R Fiscal Responsibility Policy.***
25. June 2013 – O'Connor & Katz: Approving Measure R Acceleration Financing Plan

26. February 2012 – O'Connor, Villaraigosa, and Wilson & Huizar: Improve existing wayfinding signage for existing Metro stations.
27. January, 2012 – O'Connor, Najarian & Huizar: Bicycle (Active Transportation) **Travel Demand Modeling Motion** (they said it couldn't be done).
28. February 2012 O'Connor, Najarian, Dubois & Knabe: Measure R Regional funds Alignment Motion – to be used as a source for “local match” for Call for Projects – **leveraging SBCC HOIP funding.**